

# Agenda

## Planning and Transportation Policy Working Group Meeting

Date: Tuesday, 19 September 2023

Time 7.00 pm

Venue: Council Chamber, Swale House, East Street, Sittingbourne, ME10 3HT\*

Membership:

Councillors Monique Bonney, Kieran Golding, Alastair Gould, Mike Henderson, James Hunt, Elliott Jayes, Richard Palmer, Julien Speed, Karen Watson, Mike Whiting and Tony Winckless.

Quorum = 3

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Pages

### Information about this meeting

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1. Election of Chair
2. Election of Vice-Chair

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- (d) Anyone unable to use the stairs should make themselves known during this agenda item.

### 4. Apologies for Absence

### 5. Minutes

To approve the [Minutes](#) of the Meeting held on 20 February 2023 (Minute Nos. 667 – 671) as a correct record.

### 6. Declarations of Interest

Councillors should not act or take decisions in order to gain financial or other material benefits for themselves, their families or friends.

The Chair will ask Members if they have any disclosable pecuniary interests (DPIs) or disclosable non-pecuniary interests (DNPIs) to declare in respect of items on the agenda. Members with a DPI in an item must leave the room for that item and may not participate in the debate or vote.

Aside from disclosable interests, where a fair-minded and informed observer would think there was a real possibility that a Member might be biased or predetermined on an item, the Member should declare this and leave the room while that item is considered.

Members who are in any doubt about interests, bias or predetermination should contact the monitoring officer for advice prior to the meeting.

## **Part A Reports for Recommendation to the Policy & Resources Committee**

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**Issued on Monday, 11 September 2023**

The reports included in Part I of this agenda can be made available in alternative formats. For further information about this service, or to arrange for special facilities to be provided at the meeting, please contact Democratic Services at [democraticservices@swale.gov.uk](mailto:democraticservices@swale.gov.uk). To find out more about the work of the Committee, please visit [www.swale.gov.uk](http://www.swale.gov.uk)

**Chief Executive, Swale Borough Council,  
Swale House, East Street, Sittingbourne, Kent, ME10 3HT**

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<b>Planning and Transportation Policy Working Group Meeting</b>	
<b>Meeting Date</b>	19 <sup>th</sup> September 2023
<b>Report Title</b>	Terms of Reference for the Planning and Transportation Policy Working Group
<b>EMT Lead</b>	Emma Wiggins, Director of Regeneration and Neighbourhoods
<b>Head of Service</b>	Joanne Johnson, Head of Regeneration, Economic Development and Property and Interim Head of Planning
<b>Lead Officer</b>	Jill Peet, Planning Policy Manager
<b>Classification</b>	<b>Open</b>
<b>Recommendations</b>	1. To agree Terms of Reference for the PTP Working Group.

## 1 Purpose of Report and Executive Summary

- 1.1 As Members are aware, local politicians and council officers operate within a governance framework of checks and balances to ensure that local authorities' decision-making is lawful, informed by objective advice, transparent and consultative. Some parts of local governance are locally defined, such as whether a council will follow a cabinet or a committee style of governance. In May 2022, the Council elected to switch from a cabinet system to a committee style of governance. The Policy and Resources Committee is the main decision-making body for emerging planning and transportation policy (enroute to full Council). The purpose of formal committees is to make decisions based on information presented to the committee by officers of the council.
- 1.2 In the case of planning and transportation policy, especially local plan policy, it is necessary for members to have a greater knowledge and depth of understanding of national policy and local evidence so that informed decision can be made when the time comes to discuss the proposed policies at Policy and Resources committees. To help facilitate this, the Planning and Transportation Policy Working Group (PTP WG) was set up with the first informal meeting of this administration taking place in June 2022.
- 1.3 The Council Constitution confirms that the PTP WG acts as an advisory group that makes recommendations to Policy and Resources Committee and that Terms of Reference may be set. Agreeing Terms of Reference (ToR) will support both officers and members as policies and policy documents progress. Terms of Reference will support a shared understanding of how the Working Group will operate and set out expectations for how work will be presented and shared with members and with the wider public.

- 1.4 It will be for the Working Group to determine and agree Terms of Reference but as a stimulus for discussion, a 'starter for ten' is contained within section 3 of this report.

## **2 Background**

- 2.1 Under the previous cabinet governance system, the Local Plan Panel (and before that, the Local Development Framework Panel) was set up to discuss all relevant matters for the Local Plan Review and other planning policy and made recommendations to Cabinet. Where items were 'key decisions' (e.g. the local plan document itself) specific reports were presented to Cabinet and to full Council. Under the committee system of governance, the PTP WG will make recommendations to Policy and Resources Committee through specific reports that include a record of the discussion or through the reporting of the minutes if that is appropriate.
- 2.2 It is usual for local planning authorities to have a local plan working group, steering group or similar. Many of these types of groups have Terms of Reference to specify how the group will operate. There are plenty of examples online of Terms of Reference for such groups. Links to examples can be provided on request.
- 2.3 Agreeing Terms of Reference will help to keep clear the roles and responsibilities of the Working Group and will identify the processes to be followed. This is particularly important to avoid duplication of work and to ensure that members have the opportunity to understand and question evidence for the LPR as it becomes available and to feed back this information to their respective groups.
- 2.4 It is for the Working Group to identify and agree Terms of Reference and to determine the processes to follow. Section 3 below includes a 'starter for ten' to stimulate discussion and facilitate the completion of Terms of Reference that can subsequently be agreed.

## **3 Proposals**

- 3.1 Agreeing Terms of Reference will secure a shared understanding between members and officers. This means the work of the Group is underpinned by the assurance that everyone involved understands the purpose, direction and outcomes of the Group and their collective and individual roles and responsibilities.
- 3.2 Members are asked to consider the 'starter for ten' Terms of Reference set out below and to propose and discuss amendments as they see fit.

***Planning and Transportation Policy Working Group Terms of Reference***

*The purpose of the PTP WG is to discuss and make recommendations in relation to the development and implementation of Planning and Transportation Policy, including the Local Plan Review.*

*The Working Group will undertake all but not exclusively the following activities:*

- 1. To review progress in preparing the Local Plan Review*
- 2. Receive updates on Government policy changes and priorities insofar as they might impact on the preparation of the Local Plan*
- 3. Receive and note reports and presentations on the Local Plan Review evidence base*
- 4. Provide comment on the scope and nature of the thematic policy approaches to be considered in developing the Local Plan*
- 5. Provide comment on the development of an evidence-based preferred spatial option*
- 6. To keep under review the Council's approach to community engagement in the plan-making process*
- 7. To consider other planning and transportation policy areas and heritage policies and projects and make recommendations to Policy and Resources committee as appropriate.*
- 8. From time to time, matters may arise from discussion of planning applications, enforcement matters and so on. These matters shall be referred to this Working Group.*

*As the Working Group is a subcommittee with no decision-making powers it will refer all recommendations directly to P&R and keep other members of their political groups informed.*

*Formal meetings of the Working Group shall be held in public and shall be serviced by Democratic Services. Informal meetings shall be held at the discretion of the chair and will not be held in public and shall be arranged by officers as required. From time to time, the WG may need to discuss matters of a confidential nature. Group members will be expected to respect this confidentiality and should not discuss such matters outside the Group until they have been formally placed in the public realm.*

*Meetings will be held in person or virtual or hybrid at the Chair's discretion.*

## **4 Alternative Options**

- 4.1 There is no requirement in the constitution to agree Terms of Reference and members may choose not to proceed with setting these out for the Working Group. Deciding not to progress with Terms of Reference would be a missed opportunity to set out parameters and create greater clarity and transparency around the roles and responsibilities of the Working Group.

## **5 Consultation Undertaken or Proposed**

- 5.1 As the Terms of Reference are a matter for the members of the Working Group to agree, no consultation has been undertaken or is proposed.

## 6 Implications

<b>Issue</b>	<b>Implications</b>
Corporate Plan	The proposals align with corporate objective 4: renewing local democracy and making the council fit for the future.
Financial, Resource and Property	The proposals are likely to have a positive impact on resources as there will be a shared understanding around the purpose of the Working Group and expectations of officers
Legal, Statutory and Procurement	The proposals are aligned with the Council's constitution and corporate objective 4
Crime and Disorder	No implications identified
Environment and Climate/Ecological Emergency	No implications identified
Health and Wellbeing	No implications identified
Safeguarding of Children, Young People and Vulnerable Adults	No implications identified
Risk Management and Health and Safety	The proposals reduce risk because it creates a shared understanding of the roles and responsibilities of the Working Group and expectations of officers
Equality and Diversity	No implications identified
Privacy and Data Protection	No implications identified

## 7 Appendices

7.1 NONE

## 8 Background Papers

NONE



<b>Planning and Transportation Policy Working Group Meeting</b>	
<b>Meeting Date</b>	19 <sup>th</sup> September 2023
<b>Report Title</b>	Scheme of Delegation and Committee Procedure Rules – proposed changes
<b>EMT Lead</b>	Emma Wiggins, Director of Regeneration and Neighbourhoods
<b>Head of Service</b>	Joanne Johnson, Head of Regeneration, Economic Development and Property and Interim Head of Planning
<b>Lead Officer</b>	Ceri Williams, Development Manager
<b>Classification</b>	<b>Open</b>
<b>Recommendations</b>	1. To recommend the proposed changes to the Scheme of Delegation and Committee Procedure Rules, as set out in tables 1 and 2, to the Constitution Working Group.

## **1 Purpose of Report and Executive Summary**

- 1.1 This report sets out the rationale for proposed changes to the Scheme of Delegation and Committee Procedure Rules (parts 2.8 and 3.1 of the Constitution) and seeks Planning and Transportation Policy Working Group’s (PTPWG) recommendation for these to be considered by the Constitution Working Group.

## **2 Background**

- 2.1 When Swale Borough Council switched from a Cabinet system to a Committee system in May 2022, its Constitution was rewritten accordingly. The Constitution Working Group is the mechanism by which any further refinements to the Constitution are considered and approved.
- 2.2 Planning Improvement Board was established in March 2023 to support the newly-created Planning Improvement Strategy. It is attended by senior officers, the Leader and Deputy Leader, the Chair and Vice-Chair of Planning Committee and the Chair and Vice Chair of PTPWG.
- 2.3 In May 2023 Planning Improvement Board agreed to review current procedures for preparing the Planning Committee agenda to ensure effective use of time and optimal delegations. The guiding principles of the review were agreed as:
- Members play a central role in the planning decision making process, including deciding which applications should be determined by Planning Committee
  - There are legitimate planning reasons for applications to be included on the Committee agenda, and it is in the public interest for the application to be debated and determined by the Planning Committee

- The expectations of the public (both applicants and neighbours) are managed so that they know what to expect from the planning process and can be assured members and officers are accountable for their decisions.
- 2.4 This accords with government advice that it is in the public interest for the local planning authority to have effective delegation arrangements, to ensure that planning applications that raise no significant planning issues aren't delayed unnecessarily and that resources are appropriately concentrated on the applications of greatest significance to the local area.
- 2.5 In July 2023, Planning Improvement Board considered consequent proposals for amendments to the Scheme of Delegation and Committee Procedure Rules. Members agreed to recommend the amendments shown in tables 1 and 2 to PTPWG for discussion and onward recommendation to the Constitution Working Group.

**Table 1: Scheme of Delegation Proposals**

	<b>Current Committee Delegations to the Head of Planning</b>	<b>Proposal</b>	<b>Rationale</b>
1	<p>2.8.15.1 To determine applications, negotiate and enter into Section 106 Agreements, to agree minor variations to planning obligations, to respond to prior notifications, and to make observations on behalf of the Borough Council in accordance with the provisions of the appropriate Development Plan or other adopted Borough Council Planning Policy Guidance.</p> <p>2.8.15.2 The delegated powers in paragraph 1 above shall <b>not</b> be exercised in the following circumstances:                      (a) Any planning applications submitted by a member of the Council, staff and for Council development (whether involving Council owned land or not)</p>	<p>Any planning applications submitted by a member of the Council, staff, council development <b>or on council owned land</b></p>	<p>It is important that applications that are submitted by members and staff of the Council and Council development are reported to the planning committee. At present there is no requirement for applications on Council owned land to be reported to the planning committee, however, this is considered equally important for transparency reasons</p>
2	<p>2.8.15.2 The delegated powers in paragraph 1 above shall <b>not</b> be exercised in the following circumstances:                      (b) Applications where the decision of the Head of Planning would conflict with any written representation</p>	<p>Applications where the decision of the Head of Planning would conflict with <b>reasons set out in</b> written representations <b>received during the statutory consultation period as specified within the Town and Country Planning (Development Management Procedure)</b></p>	<p>A number of amendments are proposed in relation to this section as these requirements trigger the most referrals to the planning committee. There are also opportunities to tighten and clarify wording.</p> <p>Currently requests for applications to be reported to Planning Committee must be made within the</p>

received within the specified representation period from:  
 (i) Any Member of the Borough Council  
 (ii) A statutory consultee  
 (iii) A Parish or Town Council

Provided that any such representations from (ii) or (iii) above are, in the opinion of the Head of Planning, based upon relevant planning considerations

**(England) Order (2015) or any superseding legislation** ~~written representation received within the specified representation period~~ from:

- (i) Any Member of the Borough Council
- (ii) A statutory consultee
- (iii) A Parish or Town Council **where it is clearly stated that the Parish or Town Council want the application to be reported to the Planning Committee.**

Provided that any such representations ~~from (ii) or (iii) above~~ are, in the opinion of the Head of Planning, based upon relevant ~~planning~~ considerations.

‘specified representation period’, however, this is not defined. The revision proposed makes it clear that requests for applications to be reported to the Planning Committee need to be made during the statutory timeframe for comments as defined by the Procedure Order. This will allow requests to be made during the initial 21- day consultation and any subsequent period of consultation. Having requests made early on during the application period ensures that officers can enter more meaningful negotiations early on to address these concerns where it is reasonable to do so.

Amendments are proposed to ensure parity between the groups of potential respondents listed in terms of rationale for their representations. The reasons for this are two-fold. Firstly, there is little benefit in an application being referred to Planning Committee without rationale, as ultimately this does not focus the reason for Committee consideration, and therefore does not align with best practice.

Secondly, when reasons are given there is an opportunity for officers to discuss the concerns of members with applicants/ agents to address those concerns and where this not possible it allows for a more focused report to be provided that fully considers the member concerns.

Turning to Town/ Parish Councils, given the number of applications that are triggered by (iii), it is proposed that Town and Parish Councils will need to specifically request that the application be

			reported to the planning committee. This will ensure that committee and officer time is used in the most efficient manner and that applications considered by the committee are those of greatest public interest.
3	2.8.15.2 (c) Applications where the decision of the Head of Planning would conflict with letters of representations, or petitions, from at least three separate addresses received within the specified representation period from persons or bodies (other than those set out in (a) above) provided that any such representations are, in the opinion of the Head of Planning, based upon relevant planning considerations and relevant Ward Member requests that the application should be reported to the Planning Committee	<del>Applications where the decision of the Head of Planning would conflict with letters of representations, or petitions, from at least three separate addresses received within the specified representation period from persons or bodies (other than those set out in (a) above) provided that any such representations are, in the opinion of the Head of Planning, based upon relevant planning considerations and relevant Ward Member requests that the application should be reported to the Planning Committee;</del>	This requirement puts the onus on the officers to inform ward members of representations received and chase up responses causing delay and increased administration. Raising concerns with ward members is an established route for members of the public. Contact details are readily available on the public website. Further to this, ward members are consulted on all application in their ward. If there are any concerns these can be raised with officers directly or at the weekly councillors' surgery. While it is proposed that this clause be removed this does not prohibit communication on matters that are causing contention locally and officers will continue to keep ward councillors abreast of such applications.
4	2.8.15.2 (d) Applications which the Head of Planning considers are sufficiently major or raise difficult questions of policy interpretation or any unusual or difficult issues which warrant Member determination	<del>Applications which the Head of Planning considers are sufficiently major or raise difficult questions of policy interpretation or any unusual or difficult issues which warrant Member determination</del>	This section has been amended to put more focus on the public interest test rather than the size and complexity of applications. The role of the planning committee is to ensure that decisions are made in the best interest of the district and this requirement reinforces this.
5	2.8.15.2 Where the Head of Planning determines that a representation from (iii) above is not based on relevant	Where the Head of Planning determines that a representation from (iii) above is not based on relevant planning considerations,	As per para. 2.8.15.2 above town and parish councils would be required to provide their comments within a specified timeframe. Where an application is called in for non-planning reasons,

	planning considerations, they will write to the town or parish council to advise them of this. The member(s) for the ward within the parish falls will also be urgently notified.	they will write to the town or parish council <b>to notify them that the application will not be reported to the planning committee</b> <del>them of this. The member(s) for the ward within the parish falls will also be urgently notified.</del>	the relevant town or parish council will be notified that the application will not be reported to the Planning Committee. If parish councils wish to engage with ward members, it is in their gift to do so.
6	2.8.15.9 To respond to hedgerow notifications in consultation with the appropriate ward member(s).	Remove	Members are sent a weekly list of applications and are consulted on applications in their ward. Should they have any particular concerns they can be raised directly with officers – there is no benefit in singling out hedgerow notifications.
7	2.8.15.12 To authorise, sign and serve all enforcement and other notices under the Town and Country Planning Act 1990 and the Town and Country Planning (Control of Advertisements) (England) regulations 2007 on behalf of the Council following consultation with the Planning Committee Chair or Vice-Chair and local ward Member(s).	To authorise, sign and serve all enforcement and other notices under the Town and Country Planning Act 1990 and the Town and Country Planning (Control of Advertisements) (England) regulations 2007 on behalf of the Council following <del>consultation</del> <b>notifying</b> the Planning Committee Chair <del>or</del> <b>and</b> Vice-Chair and local ward Member(s).	The Head of Planning has the delegated authority to sign and serve all enforcement notices. The requirement to consult ward members raises expectations around the influence that they have in this regard. Notification ensures relevant members are apprised of key information for their area of responsibility.
8	2.8.15.18 To respond to consultations from neighbouring planning authorities including Kent County Council following consultation with the Planning Committee Chair or Vice Chair, and the relevant Ward Member(s).	To respond to consultations from neighbouring planning authorities including Kent County Council <del>following consultation with the Planning Committee Chair or Vice Chair, and the relevant Ward Member(s).</del>	SBC is not the decision maker on such applications and as such any assessment of impact should be made at officer level based on the requirements of the local plan. Should members have particular concerns about a cross boundary development or KCC consultations they are able to discuss these concerns at officer level while bearing in mind that SBC is not the decision maker.

9	<p>2.8.15.2.</p> <p>The delegated powers in paragraph 1 above shall not be exercised in the following circumstances:</p>	<p>The delegated powers in paragraph 1 above shall always apply in the case of householder applications and prior notifications, but otherwise shall not be exercised in the following circumstances:</p>	<p>19% of applications reported to committee over the six months to June 2023 were householder applications and created a large volume of work for the Planning Committee and case officers. None of the officer recommendations were overturned by Planning Committee and as such it may be beneficial for officers to be given the delegation to determine these applications so that resources can be focused on applications that best warrant consideration by Planning Committee.</p> <p>Prior notifications are recommended for removal as they are subject to strict timeframes whereby if they are not determined they are automatically approved subject to the proposal complying with the criteria set out within the Town and Country (General Permitted Development) (England) Order 2015 (as amended). As the assessment being made by officers is one of compliance, there is limited scope for debate on planning matters and referrals to the Planning Committee are not in the public interest</p>
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**Committee Procedure Rules:**

10	Add	<p>Members to be asked at the start of each Committee whether they have been lobbied by any party seeking to influence their view</p>	To promote transparency, accountability, and confidence in the planning system.
11	Add	<p>All Planning Committee votes are to be recorded votes</p>	To promote transparency, accountability, and confidence in the planning system.

12	Add	<p>Members who vote contrary to the officer's recommendation are to provide, in writing to the Head of Planning within seven days from date of Committee, their reasons for taking a contrary view.</p>	<p>To promote transparency, accountability, and confidence in the planning system. To support members and officers in the event of appeals.</p> <p>This will have the potential additional benefit of being used as a basis to determine additional training needs.</p> <p>(N.B engagement with officers on concerns pre-committee is the most beneficial way to ensure that the number of deferrals at the planning committee are reduced and puts officers in the best position to assist members with its decision-making function.)</p>
13	<p>3.1.38.5. The Chair will welcome any members of the public who are registered to speak on any item. They will inform the meeting that in the event that an item is deferred to a site meeting of the Planning Working Group, members of the public may speak both at this meeting and at the site meeting, but there will be no further opportunity to speak on the matter when it comes back to the Planning Committee for final determination.</p>	<p>3.1.38.5. The Chair will welcome any members of the public who are present in the public gallery, and remind them that the following proceedings are a meeting in public, not a public meeting, and that they are able to observe but not contribute to the debate. The Chair will specifically welcome any members of the public who are registered to speak on an item. They will inform the meeting that in the event that an item is deferred to a site meeting of the Planning Working Group, members of the public may speak both at this meeting and at the site meeting, but there will be no further opportunity to speak on the matter</p>	<p>To ensure public expectations are set from the outset of the meeting.</p>



		when it comes back to the Planning Committee for final determination.	
14	3.1.38.5. The Chair will welcome any members of the public who are registered to speak on any item. They will inform the meeting that in the event that an item is deferred to a site meeting of the Planning Working Group, members of the public may speak both at this meeting and at the site meeting, but there will be no further opportunity to speak on the matter when it comes back to the Planning Committee for final determination	3.1.38.5 The Chair will welcome any members of the public who are registered to speak on any item. <del>They will inform the meeting that in the event that an item is deferred to a site meeting of the Planning Working Group, members of the public may speak both at this meeting and at the site meeting, but there will be no further opportunity to speak on the matter when it comes back to the Planning Committee for final determination.</del>	To further public engagement in the planning system.

2.6 Overall, the aim of these proposed amendments is to ensure that applications are being referred to Planning Committee for matters of public interest, and to increase transparency and accountability. This could also ensure that the length and number of items considered by Planning Committee is reduced to mitigate resource pressures. These arrangements would allow Planning Committee to focus on the most important items in the public interest.

### 3 Proposals

3.1 To recommend the proposed changes to the Scheme of Delegation and Committee Procedure Rules, as set out in tables 1 and 2, to the Constitution Working Group.

### 4 Alternative Options

4.1 Members may choose not to recommend some or all of the proposed amendments to the Constitution Working Group.

### 5 Consultation Undertaken or Proposed

5.1 The proposed amendments have been reviewed and recommended by Planning Improvement Board.

### 6 Implications

Issue	Implications
Corporate Plan	The proposals align with corporate objective 4: renewing local democracy and making the council fit for the future.
Financial, Resource and Property	The proposals are likely to have a positive impact on resources as they will focus Committee (and, accordingly officer) time on the most appropriate planning decisions.
Legal, Statutory and Procurement	The proposals would require an amendment to the Constitution, and will be progressed via the Council's Constitution Working Group.
Crime and Disorder	No implications identified
Environment and Climate/Ecological Emergency	No implications identified
Health and Wellbeing	No implications identified
Safeguarding of Children, Young	No implications identified

People and Vulnerable Adults	
Risk Management and Health and Safety	No implications identified
Equality and Diversity	No implications identified
Privacy and Data Protection	No implications identified

## **7 Appendices**

None

## **8 Background Papers**

The current Swale Borough Council [Constitution](#).

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<b>Planning &amp; Transportation Policy Working Group Meeting</b>	
<b>Meeting Date</b>	19 September 2023
<b>Report Title</b>	Local Plan Review – next steps discussion paper
<b>EMT Lead</b>	Emma Wiggins, Director of Regeneration and Neighbourhoods
<b>Head of Service</b>	Joanne Johnson, Head of Regeneration, Economic Development and Property and Interim Head of Planning
<b>Lead Officer</b>	Jill Peet, Planning Policy Manager
<b>Classification</b>	<b>Open</b>
<b>Recommendations</b>	Members are asked to <b>consider</b> the content of this report and to <b>agree</b> the working group’s preferred option for progressing with the Local Plan Review – to recommend to Policy and Resources Committee that members defer a decision as to a timescale for the future stages of the Local Plan Review until such time as the national planning landscape is clearer, but independent of this process, to proceed to develop the evidence base regarding local development need and potential, with this process to be wholly reflective of local circumstance rather than central targets.

## 1 Purpose of Report and Executive Summary

- 1.1 The purpose of this report is to take stock of the options for moving forward with the Local Plan Review (LPR) now that the local elections have concluded, and membership of the Planning and Transportation Policy Working Group is established. The Working Group is asked to consider the options presented in the draft report for Policy and Resources Committee at Appendix I and to make a recommendation for a preferred option to be presented, having considered the pros and cons of each.

## 2 Background

- 2.1 The background to this item is set out fully in Appendix i. The Local Plan is a key document that provides the blueprint for where development should take place. It includes policies and proposals on appropriate types of development and is a strategic tool for delivering the spatial objectives of the Corporate Plan. It also identifies which infrastructure is needed (and where) to support new development. Additionally, it sets out where development cannot take place. If a Local Plan is adopted and less than five years old, it takes primacy in the determination of planning applications. Without an up-to-date local plan, reduced

weight can be given and the presumption in favour of sustainable development applies.

- 2.2 Members of the PTPWG discussed the options set out in section 3 of this report at length during an informal, inaugural discussion session in July. The consensus of the group was to recommend a hybrid work programme of options ii and iv, deferring any decision as to a timescale for the future stages of the Local Plan Review until such time as the national planning landscape is clearer, but independent of this process, proceeding to develop the evidence base regarding local development need and potential, with this process to be wholly reflective of local circumstance rather than central targets.

### 3 Proposals

Members considered the following options for next steps regarding the Local Plan Review:

- i. **Actively choose not to proceed with the Local Plan Review until such time as greater clarity is available regarding the national policy framework.** Many LPAs across the country have called time on or delayed their local plans. The planning reforms first set out in the Planning White Paper in August 2020 have been delayed repeatedly. A case could be made for not progressing with an LPR at Swale.
- ii. **Choose not to proceed with any formal stages of the Local Plan Review until the government publishes a national policy framework members can support but continue to develop the evidence base.** Work on the LPR would continue in a technical sense but it would not be the main priority for the Planning Policy team, focussing on other areas such as supporting Development Management or producing a Design Code for the borough.
- iii. **Actively proceed with the Local Plan Review, aiming to meet the Local Housing Need (LHN) figure in full.** Continue with preparations for the LPR aiming to meet the full housing needs quantum currently set by government.
- iv. **Actively proceed with the Local Plan Review, aiming to meet a lower, evidenced number.** An alternative but evidenced number could be lower than the government target. The rationale for a lower figure would need to be evidenced to make this a workable option in light of the legislative and regulatory framework within which local plans are prepared and adopted.
- v. **Explore options to produce a joint plan with neighbouring authority/ authorities.** This would be along similar lines to the structure plans produced by county councils until the late 1990s. The housing numbers would be the same but shared across the partner authority areas.

### 4 Alternative Options Considered and Rejected

- 4.1 The purpose of this report is to explore the options. Each has pros and cons which are discussed in Appendix I.

## 5 Consultation Undertaken or Proposed

- 5.1 The recommendation at 2.2 was developed during informal discussion of working group members in July 2023.
- 5.2 The discussion from today's working group meeting will be set out in the version of this report that is presented to Policy and Resources Committee in October. No other consultation is recommended at this stage.

## 6 Implications

Issue	Implications
Corporate Plan	Progressing with a sound Local Plan Review will deliver Corporate Plan objectives to build the right homes in the right places and to support quality jobs for all.
Financial, Resource and Property	Preparation of a sound local plan is within existing financial resources and commitments
Legal, Statutory and Procurement	Preparation and adoption of a sound local plan would be done within the legal, statutory and procurement framework
Crime and Disorder	None identified at this stage
Environment and Climate/Ecological Emergency	Preparing a sound local plan will contribute to delivering Environmental and Climate/ Ecological Emergency objectives
Health and Wellbeing	Preparing a sound local plan will contribute to delivering Health and Wellbeing infrastructure including physical buildings and opportunities for sport, leisure and recreation
Safeguarding of Children, Young People and Vulnerable Adults	None identified at this stage
Risk Management and Health and Safety	The lack of an up to date Local Plan increases the risks of speculative development applications.
Equality and Diversity	None identified at this stage
Privacy and Data Protection	None identified at this stage

## **7 Appendices**

7.1 The following documents are to be published with this report and form part of the report:

- Appendix I: Local Plan Review Next Steps: Report to Policy and Resources Committee (draft)

## **8 Background Papers**

None



<b>Policy and Resources Committee</b>	
<b>Meeting Date</b>	18 October 2023
<b>Report Title</b>	Local Plan Review – Next Steps
<b>EMT Lead</b>	Emma Wiggins Director of Regeneration and Neighbourhoods
<b>SMT Lead</b>	Joanne Johnson Head of Regeneration, Economic Development and Property and Interim Head of Planning
<b>Lead Officer</b>	Jill Peet Planning Policy Manager
<b>Recommendations</b>	1. Members are asked to consider the content of this report and to agree the preferred option for progressing with the Local Plan Review, as recommended by the Planning and Transportation Working Group – to defer a decision as to a timescale for the future stages of the Local Plan Review until such time as the national planning landscape is clearer, but independent of this process, to proceed to develop the evidence base regarding local development need and potential, with this process to be wholly reflective of local circumstance rather than central targets.

## **1 Introduction**

- 1.1 The purpose of this report is to take stock of the options for moving forward with the Local Plan Review (LPR). An earlier version of this report has been presented to the Planning and Transportation Policy Working Group and a summary of their discussion is contained within section 4. Each of the identified options have pros and cons and these are set out in this report. Setting the direction of travel for the LPR is important to determine next steps and members are asked to indicate their preferred option.
- 1.2 The decision will form the basis for determining next steps for the LPR and whether a revised Local Development Scheme (LDS) should be prepared.
- 1.3 Officers sought to identify a full range of potential options for review, within the constraint that Local Plans, if they are to be given any weight in determining planning applications, must be prepared within the statutory and regulatory framework of the English planning system.

## **2 Background**

### ***Plan-led system***

- 2.1 Local Plans are part of the development plan for an area. The development plan is the system of statutory planning documents against which planning applications will be determined. The government sets out that Local Plans are the key to delivering sustainable development that reflects the vision and aspirations of local communities. The Swale Borough Council LPR will be the most important planning document for the borough, setting out the vision and overall strategy for the area and how it will be achieved.
- 2.2 Local Plans are the main vehicle for delivering the spatial elements of a corporate plan and secure delivery of development needs, including the broad range of infrastructure with both a strategic and local nature. Some infrastructure provision sits outside of the planning system, e.g. the servicing of new homes with water, sewerage and power. The companies that provide these utilities are statutorily obliged to provide that infrastructure in their capacity as statutory undertakers. Direct arrangements are made by the developer with the providers under separate legislation.
- 2.3 Recent events have demonstrated the vulnerability of water supply and quality in the borough. Although the provision of safe, clean water is a matter for the relevant providers, the south east is an area of water stress and the Council is already engaged in doing all it can to ensure water infrastructure is fit to serve both existing and future communities. Along with Water Cycle Study evidence that will be prepared, the Council will continue to explore activities to secure the water quality and supply to meet local needs.
- 2.4 The current Local Plan for Swale is Bearing Fruits 2031, adopted in July 2017. It was resolved that the Council would start the LPR right away, with the expectation it would be adopted by July 2022. A change of political administration in May 2019 brought a change of direction for the LPR. Good progress has been made since this time with a series of formal consultation stages, and the evidence needed to support the LPR is largely up-to-date (i.e. less than 2 years old). Appendix I of this report contains a list of evidence completed and underway since July 2017.

### ***How local plans are prepared***

- 2.5 Local Plans can only be adopted if there is a minimum of 15 years of the plan period left to run. For this reason, the plan period for the LPR should be to 2040 because it is unlikely a plan could be progressed to examination stage and found sound and adopted before the end of 2025. 2022 is the base date because that is the fifth year from adoption of Bearing Fruits. Local plans should be reviewed every five years and they are deemed out-of-date once they hit the fifth anniversary of their adoption.
- 2.6 All Local Plans must have regard to national policy and guidance, and compliance with national policy is a key test of soundness for local plans. Applications for planning permissions must be determined in accordance with the development plan unless material considerations indicate otherwise. As such, planning law

gives great importance to up-to-date adopted Local Plans because England has a plan-led system.

- 2.7 Despite having a plan-led system, it is notoriously complex and slow to progress a local plan to adoption. The average amount of time to prepare a local plan from start to finish is seven years. Successive governments have tried to streamline and speed up the process. The current government are seeking to do this through the Levelling Up and Regeneration Bill and through changes to existing policy and regulation, for example the National Planning Policy Framework (NPPF).
- 2.8 The costs associated with the preparation of the Local Plan vary from year to year depending on the stage of the process. As a result, the Council commits an annual budget of £120,000. Any underspend is placed into the Local Plan reserve fund. If the Local Plan costs for that year exceed the annual budget, resources from the reserves can be drawn down to cover those costs. The costs of the specialist evidence needed does vary depending on the topic area covered and in some years the quantity of evidence that needs to be prepared would result in needing to increase the annual budget with funds from reserves. The Examination Stage is also a time of greater spend, with fees to cover the Planning Inspector typically costing £80,000.
- 2.9 The table below sets out the process and broad timelines for preparing a Local Plan. In practice, evidence gathering, and engagement tends to be ongoing throughout the process. Examination Stage begins once a plan is submitted to the Secretary of State. The Sustainability Appraisal (SA) sits alongside the plan, and both informs and assesses the content of the local plan.

<b>Evidence gathering and engagement</b>	→	<b>Issues and Options (Regulation 18)</b>	→	<b>Preferred Option/ Draft Plan (Regulation 19)</b>	→	<b>Examination</b>	→	<b>Adoption</b>
Ongoing and varies depending on the specifics of the evidence being prepared		No minimum statutory consultation period but usually 6 weeks		Statutory consultation period minimum 6 weeks		Approx. 12 months from submission of Plan to Secretary of State to receiving final inspector's report		If main modifications are required, further consultation (6 weeks minimum) is needed before the Council can adopt the Local Plan
		Including time needed to prepare documents for consultation, 4 to 5 months minimum		Including time needed to prepare documents for consultation and other key items, 9 months minimum		Examination formally starts on the day of submission. Depending on the issues, examination takes around 12 months		Depending on main modifications, 3 months minimum needed for this final stage.

- 2.10 Once the Planning Inspectorate (PINS) is satisfied a Local Plan has been prepared in accordance with the legal and procedural requirements, the submitted plan is assessed against the four soundness tests set out in paragraph 35 of the NPPF. These are:
- Positively prepared
  - Justified
  - Effective
  - Consistent with national policy

### ***Infrastructure Delivery Plan (IDP)***

- 2.11 A key component of a Local Plan is the Infrastructure Delivery Plan (IDP) although this is more of a 'living' document because of the need to draw in information from third parties such as the education authority and the Integrated Care Board. It also needs to be updated throughout the process to ensure the most up-to-date position is recorded. Through the development management process, the Council collects developer contributions for health, education, open space provision, libraries, social care, etc as well as for transport and travel improvements.
- 2.12 The IDP shows where the strategic infrastructure is needed and how, where and when it will be delivered. Using the example of school provision, the Local Plan enables new schools to be provided in the right locations with appropriate phasing to serve new (and existing) communities. Infrastructure delivery outside of the Local Plan is more likely to be piecemeal. As noted in 2.2 above, some infrastructure is delivered outside of the planning system.
- 2.13 Healthcare provision is the responsibility of the Integrated Care Board (ICB) and NHS England. Through a planning application, primary care health provision capacity is considered by the ICB and they will identify nearby projects. The developer contribution for that healthcare provision is then provided to the ICB to deliver that additional provision. In the same way as education, the planning system is an enabler to provision, but it is ultimately for the ICB and NHS England to ensure delivery. A collaborative and strategic approach through the LPR enables more robust delivery of healthcare facilities.

### ***Swale Borough Local Plan Review***

- 2.14 The Council resolved ([minute 44](#)) to commence a review of the adopted Local Plan (Bearing Fruits), in July 2017.
- 2.15 Work has been ongoing since that point with the last formal consultation taking place in October 2021 with a further [Regulation 18 consultation](#). A subsequent Regulation 19 consultation had been planned to take place in October - December 2022. In the lead up to this time, the future of planning policy, at national level, was being greatly debated, and in particular the much-anticipated NPPF consultation promised in the summer of 2022 had not been forthcoming. This created considerable uncertainty to the degree that there was a risk of

abortive work and the Council missing out on being able to tap into emerging new policy that could be beneficial to Swale. As a result, the Council took stock and Policy and Resources Committee decided on 19 October 2022 that it would postpone formal consultation stages until after the NPPF consultation.

- 2.16 The NPPF consultation was eventually published in December 2022 for twelve weeks with the final version due to be published in “spring 2023”. At the time of writing this report, the revised NPPF is still not forthcoming. The proposed changes, if they are included within the final version, will have an impact on how the Council might consider identifying its target housing number. The final version may also include what might constitute “exceptional circumstances” for not meeting the full national government-set Local Housing Need (LHN) within an area. At the July 2023 LGA conference, Michael Gove confirmed that the NPPF would be published at the same time the Levelling-Up and Regeneration Bill (LURB) gains Royal Assent. There is no confirmed date for this, although estimates suggest November this year.
- 2.17 Should members decide to proceed with a Local Plan review, the Planning and Transportation Policy Working Group will be the vehicle that discusses and reviews relevant items and will make recommendations to Policy and Resources committee. Policy and Resources Committee will be the decision-making body.
- 2.18 Local Plan evidence prepared / in production is provided in Appendix I. The current focus is the Housing and Employment Land Availability Assessment (HELAA). This is a significant piece of work which involves both a high level and more detailed assessment of all available land promoted for development. Local Planning Authorities also have a duty to identify land and there are over 300 sites currently being assessed. This work will identify the deliverable capacity for development for the period to 2040. As with all evidence, officers will present reports to the Working Group who will have the opportunity to question and discuss the findings.

### ***Local Housing Need for Swale***

- 2.19 Applying the Standard Method to calculate Local Housing Need (LHN) results in an annual figure of 1,086 dwellings. The current standard method for calculating LHN includes an affordability uplift capped at 40%. As Swale figures now include the maximum affordability cap, the number of 1,086 is only likely to increase if the standard method itself is changed. The NPPF requires Local Plans to have a minimum of 15 years left to run from their adoption date. Depending on the steer from members, adoption would be likely in 2025. Consequently, it would be prudent to extend the plan period to 2040. The start date is already fixed at 2022 (since this was the designated end date of the current Local Plan). This means the LPR will cover 18 years and this timeframe will be used when reviewing and preparing evidence. Calculating the LHN is a different matter because we will be required to calculate for the remaining years of the plan period from when the plan is submitted for examination. This would mean a plan figure of approximately 17,376 dwellings (16 x 1,086). On top of that, LPAs are expected to apply a “buffer” usually between 10% to 20%. A 10% buffer would take that figure up to

19,114 dwellings. We would then subtract the number of unimplemented allocations within the adopted Local Plan along with unimplemented planning permissions where it can be demonstrated that these sites are deliverable. This is difficult to predict because the situation depends on planning activity over coming months and years.

- 2.20 If the council decides to progress with the LPR, it is likely to be under the Levelling Up and Regeneration Bill (LURB) transitional arrangements. This means that the LPR would progress under the current system but would need to address many of the new requirements set out in the awaited version of the NPPF. Where plans are prepared under transitional arrangements, these are usually set out in specific regulations.
- 2.21 Whilst the proposed changes in the consultation version of the NPPF may appear to give Swale Borough Council some flexibility to reduce the housing numbers, it is clear that any unmet need would remain our responsibility and we would need to demonstrate we had done everything possible to accommodate that need within the borough, and failing that, to get neighbouring authorities to take our unmet need. The mechanism for agreeing to share unmet need is through Duty to Cooperate (DtC). Demonstrating meaningful DtC on strategic and cross-boundary issues is a significant requirement and will be assessed in the initial stages of Examination. To date, there are no examples of sound plans where unmet need is not addressed by the local authority.

### ***Options for consideration***

- 2.22 Given the number of new members on Full Council, the change of administration and the situation with the Levelling-Up and Regeneration Bill (LURB), a discussion around options for the Local Plan Review is intended to reaffirm or to adjust the October 2022 decision. This report sets out options and the advantages and disadvantages of each.
- 2.23 Within the context of a plan-led system, and the need to work within that system, the options available are set out as follows:
- i. **Actively choose not to proceed with the Local Plan Review until such time as greater clarity is available regarding the national policy framework.** Many LPAs across the country have called time on or delayed their local plans. The planning reforms first set out in the Planning White Paper in August 2020 have been delayed repeatedly. A case could be made for not progressing with an LPR at Swale.
  - ii. **Choose not to proceed with any formal stages of the Local Plan Review until the government publishes a national policy framework members can support but continue to develop the evidence base.** Work on the LPR would continue in a technical sense but it would not be the main priority for the Planning Policy team, focussing on other areas such as supporting Development Management or producing a Design Code for the borough.

- iii. **Actively proceed with the Local Plan Review, aiming to meet the Local Housing Need (LHN) figure in full.** Continue with preparations for the LPR aiming to meet the full housing needs quantum currently set by government.
  - iv. **Actively proceed with the Local Plan Review, aiming to meet a lower, evidenced number.** An alternative but evidenced number could be lower than the government target. The rationale for a lower figure would need to be evidenced to make this a workable option in light of the legislative and regulatory framework within which local plans are prepared and adopted.
  - v. **Explore options to produce a joint plan with neighbouring authority/ authorities.** This would be along similar lines to the structure plans produced by county councils until the late 1990s. The housing numbers would be the same but shared across the partner authority areas.
- 2.24 The table below identifies the pros and cons of each option within the context of the legislative and regulatory framework within which Local Plans are prepared and adopted.

Option	Advantages	Disadvantages
<p><b>i. Actively choose not to proceed with the Local Plan review until such time as greater clarity is available regarding the national policy framework</b></p>	<ul style="list-style-type: none"> <li>• Avoids costs associated with preparing and reviewing evidence</li> <li>• Avoids challenges around trying to create consensus, particularly in relation to housing numbers and locations for development</li> <li>• De-risks developing a Local Plan without being fully cognisant of the national policy context</li> <li>• Could focus resources to other areas such as producing Design Codes or assisting Development Management with cases.</li> <li>• Create more capacity within the policy team to assist colleagues with speculative planning applications and appeals</li> </ul>	<ul style="list-style-type: none"> <li>• A Local Plan is the statutory tool for assessing planning applications and without it, there is a policy void</li> <li>• Runs the risk of intervention whereby DLUHC will take over plan making duties for Swale</li> <li>• Invites speculative development because local policies such as settlement boundaries have no weight where the Local Plan is out of date</li> <li>• Potential reputational damage to the Council because it is not discharging its duties</li> <li>• Speculative development adds considerable pressure to officer resource (in terms of appeals, and places financial pressure on the authority in terms of related appeals costs).</li> <li>• Unplanned development delivers piecemeal infrastructure missing opportunities to deliver more comprehensive and strategic infrastructure provision.</li> </ul>



<p><b>ii. Choose not to proceed with any formal stages of the Local Plan Review until the government publishes a national policy framework we can support but continue to develop the evidence base</b></p>	<ul style="list-style-type: none"> <li>• Reduces the risk of DLUHC intervention because work is continuing</li> <li>• Avoids some costs associated with preparing evidence (as we could develop only the evidence we see as adding the most value rather than the full suite that would be needed to progress the LPR at full tilt)</li> </ul>	<ul style="list-style-type: none"> <li>• A Local Plan is the statutory tool for assessing planning applications and without it, there is a policy void</li> <li>• Runs the risk of intervention whereby DLUHC will take over plan making duties for Swale</li> <li>• Invites speculative development because local policies such as settlement boundaries have no weight where the local plan is out of date</li> <li>• Potential reputational damage to the Council because it is not discharging its duties</li> <li>• Speculative development adds considerable pressure to officer resource (in terms of appeals, and places financial pressure on the authority in terms of related appeals costs).</li> <li>• Unplanned development delivers piecemeal infrastructure missing opportunities to deliver more comprehensive and strategic infrastructure provision.</li> </ul>
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<b>iii. Actively proceed with the Local Plan Review, aiming to meet the LHN figure in full</b>	<ul style="list-style-type: none"><li>• Greatest potential for delivering a sound Local Plan as this aligns with central government expectations</li><li>• As an up-to-date plan has primacy in determining planning applications, the Council would be in the strongest position to reject speculative development applications</li><li>• Avoids the risk of abortive work around a lower housing target (if a change of government or policy reverses the potential increased discretion around local target-setting mooted in the LURB)</li></ul>	<ul style="list-style-type: none"><li>• National policy picture is a constantly moving feast. Recent consultations have been plentiful but the timescales for introducing final versions remain unknown. As such, there is uncertainty around how any changes would impact the LPR approach.</li><li>• Considerable objection from our communities around the quantum of development</li><li>• Concerns about the ability to deliver the required quantum of development and the negative impacts that will have on treasured assets</li><li>• Viability issues and existing infrastructure deficits (particularly regarding health care infrastructure) means there is lack of confidence from our communities that new development will yield the infrastructure needed</li></ul>
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<p><b>iv. Actively proceed with the LPR, aiming to meet a lower, evidenced number</b></p>	<ul style="list-style-type: none"> <li>• Existing infrastructure less likely to be further overstretched by a lower number at both the local level and regarding acute healthcare that is provided outside of the borough (e.g. hospital treatment and waiting times)</li> <li>• Potentially a more palatable housing number for our communities</li> <li>• Robust evidence that demonstrates an alternative number will provide certainty for communities and developers</li> <li>• Supports good placemaking by ensuring the LPR does not become ‘a numbers game’</li> <li>• The emerging HELAA could provide the robust evidence as it looks at development capacity within the Borough and could be a more appropriate starting point than the Standard Method for calculating Local Housing Needs</li> <li>• Offers an improved ability to reflect and deliver new Corporate Plan objectives</li> </ul>	<ul style="list-style-type: none"> <li>• Risks around abortive costs as lower targets will increase the risk of the plan being found ‘unsound’ – whilst the door is opened to lower targets, this would need to be stringently evidenced.</li> <li>• Risk of challenge from developer community, including judicial review</li> <li>• Any lower housing target would need to be stringently evidenced. (Officers could not be asked to develop a Local Plan which was not evidenced, as this would conflict with the RTP1 code of conduct)</li> <li>• Reduced ability to deliver significant infrastructure, with less evidence of a critical mass of demand</li> <li>• Would need to secure agreement with neighbouring authorities to take our unmet need (and this is likely to be challenging).</li> </ul>
<p><b>v. Explore options to produce a joint plan with neighbouring authority/ authorities</b></p>	<ul style="list-style-type: none"> <li>• Could deliver more cohesive development for the north Kent area</li> <li>• Potential to deliver significant local and sub-regional infrastructure</li> <li>• Could enable a reduction in Swale-specific housing target if neighbouring authorities can accommodate commensurate growth</li> </ul>	<ul style="list-style-type: none"> <li>• Appetite across Kent unlikely</li> <li>• Needs complete buy-in across all authorities involved</li> <li>• Political or circumstantial changes during Plan development could affect any interim agreements.</li> </ul>

### **3. Proposals**

- 3.1 Members of the Planning and Transportation Policy Working Group discussed the options set out above. The consensus of the group was to recommend to Policy and Resources Committee a hybrid work programme of options ii and iv, deferring any decision as to a timescale for the future stages of the Local Plan Review until such time as the national planning landscape is clearer, but independent of this process, proceeding to develop the evidence base regarding local development need and potential, with this process to be wholly reflective of local circumstance rather than central targets.
- 3.2 This decision will form the basis for determining next steps for the LPR and whether a revised Local Development Scheme (LDS) should be prepared.

### **4 Alternative Options Considered and Rejected**

- 4.1 There are five options overall in relation to next steps for the LPR and these have been fully discussed by the PTP WG. The proposed option is a pragmatic approach that is most likely to deliver a sound local plan.

### **5 Consultation Undertaken or Proposed**

- 5.1 The local plan review itself will continue to be subject to public consultation. The timescales for local plan production are a matter for the Local Development Scheme (LDS) which is prepared by officers and agreed by members before publication.
- 5.2 The Planning and Transportation Policy Working Group discussed an earlier version of this report and considered the options. Points raised include:
- Support progressing with the Local Plan Review because of the advantages an up-to-date local plan brings
  - Pro-active and ongoing engagement with infrastructure providers is necessary and supported, especially where this ensures the timely provision of utilities and other infrastructure as part of the work of the Infrastructure Delivery Plan (IDP) that is prepared alongside and is integral to the LPR
  - We should engage more fully with local communities to take them with us regarding potential allocations. Housing numbers and allocations (whatever they are) are unlikely to be embraced and there are difficult decisions to be made
  - Concerns that national policy goalposts will continue to move and the certainty needed will not be forthcoming
  - Intervention from DLUHC is unlikely given the number of delayed local plans across the country

- Given the constraints within the planning system, the preferred options for now should be to actively progress with the LPR, aiming to meet an *evidenced* number.
  - The Housing and Employment Land Availability Assessment (HELAA) will identify capacity for development in the borough and will be key to determining an evidenced housing number
  - Option v (for a joint plan with neighbouring authorities) should be left on the table but is unlikely given where other LPAs are with their own plans
  - Resources are tight in the planning policy team with vacancies and diversion of staff to support planning appeals
- 5.3 Members of the PTP WG concluded that a hybrid of options ii and iv should be recommended to Policy and Resources Committee. The approach would defer any decisions as to a timescale for future stages of the Local Plan Review until such time as the national planning landscape is clearer, but independent of this process, proceeding to develop the evidence base regarding local development need and potential, with this process to be wholly reflective of local circumstance rather than central targets. The remaining options were unlikely to be in the best interests of the Borough or represent good value for money and so were discounted.

## 6. Implications

Issue	Implications
Corporate Plan	The LPR is responsible for delivering the spatial elements of the corporate plan, i.e. Objectives 1, 2 and 3.
Financial, Resource and Property	The LPR is prepared in line with existing resources
Legal, Statutory and Procurement	Preparation of a local plan is carried out under a national legislative and regulatory framework.
Crime and Disorder	None identified at this stage.
Environment and Climate/Ecological Emergency	The Local Plan will be supported by its own Sustainability Appraisal and Habitats Regulation Assessment at each key stage in decision making
Health and Wellbeing	None identified at this stage
Safeguarding of Children, Young People and Vulnerable Adults	None identified at this stage.

Risk Management and Health and Safety	None identified at this stage.
Equality and Diversity	None identified at this stage.
Privacy and Data Protection	None identified at this stage.

## **7. Appendices**

7.1 Appendix i: Evidence for the LPR

## **8. Background Papers**

8.1 NONE

DRAFT

## Appendix i: Evidence for the LPR

Doc ref	Document Title	Date	Purpose	Web link
039	Housing and Employment Land Availability Assessment	TBC	<ul style="list-style-type: none"> <li>Identify available land for development within the borough to meet future development needs</li> </ul>	
038	Whole Plan Viability Assessment	TBC	<ul style="list-style-type: none"> <li>Update of the 2020 Viability evidence to determine the value in land across the borough and determine the viability of policy options and choices for the LPR</li> </ul>	
037	Employment Land Review	TBC	<ul style="list-style-type: none"> <li>Update of 2018 study to determine the future economic land needs of the borough</li> </ul>	
036	GTAA	TBC	<ul style="list-style-type: none"> <li>Update of future Gypsy and Traveller accommodation needs and also needs of Travelling Show People</li> </ul>	
035	Water Cycle Study	TBC	<ul style="list-style-type: none"> <li>Assessment of sustainable water quality and resources across the borough</li> </ul>	
034	Strategic Housing Market Area Assessment	TBC	<ul style="list-style-type: none"> <li>Update of 2020 study to determine future housing needs for the borough in</li> </ul>	

Doc ref	Document Title	Date	Purpose	Web link
			terms of type, size and tenure	
033	Sustainability Appraisal (scoping report)	TBC	<ul style="list-style-type: none"> <li>Provide an update of the sustainability criteria against which the LPR should be measured</li> </ul>	
032	Strategic Flood Risk Assessment	TBC	<ul style="list-style-type: none"> <li>Update of previous study to take into account latest data and information</li> </ul>	
031	Built Sports Facilities Study	TBC	<ul style="list-style-type: none"> <li>Update of the requirements of Built Sports Facilities in the future across the borough</li> </ul>	
030	Swale Retail & Leisure Needs Assessment - 2023 Retail Capacity Update	December 2022	<ul style="list-style-type: none"> <li>Update of retail needs assessment published in 2018/19</li> </ul>	<a href="#">Swale_Retail_Leisure_Needs_Assessment_2023_WEB.pdf</a>
029	Local Green Spaces	February 2021	<ul style="list-style-type: none"> <li>Assessment of proposed and designated LGS</li> </ul>	<a href="#">Local Green Spaces.pdf (swale.gov.uk)</a>
028	Sustainable Design and Construction Standards	January 2021	<ul style="list-style-type: none"> <li>Recommendations to inform policy to deliver sustainability standards in buildings and deliver zero carbon by 2030</li> </ul>	<a href="#">Square Gain Policy Recommendations table FINAL January 2021.pdf (swale.gov.uk)</a>
027	Swale Important Local Countryside Gap Study	January 2021	<ul style="list-style-type: none"> <li>Review of land around Faversham and Teynham to identify 'gap' designations to safeguard</li> </ul>	<a href="#">McAfee Web Gateway - Notification (swale.gov.uk)</a>



Doc ref	Document Title	Date	Purpose	Web link
			the open and undeveloped character and to guard against coalescence	
026	Local Plan viability study	December 2020	<ul style="list-style-type: none"> <li>To determine the value in land in the borough and the viability of development</li> <li>To set out the costs of policy choices in relation to viability for new developments and the delivery of new infrastructure such as affordable housing, BNG etc.</li> </ul>	<a href="#">180504 Report Template V24 (swale.gov.uk)</a>
025	Air Quality Monitoring Report	December 2020	<ul style="list-style-type: none"> <li>Assess impacts of potential local plan site allocations on air quality in the borough</li> </ul>	<a href="#">Final Air Quality Modelling Report for Swale LP December 2020.pdf</a>
024	Swale Biodiversity Baseline Report	October 2020	<ul style="list-style-type: none"> <li>Baseline assessment of the biodiversity in Swale in relation to meeting our duties under the Environment Act</li> </ul>	<a href="#">Biodiversity Baseline Study.pdf (swale.gov.uk)</a>
023	Swale Green and Blue Infrastructure Strategy	September 2020	<ul style="list-style-type: none"> <li>identify and guide opportunities for a greener, healthier, more</li> </ul>	<a href="#">Swale GBI Strategy</a>

Doc ref	Document Title	Date	Purpose	Web link
			biodiverse and prosperous Swale.	
022	Swale Borough Settlement Hierarchy	August 2020	<ul style="list-style-type: none"> <li>Analysis of the centres across the borough to identify their place in the settlement hierarchy</li> </ul>	<a href="#">Settlement Hierarchy Study 2020.pdf (swale.gov.uk)</a>
021	Sequential Test (flooding)	May 2020	<ul style="list-style-type: none"> <li>Analysis of sites that are at risk of flooding</li> <li>Ranking of sites in terms of flood risk</li> </ul>	<a href="#">Sequential Test 2020.pdf (swale.gov.uk)</a>
020	Swale Borough Local Plan Review: Transport Modelling Evidence	June 2020	<ul style="list-style-type: none"> <li>Assessment of development impacts on traffic and transport across the borough</li> </ul>	<a href="#">Appendix I Swale Local Plan Model Rerun Summary Report_draft .pdf</a>
019	Swale Housing Market Assessment (SHMA)	June 2020	<ul style="list-style-type: none"> <li>Analysis of housing needs in the borough and what future needs should be addressed in policies and proposals in the LPR</li> </ul>	<a href="#">Housing Market Assessment for Swale.pdf</a>
018	Strategic Housing Land Availability Assessment (SHLAA)	May 2020	<ul style="list-style-type: none"> <li>Assessment of land availability within the borough to meet future development needs</li> </ul>	<a href="#">McAfee Web Gateway - Notification (swale.gov.uk)</a>
017	Strategic Flood Risk Assessment	March 2020	<ul style="list-style-type: none"> <li>Assessment of flood risk from all sources across the borough</li> </ul>	<a href="#">Planning and Regeneration – Strategic Flood Risk Assessment Completed (swale.gov.uk)</a>
016	Swale Heritage Strategy	January 2020	<ul style="list-style-type: none"> <li>Heritage Strategy to inform policies in the LPR</li> </ul>	<a href="#">Heritage and landscape – Swale’s Heritage Strategy</a>

Doc ref	Document Title	Date	Purpose	Web link
015	Swale Landscape Sensitivity	November 2019	<ul style="list-style-type: none"> <li>• Analysis of land parcels most vulnerable to development pressure for their sensitivity to change in landscape terms</li> <li>• Informs suitability of potential development sites in terms of the impact development would have on the landscape</li> </ul>	<a href="#">Swale Landscape Sensitivity Assessment</a>
014	Open Space and Built Facilities Strategic Needs Report	February 2019 (reported November 2019)	<ul style="list-style-type: none"> <li>• Specialist technical report to identify future needs for open space and built facilities at a strategic level</li> <li>• Informs open space and built facilities standards to support future development (policy requirement)</li> </ul>	<a href="#">ADD CLIENT ORGANISATION (swale.gov.uk)</a>
013	Strategic Flood Risk Assessment Level 1 (SFRA)	November 2019	<ul style="list-style-type: none"> <li>• Specialist technical assessment of flood risk from all sources at a strategic level</li> <li>• Informs whether or not more detailed flood risk assessment work is</li> </ul>	<a href="#">JBA Consulting Report Template 2015 (swale.gov.uk)</a>

Doc ref	Document Title	Date	Purpose	Web link
			needed at a site specific level (sequential test)	
012	New Garden Communities Assessment of Stage 2 submissions	October 2019	<ul style="list-style-type: none"> <li>Specialist technical assessment of the risks, opportunities and uncertainties associated with the four submitted garden communities in Swale</li> <li>Informs strategic development options and allocations to deliver sustainable development</li> </ul>	<a href="#">Appendix I – PBA REPORT 2<sup>nd</sup> stage assessment Sept 2019.pdf (swale.gov.uk)</a>
011	Swale Highway Model: Local Plan future testing scenario report	May 2019	<ul style="list-style-type: none"> <li>Specialist technical report to assess the capacity within Swale of the road network and the potential impacts of new development.</li> <li>Informs strategic development options and allocations to deliver sustainable development</li> </ul>	<a href="#">Appdx 1 Local Plan Scenario Testing 20may19.pdf (swale.gov.uk)</a> <a href="#">Appdx II Swale LMVR v9.14 4jul18.pdf</a>
010	New Garden Communities Assessment of Submissions	February 2019	<ul style="list-style-type: none"> <li>Specialist technical report to assess the submissions received in response to a 'call for sites' for potential NGCs.</li> </ul>	<a href="#">Meeting Title: (swale.gov.uk)</a>

Doc ref	Document Title	Date	Purpose	Web link
			<ul style="list-style-type: none"> <li>• Informs strategic development options and allocations to deliver sustainable development.</li> </ul>	
009	Strategic Future Needs Assessment	February 2019	<ul style="list-style-type: none"> <li>• Assessment of future needs for open space and Built Leisure Facilities</li> </ul>	<a href="#">ADD CLIENT ORGANISATION (swale.gov.uk)</a>
008	Retail and Leisure Needs Assessment	December 2018	<ul style="list-style-type: none"> <li>• Specialist technical report to identify future retail and commercial leisure needs</li> <li>• Informs allocations and policy to support our town centres and to deliver retail and leisure floorspace needs and to deliver sustainable development.</li> </ul>	<a href="#">Microsoft Word – Retail Leisure Needs Assessment – Rev 3 – 01.03.19 (swale.gov.uk)</a> <a href="#">Retail Leisure Needs Assessment – Appendix 2- Final Issue 22.2.19 A.pdf (swale.gov.uk)</a>
007	Gypsy and Traveller and Travelling Show People Accommodation Needs Assessment	November 2018	<ul style="list-style-type: none"> <li>• Specialist technical report to identify future accommodations needs for Gypsies, Travellers and Travelling Show People</li> <li>• Informs allocations and policy to deliver this specialist accommodation, ensure statutory obligations are</li> </ul>	<a href="#">Appendix I – Gypsy and Traveller Accommodation Assessment.pdf (swale.gov.uk)</a>

Doc ref	Document Title	Date	Purpose	Web link
			met and to deliver sustainable development	
006	Open Space and Play Strategy (2018 – 2022)	2018	<ul style="list-style-type: none"> <li>Assessment of the future needs of the borough for open space and play to inform standards for future provision in LPR policies and proposals</li> </ul>	<a href="#">untitled (swale.gov.uk)</a> <a href="#">ADD CLIENT ORGANISATION (swale.gov.uk)</a>
005	Landscape Designation Review	November 2018	<ul style="list-style-type: none"> <li>Technical assessment of landscape across the borough to identify landscape of highest local value</li> </ul>	<a href="#">Swale Local Landscape Designations</a>
004	Employment Land Review	August 2018	<ul style="list-style-type: none"> <li>Specialist technical report identifying future needs for employment land in the borough</li> <li>Informs allocations for employment land and policies to deliver sustainable development and support job creation</li> </ul>	<a href="#">Swale ELR v3 28Aug18 format.pdf</a>
003	Scoping Report for the Swale Borough Local Plan Sustainability Appraisal	July 2018	<ul style="list-style-type: none"> <li>Suggested scope for the SA that considers and communicates likely effects of a draft plan and alternatives</li> <li>Provides the checks and balances to the whole</li> </ul>	<a href="#">Chris McNulty Report Sustainability Appraisal for the Swale Borough Local Plan 2018-05-31</a>

Doc ref	Document Title	Date	Purpose	Web link
			process to ensure sustainable development is delivered	
002	Strategic Development Options prospectus	Spring 2018	<ul style="list-style-type: none"> <li>• Call for submission of strategic sites for consideration as a way to deliver the future development needs of the borough</li> </ul>	<a href="#">Local Plans - Strategic Development Options (formerly known as New Garden Communities) (swale.gov.uk)</a>
001	Swale Borough Council: Choices for Housing Growth	February 2018	<ul style="list-style-type: none"> <li>• Report on high level strategic options for housing growth for Swale Local Plan Review.</li> <li>• General evidence report to identify potential development options based on capacity</li> </ul>	<a href="#">Swale Borough Council Choices for housing growth</a>

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<b>Planning and Transportation Policy Working Group Meeting</b>	
<b>Meeting Date</b>	19 <sup>th</sup> September 2023
<b>Report Title</b>	Partnership working with the Environment Agency on the delivery of the Medway Estuary and Swale Coastal Flood Risk Management (MEAS) Programme
<b>EMT Lead</b>	Emma Wiggins, Director of Regeneration and Neighbourhoods
<b>Head of Service</b>	Joanne Johnson, Head of Regeneration, Economic Development and Property, Interim Head of Planning
<b>Lead Officer</b>	Anna Stonor, Senior Planner
<b>Classification</b>	<b>Open</b>
<b>Recommendations</b>	<ol style="list-style-type: none"> <li>1. To note the proposed approach regarding partnership working on the MEAS; and</li> <li>2. That PTP WG recommend to Policy &amp; Resources Committee that the Council join the Partnership</li> </ol>

## 1 Purpose of Report and Executive Summary

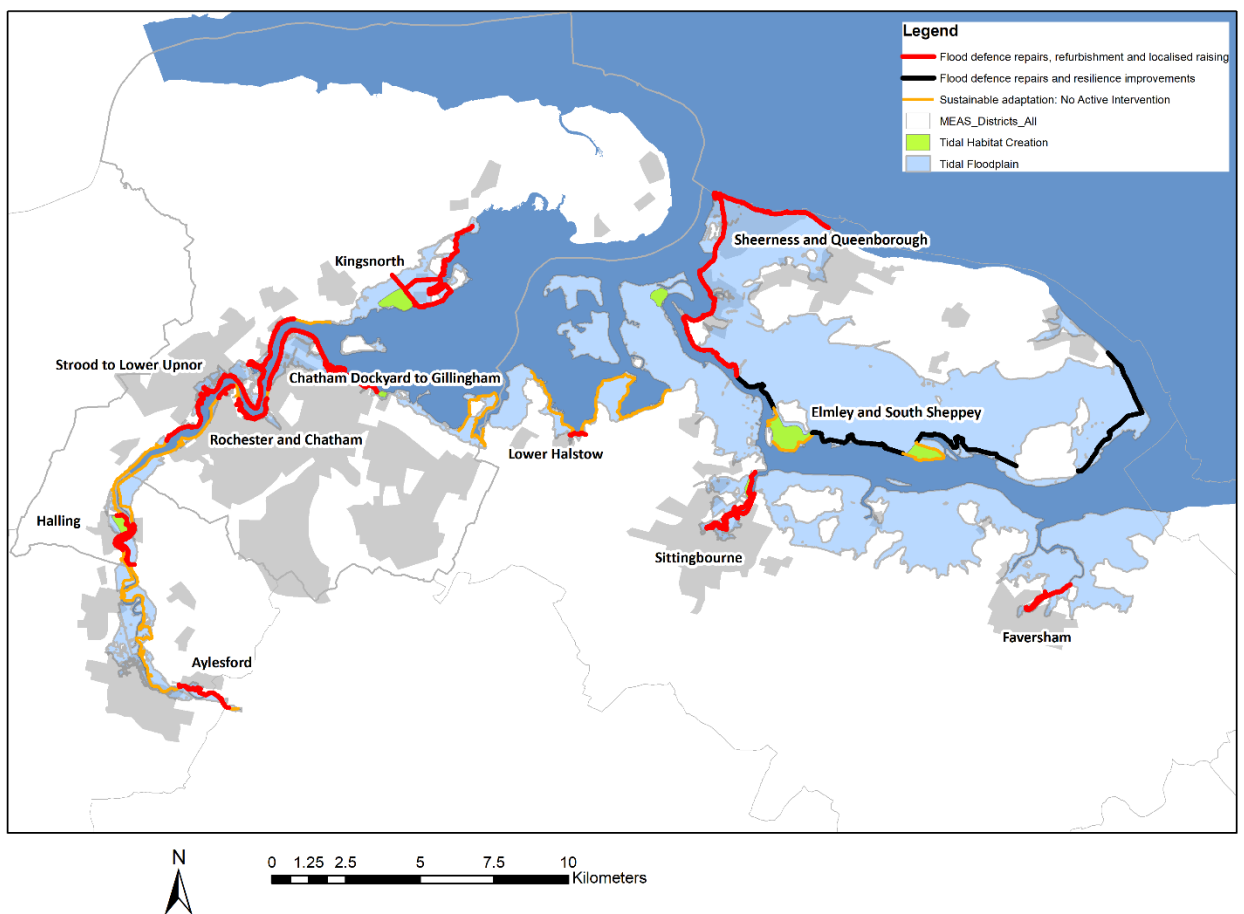
- 1.1 The Medway Estuary and Swale Strategy (MEAS) was approved by Defra in 2019. As a strategy it seeks to: reduce flood and erosion risk to properties and infrastructure around the Swale and Medway Estuaries; maintain the integrity of the Natura 2000 sites (Special Areas of Conservation and Special Protection Areas) sites and contribute to wider sustainability objectives.
- 1.2 The purpose of this report is to set out the proposal for partnership working between the Environment Agency and Swale Borough Council on the delivery of the first 10 years of the Medway Estuary and Swale Strategy.
- 1.3 The proposed Partnership with the Environment Agency will also include Medway Council and Tonbridge & Malling Borough Council as well as Kent County Council and Natural England.

## 2 Background

- 2.1 Many areas around the Medway Estuary and Swale are low-lying and at significant risk of flooding. Due to ageing flood defences, rising sea-levels and climate change, this risk will increase over the next 100 years, putting approximately 18,000 properties, over 10,000 hectares of agricultural land and key infrastructure at an increased risk of tidal flooding. Furthermore, much of the area is also nationally and internationally designated habitat, which will be lost as sea levels rise and 'squeeze' it against the existing defences. In addition, where new sustainable flood defence lines are created through the MEAS schemes,

existing habitat designations will need to be carefully managed and compensated for within the strategic area. The MEAS seeks to address these risks in a sustainable way by implementing the recommendations set out in the MEAS Strategy.

- 2.2 The Environment Agency are now working on the delivery programme for the first 10 years of the Strategy and are seeking partnership with organisations such as Swale Borough Council, Medway Council and Tonbridge and Malling Council, Kent County Council, and Natural England to ensure a comprehensive and collaborative approach is taken.
- 2.3 The Environment Agency have business case approval for £14.5m for 18 projects (see Appendix I) across the Partnership area and are now working on developing detailed options.
- 2.4 The map below shows the projects to be progressed within the first 10 years of MEAS implementation. This work will reduce risk to 7,200 properties and create 224 hectares of compensatory intertidal habitat.



- 2.5 Within Swale the first projects of the 10 year plan are schemes for Sheerness & Queenborough and Elmley & South Sheppey. Following on from these initial projects will be schemes for Sittingbourne, Faversham, Lower Halstow and Tailness.

- 2.6 The Environment Agency are at the Developing Partnership Stage of the MEAS and are seeking to work with Swale Borough Council. The Planning Policy and Engineering teams at Swale Borough Council have held initial meetings with the Environment Agency and recommend continuing this engagement.
- 2.7 The Environment Agency and the Planning Policy team are keen to integrate the MEAS programme aims with the local plan to ensure a joined-up policy approach to coastal and estuary flood and erosion risk. Additionally, working with Medway Council and Tonbridge and Malling Council as well as others will enable the development of agreed principles and approaches to development, and ensure consistency and fairness across the strategy area. Furthermore, working in partnership will also lead to efficiencies by sharing resources and information.
- 2.8 The costs of the MEAS are not yet fully established (this work is ongoing). Funding for the MEAS is likely to come from a variety of sources including from national Government but also potentially from development contributions. It is thus vital that the Planning Policy team is engaged in this project.
- 2.9 There will be a resource implication (officer time) in engaging in this partnership with the EA, but it is considered that the benefits in terms of supporting sustainable development and partnership working outweigh the costs.
- 2.10 The Terms of Reference with the Environment Agency are not yet agreed but the Planning Policy team can expect to have an input. For instance, it is likely to include an agreed mechanism for the Environment Agency to secure developer contributions. Also, it is envisaged that an appropriate policy should be included in the Local Plan which requires new development in relevant locations to contribute to MEAS. The justification will be that such developments will benefit from flood protection to utility infrastructure and local services upon which they will depend.

### **3 Proposals**

- 3.1 The proposals are for the proposed approach regarding Partnership working on the MEAS to be noted and for the PTP WG to recommend to Policy & Resources Committee that the Council join the Partnership.

### **4 Alternative Options**

- 4.1 The alternative to supporting this partnership with the EA would be to 'do nothing' i.e. not support the EA. This would negatively impact not only sustainable development across the Medway Estuary and Swale but also the reputation of the Council and is not recommended.

### **5 Consultation Undertaken or Proposed**

- 5.1 No formal consultation has taken place, but internal officer discussions within Planning Services and with the Engineering Teams and external officer meetings with the Environment Agency and Medway Council have taken place.

## 6 Implications

Issue	Implications
Corporate Plan	The proposals will help to deliver Objective 2 of the Corporate Plan: Investing in our environment and responding positively to global challenges.
Financial, Resource and Property	The proposals will require officer input from time to time as the work progresses and this can be met within existing resources. This is likely to include developing a consistent mechanism for how Section 106 monies may be identified and used as contribution to relevant MEAS schemes.
Legal, Statutory and Procurement	None identified at this stage
Crime and Disorder	None identified at this stage
Environment and Climate/Ecological Emergency	Collaborative working will help to secure delivery of the key projects identified in the MEAS and deliver the environmental benefits identified in the report.
Health and Wellbeing	Collaborative working to secure delivery of the key projects identified in the MEAS will reduce flood risk to homes and communities within the identified area. This will yield wellbeing benefits
Safeguarding of Children, Young People and Vulnerable Adults	None identified at this stage
Risk Management and Health and Safety	Improves the safety of the homes currently identified at risk in the MEAS and provides flood protection to local services, utilities and transport infrastructure, upon which the whole community, including new development, will be reliant.
Equality and Diversity	None identified at this stage
Privacy and Data Protection	None identified at this stage

## 7 Appendices

Appendix I – List of 18 projects mentioned in 2.3 above

- MEAS North Medway – Kingsnorth Tidal Defences
- MEAS North Medway – Abbots Court Tidal Habitat Creation
- MEAS Medway Towns – Strood to Lower Upnor Tidal Defences
- MEAS Medway Towns – Rochester and Chatham Tidal Defences
- MEAS Medway Towns – Chatham Dockyard to Gillingham Tidal Defences
- MEAS Upper Medway – Halling Tidal Defences
- MEAS Upper Medway – Aylesford to Wouldham Tidal Defences
- MEAS Medway Towns – Danes Hill Tidal Habitat Creation
- MEAS Medway Marshes – Riverside Country Park Tidal Defences
- MEAS Medway Marshes – Lower Halstow Tidal Defences
- MEAS Medway Marshes – Tailness Tidal Habitat Creation
- MEAS Milton Creek – Kemsley Tidal Habitat Creation
- MEAS Milton Creek – Sittingbourne Tidal Defences
- MEAS Faversham Creek – Faversham Tidal Defences
- MEAS South Sheppey – Spitend Tidal Habitat Creation
- MEAS South Sheppey – South Sheppey Tidal Defences
- MEAS South Sheppey – Roundfields Tidal Habitat Creation
- MEAS Sheerness – Sheerness and Queenborough Coastal Defences

## **8 Background Papers**

None

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<b>Planning and Transportation Policy Working Group Meeting</b>	
<b>Meeting Date</b>	19 <sup>th</sup> September 2023
<b>Report Title</b>	Briefing on Kent County Council's consultation on the draft Local Transport Plan for Kent (LTP5)
<b>EMT Lead</b>	Emma Wiggins, Director of Regeneration and Neighbourhoods
<b>Head of Service</b>	Joanne Johnson, Head of Regeneration, Economic Development and Property and Interim Head of Planning
<b>Lead Officer</b>	Natalie Earl, Senior Planner
<b>Classification</b>	<b>Open</b>
<b>Recommendations</b>	<ol style="list-style-type: none"> <li>1. To note the content of the consultation; and</li> <li>2. To note Swale Borough Councils views on the consultation document.</li> </ol>

## 1 Purpose of Report and Executive Summary

- 1.1 The purpose of this report is to brief members on the contents of the draft Local Transport Plan 5 (LTP5).
- 1.2 LTP5 is Kent County Council's (KCC) emerging fifth Local Transport Plan (LTP) to replace the fourth plan the Council adopted in 2017 called Delivering Growth without Gridlock (2016-2031).
- 1.3 KCC were successful in securing over £400m of investment with partners to deliver the proposals in Delivering Growth without Gridlock, and although some of the priorities remain undelivered, work is continuing to secure their delivery.
- 1.4 Much has changed since the adoption of Delivering Growth without Gridlock and the Government has therefore instructed Local Transport Authorities to prepare new plans by the end of 2024. These changes have affected how and when people travel, why they travel, what transport operations and networks can provide, and also the priorities that national and local government have for travel and transport. For example, one of the government's Levelling Up ambitions is that local public transport connectivity across the country will be significantly closer to the standards of London, with improved services, simpler fares and integrated ticketing.
- 1.5 KCC's new plan will help the government to understand the pipeline of proposals, the funding required, and the contribution these will make to national policy goals and targets such as reducing carbon emissions.

## 2 Background

- 2.1 A Local Transport Plan is a requirement for Local Transport Authorities, such as Kent County Council, under the Local Transport Act 2000 (as amended in 2008). The Act says each Local Transport Authority must develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within their area. KCC must carry out work to implement the policies within the Plan.
- 2.2 KCC are considering how Kent's transport network will need to change long into the future linked to estimates of population growth up to c.2040 as well as national targets to reduce carbon dioxide emissions from transport by 2050. How long the new Local Transport Plan lasts will depend on other wider changes between now and those time horizons, as well as the success KCC have in delivering the new Plan's proposals for improving transport in Kent.
- 2.3 The Local Transport Plan focuses on both county-wide transport challenges and proposals, and new transport infrastructure investment across different places in the county. Those proposals are under development and will be in the full Local Transport Plan.
- 2.4 The Local Transport Plan will not be proposing detailed changes to any bus or rail services, however, proposals in the Plan may enable new services or improved services to occur in the future if the funding KCC need to deliver new infrastructure to enable that can be found.
- 2.5 District Councils also establish their Transport Strategies in order to make it clear to Kent County Council what their preferences are for how transport should change and develop in their areas. KCC take the Districts' Transport Strategies into account as they develop the Transport Plan. Swale had started developing a transport strategy as part of the Local Plan Review.
- 2.6 The challenges in Kent that KCC have identified as needing addressing are:
- Kent's highways assets are in a phase of managed decline which in turn risks them becoming less resilient to new pressures.
  - Traffic is causing congestion, poor air quality and negatively impacting Kent's economy.
  - Transport challenges in Kent arise from how the existing population of 1.6 million people and 70,000 businesses in the county choose to travel as well as traffic generated by new developments being built.
  - Some indicators of public health, such as obesity and life expectancy, have been worsening.
  - The financial viability of the public transport service has declined due to cost pressures and changes in passenger demand.
  - Kent's international gateways need government leadership – the impacts which arise and affect our local communities and the national economy cannot be resolved entirely by Kent local authorities.



- Related to all the previous points, carbon dioxide (CO2) emission reductions from management and use of the road network are forecast to remain at too high a level compared to the reduced levels needed to contribute towards reducing the worst effects of climate change.
- More funding is needed and KCC need to know what funding it will have over the next few years so it can improve transport in Kent.

2.7 The Ambition of the Local Transport Plan is:

We want to improve the health, wellbeing, and economic prosperity of lives in Kent by delivering a safe, reliable, efficient, and affordable transport network across the county and as an international gateway. We will plan for growth in Kent in a way that enables us to combat climate change and preserve Kent’s environment. We will do this by delivering emission-free travel by getting effective dedicated infrastructure to electrify vehicles, increase public transport use and make walking and cycling attractive. This will be enabled by maintaining our highways network and delivering our Vision Zero road safety strategy.

2.8 The diagram below shows the proposed policy outcomes, intending to ensure Kent’s networks are future-proof, resilient and meet user needs.



## Swale's Views on the Consultation Document

- 2.9 The LTP5 is very high level so sets out the direction of travel and the aspirations but does not contain any detailed proposals, which often drives residents' and stakeholders' interest and engagement. The following points are the main key issues that officers raised in Swale's response to the consultation.
- 2.10 Swale Borough Council would like to continue to work closely with KCC moving towards the next stage of the LTP5 and the next stages of our Local Plan in order to ensure that sustainable and active travel are fully embedded within both documents and that funding mechanisms are identified. We will also need to ensure that our existing road infrastructure is maintained and fit for purpose.
- 2.11 We were pleased to see that KCC have considered the effect of their plan on carbon emissions to tackle climate change and we hope that they continue to do this as the proposals are worked up in more detail as what is needed is meaningful suggestions as to how those targets will be met, and the volume of reduction of traffic needed. To seriously reduce carbon emissions, this needs to be an extremely ambitious plan reflecting a complete change of mindset about transport.
- 2.12 The documents states that KCC do not yet know how much funding will be required to deliver the full Local Transport Plan so we will be keen to see the fully costed proposals, and funding streams, for all of the proposed transport infrastructure investment in the full Local Transport Plan next year. We have some concerns that the document states that the Government does not require that the plan be constrained by current budgets, which is at odds with Local Plans, which need to show that any required infrastructure is deliverable.
- 2.13 We were pleased to see the priority concerning achieving an Environmental Step Change. However, there is no ambition to reduce the volume of private car mileage or speeds which is the largest contributor to transport sector carbon emissions. Hopefully this will come in the next stage of the LTP.
- 2.14 A significant source of noise and air pollution (and highways degradation) in our towns is the vast fleet of home delivery vans. As part of the LTP we would like to see Kent's towns with parcel consolidation centres, enabling carriers to deliver to one location, generally using the strategic road network, and then smaller EVs and cargo e-bikes making the 'last mile' delivery to customers.
- 2.15 As set out above, the LTP5 will not be proposing detailed changes to any bus or rail services. But the proposals in the Plan may enable new services or improved services in the future, if the funding for such can be found. In our view, this narrower perspective hampers the potential for delivery of a fully integrated sustainable transport system. Rail travel appears to be underplayed within the document; with only international passenger journeys mentioned and not journeys within Kent and from Kent to London and other regions. This is a key part of sustainable travel so it is recommended that this section is expanded on in the next draft.

- 2.16 Swale would like the LTP5 to look into the possibility of reopening the rail heads for freight at both Sheerness and Ridham in order to remove some freight off the roads in order to reduce road congestion and improve air quality.
- 2.17 The recent changes to bus services are of great concern to SBC and would welcome the opportunity to work with KCC to ensure that services suit the needs of our local residents and Swale's commitment to active and sustainable travel, whilst also being economically viable.
- 2.18 From an Active Travel England (ATE) perspective, they regard LTP5 as a key indicator of the LTA's commitment to rebalance streets away from motorised traffic to walking, wheeling and cycling. This rebalancing will not only improve trip mode choice, it will help residents to escape the financial stress of car ownership, reduce wear and tear on the declining infrastructure as well as all the other obvious positive impacts. We understand that ATE will use Local Transport Plans for future funding bids so we need to ensure that the document is positive for Swale and includes a suite of projects to assist with the implementation of active and sustainable travel in the borough.
- 2.19 The document is currently highways focused, despite the statement in the document that the "highways are in managed decline". We look forward to seeing more focus on sustainable and active travel measures and intra-urban travel and sustainable solutions for Kent's rural communities through measures such as service hubs in the larger villages, and upgrades to public rights of ways to link the villages to each other and their nearest town. There is a need for complete multi-modal networks to deliver modal shift; off-road cycle routes delivering you into a fast- moving stream of traffic are not very valuable.
- 2.20 The full response can be seen in Appendix I.

### **3 Proposals**

- 3.1 The proposal is to continue to engage with KCC as they work on more detailed proposals for Swale as they prepare for the next stage of consultation in 2024 and to ensure it aligns with the aspirations and proposals within the emerging Local Plan.

### **4 Alternative Options**

- 4.1 The alternative is to not engage with the process of the LTP5, however, this could negatively impact on sustainable development across Swale as Kent County Council are the Highway Authority and it is best practice to work with them to deliver the required transport infrastructure for Swale's existing residents and the emerging Local Plan. It is therefore not considered an appropriate option.

## 5 Consultation Undertaken or Proposed

- 5.1 KCC wanted to hear from as many stakeholders as possible about whether the emerging plan is proposing the right ambition and the right policy outcomes and objectives to achieve this ambition. Feedback will help KCC to understand the transport challenges faced in Kent and ensure their ambition for the future of Kent's transport network is stretching but realistic, focusing on the right outcomes and objectives to make journeys better within our county whilst supporting the delivery of net zero by 2050.
- 5.2 KCC will consider the feedback they receive and then write the full draft Local Transport Plan, which will be consulted on next year. This will illustrate where in Kent their priorities are for delivering improvements.
- 5.3 The consultation closed on 18<sup>th</sup> September, so Swale's response was submitted under the delegated authority of the Director of Regeneration and Neighbourhoods, and the Head of Regeneration, Economic Development and Property and Interim Head of Planning.
- 5.4 Immediately following the meeting, officers will submit any further commentary agreed by members of the Planning and Transportation Working Group to KCC with a request for consideration alongside Swale's substantive response.

## 6 Implications

Issue	Implications
Corporate Plan	The proposals will help to deliver two objectives of the Corporate Plan: Investing in our environment and responding positively to global challenges and Building the right homes in the right places and supporting quality jobs for all
Financial, Resource and Property	The financial implications are unknown until the next stage of the consultation when the costed proposals will be available and the funding mechanisms will be identified by KCC
Legal, Statutory and Procurement	None identified at this stage
Crime and Disorder	None identified at this stage
Environment and Climate/Ecological Emergency	Collaborative working will help to secure delivery of the key projects identified in the LTP5 and deliver the environmental benefits identified in the strategy
Health and Wellbeing	Collaborative working to secure delivery of the key projects identified in the LTP5 will improve the health and wellbeing of residents through improved air quality and physical fitness through increased walking and cycling

Safeguarding of Children, Young People and Vulnerable Adults	None identified at this stage
Risk Management and Health and Safety	None identified at this stage
Equality and Diversity	None identified at this stage
Privacy and Data Protection	None identified at this stage

## **7 Appendices**

7.1 I: Swale Borough Council's submitted response to the consultation

## **8 Background Papers**

None

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## **APPENDIX I**

### **Swale Borough Council's Response to Kent County Council's LTP5 Consultation**

Swale Borough Council would like to thank Kent County Council for providing us with the opportunity to comment on this stage of the Local Transport Plan 5 and would welcome a continued dialogue as you work up the more detailed proposals to be included in the next consultation draft. Swale Borough Council would like to continue to work closely with KCC moving towards the next stage of the LTP5 and the next stages of our Local Plan in order to ensure that sustainable and active travel are fully embedded within both documents and that funding mechanisms are identified. We will also need to ensure that our existing road infrastructure is maintained and fit for purpose.

As the document makes clear, the LTP5 is very high level so sets out the direction of travel and the aspirations but does not contain any detailed proposals, which often drives residents' and stakeholders' interest and engagement.

#### General Comments

#### **Sustainable and Active Travel**

The document is currently highways focused, despite the statement in the document that the "highways are in managed decline". We look forward to seeing more focus on sustainable and active travel measures and intra-urban travel and sustainable solutions for Kent's rural communities through measures such as service hubs in the larger villages, and upgrades to public rights of ways to link the villages to each other and their nearest town.

The LTP5 will not be proposing detailed changes to any bus or rail services. But the proposals in the Plan may enable new services or improved services in the future, if the funding for such can be found. In our view, this narrower perspective hampers the potential for delivery of a fully integrated sustainable transport system.

A proper acknowledgment of the challenges to increased use of public transport needs to be included as it has to compete on cost but also on convenience against the private car and the key factors here are frequency and reliability. Services need to be sufficiently frequent that you barely need a timetable, which will also start at a time which will allow for early/late shifts. Increased frequency for some of the intermediate rail stations, such as Teynham and Newington, would also make a difference; hourly services are simply not good enough to help people make a shift.

From an Active Travel England perspective, they regard LTP5 as a key indicator of the LTA's commitment to rebalance streets away from motorised traffic to walking, wheeling and cycling. This rebalancing will not only improve trip mode choice, it will help residents to escape the financial stress of car ownership, reduce wear & tear on the declining infrastructure as well as all the other obvious positive impacts.

Therefore, we believe that LTP5 needs to be more focused on sustainable and active travel.

The role of public rights of way in upgrading the walking/cycling network needs to be mentioned in the LTP5. In some cases upgrading sections of footpath to bridleway and surface improvements to enable cycling would transform connectivity, especially in some rural areas. This is within KCC's power but we are told that it is difficult and slow. If changes to legislation are needed KCC and SBC should be lobbying for those too, or even use of compulsory purchase. The need for complete networks to deliver modal shift needs to be mentioned, off-road cycle routes delivering you into a fast-moving stream of traffic are not very valuable. Gear Change is mentioned as one of the policy documents giving context to the LTP5, but we would like to see much more of the thinking from that evident in the proposals.

A significant source of noise and air pollution (and highways degradation) in our towns is the vast fleet of home delivery vans. As part of the LTP we would like to see Kent's towns with parcel consolidation centres, enabling carriers to deliver to one location, generally using the strategic road network, and then smaller EVs and cargo e-bikes making the 'last mile' delivery to customers.

## **Rail**

Swale would like the LTP5 to look into the possibility of reopening the rail heads for freight at both Sheerness and Ridham in order to remove some freight off the roads in order to reduce road congestion and improve air quality.

Rail travel appears to be underplayed within the document; with only international passenger journeys mentioned and not journeys within Kent and from Kent to London and other regions. This is a key part of sustainable travel so it is recommended that this section is expanded on in the next draft.

## **Bus**

The recent changes to bus services are of great concern to SBC and we would welcome the opportunity to work with KCC to ensure that services suit the needs of our local residents and Swale's commitment to active and sustainable travel, whilst also being economically viable.

## **Roads/Cars**

Alternatives to private car ownership and use need to be promoted through the document, e.g car clubs.

The discussion of the effects of new road schemes such as the Lower Thames crossing on carbon emissions is welcome, but vague suggestions that these increases will be offset by reductions in other sectors is not a strategy, but aspirational. "A balanced approach that is mindful of carbon emissions" will not be any use against the hard reality of the effect of the physics of CO<sub>2</sub> on global boiling, which is completely indifferent to our mindfulness or sense of balance. We should not accept that schemes such as the lower Thames crossing are inevitable.



At present, the highways input to planning seems to focus mostly on safety defined in a very narrow sense of historical accident data. A transport plan should take account of the role of spatial planning in contributing to traffic growth and CO2 production, and vice versa. Reference could be made to current NPPF policies driving CO2 emissions in the opposite direction, with the presumption towards increased development.

## **Climate Change**

Swale are pleased to see that KCC have considered the effect of the plan on carbon emissions to tackle climate change and we hope that they continue to do this as the proposals are worked up in more detail. It is welcome to see that carbon budget challenges so clearly set out, but what is really lacking is any meaningful suggestions as to how those targets will be met, and the volume of reduction of traffic needed. Looking at Fig 10 would imply that even with the optimistic decline in CO2 from 2023 onwards (reversing the change in actual data post-pandemic), we might hit net zero by 2080, though this does mean extrapolating the graph some way off the edge of the page.

To seriously reduce carbon emissions, this needs to be an extremely ambitious plan reflecting a complete change of mindset about transport. The last plan was 'Growth without Gridlock'; could this one be called 'Transformation without Carbon'?

We were pleased to see the priority concerning achieving an Environmental Step Change. However, there is no ambition to reduce the volume of private car mileage or speeds which is the largest contributor to transport sector carbon emissions. Hopefully this will come in the next stage of the LTP.

There needs to be a very different attitude to the provision of electric vehicle charging infrastructure, with all possible solutions for home charging explored, and reversal of some policies currently preventing the use of charging gullies for cables in pavements, and lamppost charging. There needs to be an acknowledgement of the need to upgrade the power network to enable this.

## **Funding**

The documents states that KCC do not yet know how much funding will be required to deliver the full Local Transport Plan so we will be keen to see the fully costed proposals, and funding streams, for all of the proposed transport infrastructure investment in the full Local Transport Plan next year. We have some concerns that the document states that the Government does not require that the plan be constrained by current budgets, which is at odds with Local Plans, which need to show that any required infrastructure is deliverable.

From an Active Travel England (ATE) perspective, they regard LTP5 as a key indicator of the LTA's commitment to rebalance streets away from motorised traffic to walking, wheeling and cycling. This rebalancing will not only improve trip mode choice, it will help residents to escape the financial stress of car ownership, reduce

wear and tear on the declining infrastructure as well as all the other obvious positive impacts. We understand that ATE will use Local Transport Plans for future funding bids so we need to ensure that the document is positive for Swale and includes a suite of projects to assist with the implementation of active and sustainable travel in the borough.

### Specific Comments

“Our Ambition” it’s a bit wordy. Compare this to the Scottish Transport Plan whose vision is simply: *“We will have a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.”*

Proposed Policy Outcomes - are these prioritised 1-9 or just nine outcomes? From a Swale perspective, a suggested priority order would be:

1. 1
2. 2
3. 9
4. 8
5. 7
6. 3
7. 4
8. 6
9. 5

### Introduction

- Figure 3 – Where’s the Active Travel England funding? It may be the smallest source but starting in 2020 it’s probably contributed £10m+.
- Para 6 – “noise & disturbance” gets a mention in relation to fictional future airport proposals, but this is the only time noise pollution appears in the LTP and yet it is one of the major contributors to poor mental health.

### What does a local plan do?

- Figure 4 – National Policies etc – Should ‘GBR: Williams-Shapps Plan for Rail’ be included?
- Figure 4 – County Policies etc – where’s the KCWIP? Kent Rail Strategy? North & East Kent Connectivity Study 2023? They all need to be referenced.

### Delivering our strategy

- P19 we will... accelerate and prioritise local road improvement schemes to tackle congestion and air pollution... AND enable active travel?
- P19 we will... incentivise people to choose alternative options to the car... add rail?
- P19 we will... strengthen our position and levers in regard to strategic transport links in the county... what about the rest of the rail network?
- P19 we will... our third priority in Framing Kent’s Future concerning achieving an Environmental Step Change. There appears to be no ambition to reduce

the volume of private car mileage or speeds – the largest contributor to transport sector carbon emissions.

- P20 We will turn the curve on transport emissions and road pollution by developing approaches to road space etc... Again, there is no ambition to reduce the volume of private car mileage or speeds – the largest contributor to transport sector carbon emissions.

#### Challenge 1

- Our highways are in a phase of managed decline... Therefore
  - reduce traffic volume (traffic volume does not equal prosperity)
  - reduce access to inappropriate rural lanes
  - reduce speed limits
  - base parking fees, tolls and fines etc on weight, so those with the heaviest vehicles pay more

#### Challenge 2

- What analysis is there are killed or seriously injured (KSI)? Are most of the KSI's now external victims rather than drivers and passengers?

#### Challenge 3

- Traffic is causing congestion... Therefore
  - Reduce traffic volume
  - reduce access to inappropriate rural lanes
  - reduce speed limits
- Correction: "More vehicles, even if some are zero emission vehicles, **do** adversely affect the quality of life..."
- Correction: "Noise and air pollution ~~particularly~~ affects those communities living close to or along **busy through** roads"

#### Challenge 4

- "as well as traffic generated by new developments being built" – developments cannot generate a net increase in traffic, that is not sustainable.

#### Challenge 5

- Correction: "~~Some~~ indicators of public health, including obesity and life expectancy, have been worsening
- The reality of this statement is that for the last 50 years we have been increasingly reliant on private cars and designed our world around them. Now we realise that using cars is bad for us, mentally and physically. Could this challenge be clearer and more assertive? Stop driving. We need to stop building infrastructure that relies on driving. The health indicators are really worrying for children as they are not only facing obesity, but respiratory issues due to being in cars that are sucking in pollutants. This is a crisis – can we get that message across?

#### Challenge 6

- "The financial viability of the public transport service has declined." Does this mean that the financial viability of bus services has declined? The renationalised rail service is looking pretty healthy, if not back to pre-pandemic levels, despite the move away from daily commutes to London.

### Challenge 7

- Wording may be more effective if it was more positively framed.

### Challenge 9

- In short, there is no secure future funding.
- A whole page of the financial challenge. Is this whinging not a bit much considering on p16 it says “that the Government does not require that the plan be constrained by our current budgets”? Therefore the LTP should be budget agnostic?

### Turning the Curve

- None of this is good news. The title is misleading – the curve is not turning in the right direction quick enough. It will be interesting to see the actions to tackle the upwards pressure on the emissions curve.

### Policy Outcome 1

- “...we have identified priority road corridors known as our Resilient Road Network” aren’t these all National Highways roads?
- Figure 14 – Resilient Road Network stops on the A249 south of the Sheppey Bridge. Should this not continue to the port at Sheerness?
- Policy Objective 1A – “Achieve the funding necessary to deliver a sustained fall in the value of the backlog of maintenance work...” Can this not include “betterment” rather than just maintenance? It’s far more cost efficient to maintain and improve at the same time rather than just maintain.
- Should not the outcome for urban communities include the enabling of active travel?
- The Outcome for rural communities appears to be a cut and paste error?

### Policy Outcome 2

- No mention of pedestrians, the most vulnerable road users.
- Policy Objective 2A: Why fiddle with the wording? The phrase is KSI, Killed or Seriously Injured, not “Killed or very seriously (life-changing) injured”. Every road traffic injury is life changing for the victim and their family in some way.
- Can this not got further? Can we not eradicate fear from our urban and rural road network?

### Policy Outcome 3

- There appears to be no ambition to alleviate the pressure on Dover by increasing freight and private traffic to other ports such as Folkestone, Sheerness and Ramsgate?
- There is no mention of the provision of better truck stop facilities across the network. Which could be a way that Kent prospers from this through traffic.

### Policy Outcome 4

- Is it appropriate to have this outcome and objective if there is no other reference to rail? Whilst it would be nice to have Ebbsfleet and Ashford international links open again, is there any evidence that they would benefit the county? Especially now that we no longer have a frictionless border.

### Policy Outcome 5

- Policy Objective 5A: Moving Traffic Enforcement has a far broader potential than just keeping parked cars from blocking Fastrack buses (only the second service is being set up in Dover after 17 years). Does this mean that more resources would be made available to establish a wider network of ANPR cameras? If so, this would allow the implementation of more traffic management such as Access Only TROs, which would surely have a far greater impact than a couple of Fastrack services?
- Policy Objective 5B: Fastrack bus network is great but a very expensive way to run a bus service. The budget to establish the Dover Fastrack service is £33,820,000. Is this really value for money?
- Policy Objective 5C: This is the only mention of MaaS (mobility as a service) and yet this could have the greatest impact on mode shift (a phrase erroneously missing from the LTP). Why is this only a “trial”? MaaS has already proved to be effective across the UK and even in Swale. Why is the wording for rural communities just piffle? The utilisation of MaaS such as Peer-to-Peer car sharing, Liftshare, Car Clubs and ebike hire could have a massively positive impact on rural communities, mitigating the impact of transport poverty and rural isolation.

### Policy Outcome 6

- Access to Kent’s attractions and historical and natural assets should increasingly be through modes other than driving; both to protect these assets and to widen social accessibility. Whilst the London audience is obviously important, the local regional should be a priority.
- Policy Objective 6A: vaguely says this but could be far stronger.

### Policy Outcome 7

- There appears to be some confusion here between emission and air quality. They are not the same thing. Whilst decarbonisation eradicates exhaust and evaporation emissions, it does not improve friction particulate matter and in fact evidence suggests that EVs increase the most damaging PM1 and PM2.5.
- As well as businesses electrifying fleets, which is difficult, consolidation of journeys and deliveries should be enabled, reducing the volume of vehicle movements.
- As fleets electrify we should be building commercial fast charge facilities across the county at key points.
- A significant source of noise and air pollution (and highways degradation) in our towns is the vast fleet of home delivery vans. As part of the LTP5 every town should have a parcel consolidation centre enabling carriers to deliver to one location, generally using the strategic road network, and then small EVs and cargo ebikes making the individual home deliveries.
- Objective 7A: EVs are not the answer to the declining highways network, to pollution nor to congestion or safety. And it would be nice to make it absolutely crystal clear in this objective, that EV charging infrastructure will not litter the pavements.

- Objective 7B: Swale has a disproportionate number of traffic related AQMAs – six in Swale of the 29 in Kent. Our attempt to create an A2 Clean Air Zone was rejected by KCC. What support are you going to provide to the Districts?
- Objective 7C: Is this really an objective?
- The answer to lower harmful emissions, lower pollution and quieter streets is lower traffic volumes at lower speeds. EVs are only a partial answer and one that will probably not significantly impact the road network and residents until the late 2030s.

#### Policy Outcome 8

- A “public transport system” is buses and trains, but the policy is focused just on buses, which KCC has no more control over than trains. The privatised bus model does not work outside metropolitan areas as is evidenced by the decline of our bus services in Kent. And this is despite substantial KCC subsidies to operators.
- A public transport system should be buses and trains working together.
- Can you build a public transport system that will achieve mode shift and reinvigorate both bus and rail as well enable affordable attractive trips in Kent?
- Policy Objectives 8A & B: Since most trips on our road network are not to London, can you refocus your public transport system from being London centric and more regional? Stations are mentioned briefly, but these are great assets, they can be the focus for communities and also transport hubs. Could you think about stations less as gateways and more as community assets?

#### Policy Outcome 9

- Active travel and aviation appear to have been mixed up/merged?
- We have increasingly good access to Gatwick, Stansted and Heathrow – do we really need new airports in Kent?
- Is this the place to set out the health benefits of active travel? The benefits of walking and cycling (and public transport) for a Highways based LTP, is that it reduces congestion and the degradation of the declining asset. It makes space for the traffic that needs to be there – like the commercial traffic. It increases the equity of the plan if you enable more people to move under their own steam. If you build the active travel infrastructure well, environments become enabling rather than disabling.
- Objective 9A: The wording could be stronger, similar to 1A. i.e. We will achieve the funding necessary to deliver the infrastructure improvements articulated in the KCWIP and LCWIPs.
- The policy objective 9A of "prioritised locations in Kent to deliver increased levels of activity towards the Active Travel England target " is far too weak : "prioritised" too easily could be interpreted as a handful , while moving towards a target can allow for a minimal amount of movement .
- If local examples are needed, could we reference the Faversham Parishes to town project, and the Faversham LCWIP.

#### Glossary

- “Infrastructure first” is used a lot in the document, but there is no definition in the glossary.

A report on the LTP5 is being taken to Swale’s Planning and Transportation Policy Working Group Meeting on 19<sup>th</sup> September (after the consultation closes) and we would like the opportunity to submit any further commentary agreed by members at that meeting for consideration alongside Swale’s substantive response.

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<b>Planning and Transportation Policy Working Group</b>	
<b>Meeting Date</b>	19 <sup>th</sup> September 2023
<b>Report Title</b>	Kent County Council's Enhanced Partnership, Local Focus Group
<b>EMT Lead</b>	Emma Wiggins, Director of Regeneration and Neighbourhoods
<b>Head of Service</b>	Joanne Johnson, Head of Regeneration, Economic Development and Property and Interim Head of Planning
<b>Lead Officer</b>	Emma Wiggins, Director of Regeneration and Neighbourhoods
<b>Classification</b>	<b>Open</b>
<b>Recommendations</b>	<ol style="list-style-type: none"> <li>1. To recommend setting up a Local Focus Group (LFG) as part of KCC's Enhanced Partnership hierarchy</li> <li>2. To recommend that the LFG reports to the Planning and Transportation Working Group (PTWG) with the Chair and Vice Chair of PTPWG attending the LFG, and representatives from each of the four Area Committees.</li> </ol>

## 1 Purpose of Report and Executive Summary

- 1.1 This report sets out details of the KCC Enhanced Partnership (EP) and the ask from KCC to set up a Local Focus Group (LFG) as part of its hierarchy (Appendix I).

## 2 Background

- 2.1 KCC used to manage and run Quality Bus Partnerships (QBPs) in each district. These consisted of KCC and Swale Borough Council (SBC) members, KCC and SBC officer reps, and the commercial bus operators in Swale. They were used to raise local issues, discuss planning applications that may have impact and any highway and / or parking related items. Whilst it was not a statutory requirement, it was resourced and administered by KCC. These meetings ceased to exist when Government started development of its National Bus Strategy.
- 2.2 In March 2021, Government launched its National Bus Strategy which was the blueprint nationally to help improve infrastructure, bus travel, air quality and so forth. £3 billion of funding was allocated and each area had to respond very quickly by developing a Bus Service Improvement Plan (BSIP). KCC sought input from districts (Swale did respond) and submitted its plan to Government with an ask of £230 million across the county for various scheme improvements.
- 2.3 In April 2022, KCC received an indicative allocation of £35 million from the Department of Transport (DfT). This was very prescriptive and mainly for capital schemes. There was no revenue funding allowed to keep existing projects going.

The influence that districts can have over the BSIP and any spend of the funding is limited. Projects have already been identified by KCC in the BSIP.

- 2.4 KCC received £19m at the end of March 2023 to deliver a reduced set of initiatives within its BSIP. This included £100k of fare initiatives that were delivered over the summer county wide (e.g. Big Kent Weekend) and also £2.5m of network improvements.
- 2.5 In July 2023, KCC were told they had received a further £16m to deliver BSIP initiatives for 2024/25. At the time of writing DfT had not released the Terms and conditions and as such KCC have not been able to accept the grant.
- 2.6 As part of the funding, Government requires that each area (KCC) set up an Enhanced Partnership (EP). This is a statutory Board, without which KCC will not receive their funding. KCC have established their EP Board which is chaired by the Cabinet Member for Highways and Infrastructure at KCC. It is an officer-led meeting, high level and strategic. There are no representatives from districts. The bus operators do have representatives (including Chalkwell).
- 2.7 There are also EP Scheme Monitoring Groups set up for East Kent, West Kent and Kent Thameside. Swale is part of East Kent and has one place at that meeting. They are still developing and haven't met consistently as yet. KCC run and manage these meetings and it is anticipated these will run twice a year. They will be the group that monitors the schemes in that area linked to the BSIP.
- 2.8 EP Scheme Monitoring Groups will be high level and as such will not cover any local district issues. KCC feel that this will leave a gap. To fill that gap, KCC are suggesting EP Local Focus Group (EP LFGs) meetings be set up in each district. They are happy to send representatives but cannot resource it like they used to for the QBP and so are asking districts to set up and resource them. These are not a statutory requirement of the hierarchy.
- 2.9 KCC envisage that the EP LFGs are a replacement for the previous QBP meetings in that they are a way of local issues from the bus companies being raised. The idea would be that they are held every six months and be informal. A standard agenda would include local bus network issues and aspirations, planning and development updates, parking enforcement issues and any other items for Swale such as active travel and air quality. Representatives at these meetings will be district councils (leading and chairing the meetings), KCC Public Transport, KCC Planning and Transport Development, Primary Bus Operators, and district council officers from planning, parking, active travel, environmental health. They would be operational, and officer-led.
- 2.10 To date, the set-up of LFGs across districts has been mixed. Maidstone, Canterbury and Tunbridge Wells have set up EP LFGs, whilst others have not.
- 2.11 The work so far to develop the Corporate Plan has included asking Area Committees their priorities. One such issue raised is bus infrastructure in the borough and the need for it to be improved. Should the Administration choose to

include lobbying for infrastructure in its Corporate Plan, the LFGs could be a way to raise issues to KCC, and lobby for investment in Swale.

- 2.12 Having an LFG also allows the bus operators the opportunity to raise local issues, particularly with regard to planning applications and improving infrastructure in the borough.
- 2.13 As it stands, Swale Borough Council (SBC) does not have an obvious resource that has 'buses' in its remit, so agreeing to set up the EP LFG would need to be considered in that context. A recent example was the bus consultation the Eastern Area Committee requested and an officer in the ED team has been tasked to do this as a 'one off'. This report is being discussed at the September meeting.
- 2.14 Should the setup of LFG be agreed, it is proposed that this is kept high level, twice a year and managed by the Director of Regeneration and Neighbourhoods chairing and coordinating the group. KCC would lead on the updates on the BSIP at the forum. SBC would be a conduit, or enabler bringing partners together as opposed to leading or delivering any work directly. Then the resource pressure it is believed would be manageable. All attendees would be actively made aware, and reminded, of SBC's restricted role.
- 2.15 Given the interest locally in bus infrastructure, it is proposed that issues to be raised are requested from each Area Committee prior to the LFG, with feedback at each Area Committee after the LFG has met (twice-yearly).
- 2.16 Given the focus on infrastructure in the BSIP, it is proposed that the PTWG is the conduit for any feedback into the council. It is proposed that the Chair and Vice Chair of the PTWG attend the LFG as member representation, as well as representatives from each Area Committee who can provide local voice.
- 2.17 It should be recognised that there may be other links into other committees given the wider agenda e.g. environmental improvements, community bus schemes etc. these issues will be monitored and linked in accordingly.

### **3 Proposals**

- 3.1 To recommend setting up a Local Focus Group (LFG) as part of KCC's Enhanced Partnership hierarchy.
- 3.2 To recommend that the LFG reports to the Planning and Transportation Working Group (PTWG) with the Chair and Vice Chair of PTWG attending the LFG, and representatives from each of the four Area Committees.

### **4 Alternative Options**

- 4.1 Not to set up an EP LFG. This is not recommended as whilst this is an addition to current workload, given it is a meeting twice a year it is felt that this can be

accommodated. Having a local group in the hierarchy will show our willingness to work with KCC and the BSIP, even if this is limited.

## 5 Consultation Undertaken or Proposed

- 5.1 Discussions have taken place with KCC about these proposals.
- 5.2 A conversation has taken place with the CEX of Chalkwell who is keen that a LFG is established in Swale. He sits on the EP Board.

## 6 Implications

Issue	Implications
Corporate Plan	Links to Priority Two, investing in our environment and responding positively to global challenges by encourage active travel and reduced car use, including through the permeability of new developments, and work with partners to address air quality issues.
Financial, Resource and Property	KCC have £35m for their BSIP across the county. It is not clear how much of that will benefit scheme in Swale specifically as funding is high level eg new EV fleet across the county. Officer resource/ time every 6 months to manage and attend meetings.
Legal, Statutory and Procurement	There is not statutory requirement to set up EP LFGs, but the EP at KCC level is a statutory requirement No other implications identified at this stage.
Crime and Disorder	None identified at this stage
Environment and Climate/Ecological Emergency	Environmental improvements from electric fleet introductions will help with reducing carbon emissions. This would be county wide. Improving air quality seen as a requirement in the BSIP.
Health and Wellbeing	The knock on effects from improved air quality impacts on health and wellbeing.
Safeguarding of Children, Young People and Vulnerable Adults	None identified at this stage
Risk Management and Health and Safety	None identified at this stage
Equality and Diversity	None identified at this stage

Privacy and Data Protection	None identified at this stage
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## **7 Appendices**

7.1 The following documents are to be published with this report and form part of the report:

- Appendix I: EP Structure

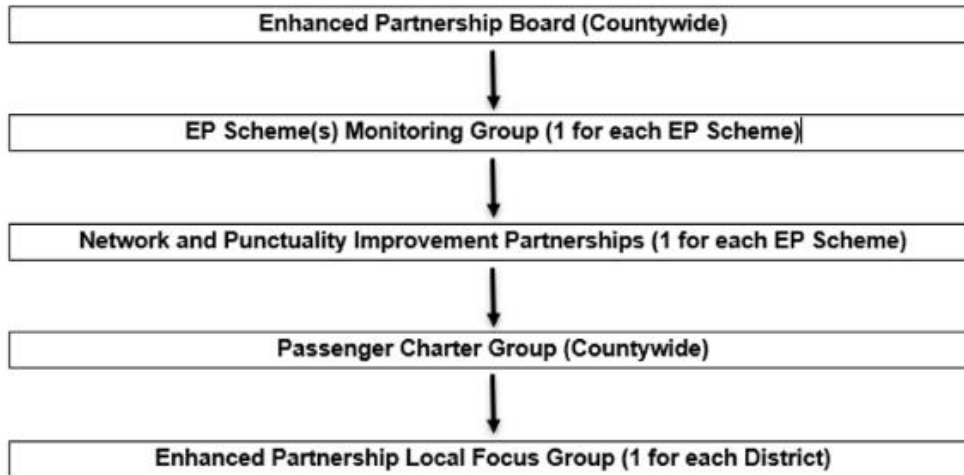
## **8 Background Papers**

None

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## Appendix I: Kent's Enhanced Partnership Structure

### Meeting Hierarchy



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<b>Planning &amp; Transport Policy Working Group Meeting</b>	
<b>Meeting Date</b>	19th September 2023
<b>Report Title</b>	Bredgar Conservation Area review
<b>EMT Lead</b>	Emma Wiggins - Director of Regeneration & Neighbourhoods
<b>Head of Service</b>	Joanne Johnson – Head of Regeneration, Economic Development and Property and Interim Head of Planning
<b>Lead Officer</b>	Jhilmil Kishore - Senior Conservation & Design Officer (Projects)
<b>Classification</b>	<b>Open</b>
<b>Recommendations</b>	<ol style="list-style-type: none"> <li>1. To note the content of the public consultation draft of the character appraisal and management strategy document produced for the review, and the representations made on this by interested parties, the details of which are set out in the report appendices.</li> <li>2. To support and recommend to Policy and Resources Committee that the changes to the review document proposed in response to the representations are agreed.</li> </ol>

## 1 Purpose of Report and Executive Summary

- 1.1 The purpose of this report is to make the Planning & Transport Policy Working Group aware of some proposed boundary changes to the Bredgar Conservation Area and to recommend that the conservation area be formally re-designated under section 69 of the Planning (Listed Buildings and Conservation Areas) Act, 1990. The proposals include a detailed character appraisal and associated management strategy in line with current good practice for the management of conservation areas. Officers recommend that the Planning & Transport Policy Working Group supports the changes to the review document set out in **Appendix i** and as reflected in **Appendix ii**). Furthermore, that the Planning & Transport Policy Working Group recommend the proposed changes to Policy & Resources Committee.

## 2 Background

- 2.1 Bredgar Conservation Area was first designated in November 1973. It was reviewed by Swale Borough Council in 2000 as well as on the 2 February 2006 when it was extended and formally re-designated. A brief character appraisal accompanied the re-designation in 2006. There is a formal requirement under the Planning (Listed Buildings and Conservation Areas) Act 1990 for Conservation Areas to be reviewed from ‘time to time’.

2.2 This review work is part of a wider range of conservation area review work requested by the Western Area Committee. As the existing level of officer resource did not allow for this review work to be carried out in-house, the Western Area Committee agreed to fund the use of an external consultant to carry out the work. The same consultant (Peter Bell) who carried out the review of Rodmersham Church Street, Rodmersham Green and Tunstall conservation areas last year was re-appointed to undertake the review of Bredgar and Hartlip Conservation Areas.

### **3 Proposals**

3.1 The proposal is to re-designate and amend the boundary of the conservation area and to equip it with a detailed character appraisal and a complementary management strategy which will assist with development management and heritage conservation purposes over the next decade or more. It will be a matter for the Policy & Resources Committee to decide whether to formally adopt the Bredgar Conservation Area Character Appraisal and Management Strategy (as recommended and set out in **Appendix ii**, following consultation feedback, or otherwise), but the Planning & Transport Policy Working Group are requested to provide feedback as part of the process of reaching a decision.

3.2 Part of the review process involved an assessment of whether the area should be extended or reduced in size. In this regard particular consideration was given to extending the conservation area west to include parts of Silver Street and north to include more of The Street. However, these areas are separated from the historic core of the village by modern development which means that there would be no spatial or visual continuity to the area of special architectural or historic interest. Consequently, it is recommended that the boundary should not be extended or revised.

3.3 Of all the outlying areas reviewed during the visit to Bredgar, Bexon was the most characterful, coherent and comprises 8 statutory listed heritage assets. Officers recommend that Bexon is reviewed as a possible new conservation area in its own right - to include properties along Hawks Hill Lane and cluster of properties on Bexon Lane to northeast of Hawks Hill Lane.

3.4 The recommendation is:

- Members note the content of the public consultation draft of the character appraisal and management strategy document produced for the review, and the representations made on this by interested parties, the details of which are set out in the report appendices; and
- Support and recommend to Policy and Resources Committee that the changes to the review document proposed in response to the recommendations are agreed.

## **4 Alternative Options Considered and Rejected**

- 4.1 One option would be to not take this review work any further. This is not recommended because it would risk the justifiable continuation of the designation and/or the appropriately sensitive and positive management of the conservation area and its wider setting moving forward.
- 4.2 A second possible option would be to disregard some elements, or all of the feedback received, in terms of the suggested boundary change(s). However, whilst it is considered that the appraisal and management plan (to support the redesignation of the conservation area) is essentially sound, the feedback provided from the local community is valuable and to ignore any of this feedback without sound reasons would call the value of the consultation process into question and potentially deliver reputational damage to the Council.
- 4.3 A third possible option would be to suspend the work on this review until some point in the future. Whilst this option would not result in wasted officer time, it could still lead to (a) the designation being challenged, (b) reputational damage to the Council and/or (c) development and associated infrastructure provision decisions being made for the locality without an appropriate understanding and appreciation of the special qualities of the Bredgar Conservation Area.

## **5 Consultation Undertaken or Proposed**

- 5.1 A 6-week public consultation ran from Monday 3rd July 2023 until Monday 14<sup>th</sup> August 2023.
- 5.2 All those parties with property within or overlapping the current conservation area boundary were notified in writing of the review and were invited to comment on it, as were key relevant organisations including Kent County Council and Historic England.
- 5.3 The previous normal practice of providing hard copies of the review document at Swale House has now been discontinued, but the review document was available to view/download on-line via the Council's website for the duration of the 6-week public consultation period.
- 5.4 A total of 3 consultation responses have been received. One from the Bredgar Parish Council, one from a local resident of Bredgar and one from Historic England. The officer's response to these responses (as summarised) is attached as appendix i.
- 5.5 Historic England has responded advising that it has no substantive comments to make.

- 5.6 Kent County Council in its function as the Highway Authority was consulted on the conservation area review but provided no feedback.
- 5.7 A presentation was done to Western Area Committee on 31st August 2023, highlighting the main aspects of the Bredgar Conservation Area Review.

## 6 Implications

Issue	Implications
Corporate Plan	<p>Priority 2 of the Plan is: 'Investing in our environment and responding positively to global challenges'. Objectives 2.1, 2.4 and 2.5 of this priority are respectively to:</p> <p>(2.1) 'Develop a coherent strategy to address the climate and ecological emergencies, aiming for carbon neutrality in the council's own operations by 2025 and in the whole borough by 2020, and pursue all opportunities to enhance biodiversity across the borough'.</p> <p>(2.4) 'Recognise and support our local heritage to give people pride in the place they live and boost the local tourism industry.'</p> <p>(2.5) 'Work towards a cleaner borough where recycling remains a focus and ensure that the council acts as an exemplar environmental steward, making space for nature wherever possible'.</p> <p>The character appraisal and management strategy document, once amended as appropriate and subsequently adopted would support all 3 of the above-stated objectives from the Corporate Plan.</p>
Financial, Resource and Property	<p>Implementing some aspects of the proposed Management Plan may have financial and resource implications for the council, particularly if it is decided to proceed with an Article 4 Direction review or/and signage review. These costs are not yet budgeted for and may need to be considered within any future Heritage Strategy Action Plans.</p> <p>Assessment of Bexon as a possible new conservation area will have financial and resource implications for the council.</p>
Legal, Statutory and Procurement	<p>The Planning (Listed Buildings and Conservation Areas) Act 1990 places a duty on every local planning authority to "<i>determine which parts of their area are areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance</i>" and, from time to time, to review the functioning existing conservation areas.</p>
Crime and Disorder	None identified at this stage.

Environment and Climate/Ecological Emergency	One of the three dimensions of sustainable development is its environmental role: contributing to protecting and enhancing our natural, built and historic environment.
Health and Wellbeing	The health and wellbeing aspects of interaction with heritage assets and heritage related projects are referenced in the adopted Heritage Strategy which underpins this review work.
Safeguarding of Children, Young People and Vulnerable Adults	None identified at this stage.
Risk Management and Health and Safety	None identified at this stage.
Equality and Diversity	None identified at this stage.
Privacy and Data Protection	None identified at this stage.

## 7 Appendices

7.1 The following documents are to be published with this report and form part of the report:

- Appendix i: Public consultation – table of representations (in summary form), and the council’s response to them.
- Appendix ii: Public consultation version of the 2023 draft Bredgar character appraisal and management plan document.

## 8 Background Papers

A Heritage Strategy for Swale 2020-2032 Adopted March 2020

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**APPENDIX i: TABLE OF REPRESENTATIONS, AND THE COUNCIL'S RESPONSE AND RECOMMENDATIONS FOR ANY CHANGES TO THE ASSESSMENT DOCUMENT IN RELATION TO THEM – FOR RE-DESIGNATING BREDGAR. C.A.**

<b>Rep. No(s).</b>	<b>Representation By</b>	<b>Summary of Representation</b>	<b>Officer Response</b>	<b>Recommendation</b>
1	Local resident	Pleased to see the special character of Bredgar described and recognised in this Review. In particular, we welcome the connection shown between the heritage buildings in the village setting with the rural landscape, noting how important the notable trees and hedgerows, and the views outwards, are to this setting. We support this Conservation Area review and its management plan	Noted & welcomed	No change to the assessment document needed.
2	Bredgar Parish Council	<p>The Parish Council (PC) supports the continued re-designation.</p> <p>A schedule of corrections has been provided.</p> <p>Schedule of correction: Page 40, please add “working” to the title or description. Perhaps “K6 TELEPHONE KIOSK (WORKING) TO THE NORTHWEST</p>	<p>Noted and welcomed.</p> <p>Noted and the proposed corrections can be largely accommodated without fundamentally altering the shape of the document.</p> <p>Noted, however it is recommended to adhere strictly to the address used in the statutory list description.</p>	<p>No change to the assessment document needed.</p> <p>To make changes to the assessment document as per the schedule of corrections.</p> <p>No change to the assessment document needed.</p>
		Points of uncertainty, requiring checking	Noted and the proposed corrections can be largely accommodated without fundamentally altering the shape of the document.	To make changes to the assessment document as per points raised.

**PROPOSED BREDGAR. C.A. – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

Rep. No(s).	Representation By	Summary of Representation	Officer Response	Recommendation
2	Bredgar Parish Council (contd.)	<p>Page 33 et seq. “Appendix 1, Map regression”. The Appraisal includes a useful collection of early maps, from 1575 to 1946. Please check that the legend “Ordnance Survey First Series 1816” on the fifth map is correct. It appears to be a map from about 1860-1870.</p> <p>Page 4. “Map 1. Bredgar Conservation Area”. The map used for the 2006 Appraisal, on SBC’s website is more detailed than the one used here. Presumably this is standardised across all the Conservation Area Appraisals, but it would be good to have the detailed version somewhere in the document, perhaps as an appendix. The current map does not properly resolve the buildings discussed.</p> <p><u>2.0 Character Appraisal</u> This section provides an excellent overview of the various elements making up the character of the village and is the better for the occasional more subjective opinions, sometimes negative.</p> <p>Character Appraisal -Minor corrections</p>	<p>It has not been possible to verify the map referred to as Ordnance Survey First Series 1816 on page 36. As it is virtually the same as the 1970 version -it is recommended to be deleted.</p> <p>Agreed that the building outlines are shown a little clearer on the SBC website version. Map to be substituted.</p> <p>Noted &amp; welcomed.</p> <p>Noted and the proposed corrections can be largely accommodated without fundamentally altering the shape of the document.</p>	<p>To make changes to the assessment document.</p> <p>To make changes to the assessment document</p> <p>No change to the assessment document needed.</p> <p>To make changes to the assessment document as per points raised.</p>



**PROPOSED BREDGAR. C.A. – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

Rep. No(s).	Representation By	Summary of Representation	Officer Response	Recommendation
2.	Bredgar Parish Council (contd.)	<p>Page 20. "Map 3: Significant Trees". Perhaps a legend explaining why the green dots are different sizes would be useful. Is it just individual size of the trees? If so, seems odd that the big horse chestnut by the pond (for example) does not show as large as some of the trees of Parsonage Farm.</p> <p>Page 24. "Map 4: Significant views". The Appraisal includes a good number of views, both from external points looking towards the conservation area and from the conservation looking out. It would be helpful if the images were numbered and corresponded in a more one-to-one fashion with the numbers in the map.</p> <p>Page 25. "2.10 Setting" Bredgar Parish Council are keen to emphasize the importance of the links between the central village of Bredgar and the hamlets. Perhaps the last paragraph could be adjusted a little, to something like: "....and later the shops and school. Whilst there is little visual link between Bredgar and the small hamlets, the significance of the historical connection is demonstrated by the extensive network of lanes and footpaths, formed long before the advent of motor transport."</p> <p>Page 27. Bredgar Parish Council also agrees with the list of "Key negative characteristics". However, we would like it noted that several derelict houses, e.g., Ides House</p>	<p>A legend would imply that the green dots are anything other than indicative of tree positions. Recommended to leave as is.</p> <p>This may just create unnecessary complexity as there is not a direct correlation between the significant views 1 to 4 and all the blue arrows on the map.</p> <p>Noted and the proposed corrections can be largely accommodated without fundamentally altering the shape of the document.</p> <p>Noted. However, referencing these two</p>	<p>No change to the document.</p> <p>No change to the document.</p> <p>To make changes to the assessment document as per points raised.</p> <p>No change to the document.</p>

**PROPOSED BREDGAR. C.A. – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

Rep. No(s).	Representation By	Summary of Representation	Officer Response	Recommendation
2.	Bredgar Parish Council (Contd.)	<p>and Wigmore House have been rebuilt to a high standard since the last review.</p> <p>Page 27. In “3.0 Summary and Conclusion” , the Appraisal discusses the boundaries of Conservation Area, with regard to whether they are correctly drawn and whether the area should be extended or reduced in size. Particular consideration is given to the possibility of including parts of Silver Street, to the west of the current Conservation Area. However, because there is modern development between the areas, interrupting the visual continuity, the recommendation is that the boundary should not be extended or revised.</p> <p>The Parish Council accepts this analysis and conclusion, which springs from the requirement (see “1.2 The Purpose of conservation areas”, p.5, final paragraph) that conservation areas should be “cohesive”. However, this requirement, while understandable, does lead to inconsistencies. The Airey houses south of the pond, for example, are readily included in the Conservation Area, whereas significant houses, or groups of houses, such as those making up the hamlets of Bexon or Silver Street, are excluded because they are separated by a field or a short section of road with some modern development. If the larger aim of conservation areas is to “protect historic</p>	<p>houses would be a little too detailed under the heading of summary and conclusion on p27. Wigmore House already has a positive reference on page 13 and Ides falls well outside of the conservation area.</p> <p>There isn't an available system for ‘satellite’ conservation areas. If Bexon merits designation in its own right consideration be given to a separate designation rather than a ‘satellite’ designation. Of all the outlying areas reviewed during the visit to Bredgar, Bexon was the most characterful and coherent.</p> <p>Recommended to review Bexon as a conservation area in its own right - to include properties along Hawks Hill Lane and cluster of properties on Bexon Lane to northeast of Hawks Hill Lane.</p>	<p>No change to the document.</p>

**PROPOSED BREDGAR. C.A. – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

Rep. No(s).	Representation By	Summary of Representation	Officer Response	Recommendation
2.	Bredgar Parish Council (contd.)	<p>places....so that their special character is safeguarded and sustained” (see “1.2 The Purpose of conservation areas”, p.5, second paragraph) then this problem needs to be addressed. Either a greater willingness to create very small Conservation Areas, perhaps only comprising a few buildings, or – preferable – a system recognising “satellite” Conservation Areas, subsidiary to the main Conservation Area but linked by history as well as by lanes and footpaths needs to be considered. In particular, Bredgar Parish Council believes that the hamlet of Bexon, to the east of the Conservation Area of Bredgar, should be recognised as an important area deserving of the protection that Conservation Area status could give to it.</p> <p>While we recognize that the determination has been fairly and reasonably made in this instance, we would recommend that it is noted, either in the document itself or in associated material held by Swale Borough Council, that the option for further Conservation Areas or similar entities within the larger parish of Bredgar is still open for consideration in the future.</p> <p><u>Concerning 4.0 Bredgar Conservation Area Management Strategy</u></p> <p>Bredgar Parish Council fully endorses all the conservation-related aims of the Swale Borough Local Plan in the bullet-point list.</p>	<p>Noted &amp; welcomed.</p> <p>Noted and welcomed. However, consideration</p>	<p>No change to the document.</p>

**PROPOSED BREDGAR. C.A. – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

Rep. No(s).	Representation By	Summary of Representation	Officer Response	Recommendation
2.	Bredgar Parish Council (contd.)	<p>Noting that the Local Heritage List can also include structures other than buildings, as well as green spaces etc., Bredgar Parish Council would like to put forward the following to add to the list:</p> <ul style="list-style-type: none"> <li>• Gore Pond, at the junction of Gore Road and The Street. The Pond has been in its present form since at least the 18<sup>th</sup> century, probably much longer.</li> <li>• The Recreation Ground, Gore Road. This was opened in 1897 and had been in continuous use.</li> <li>• The Village Sign. On the corner of Gore Road and Primrose Lane. Made of wrought iron, showing a view across the pond to the gable end of Chantry House, this was designed by Norman Hepple R.A. and installed in 1972. It was given by Bredgar Women’s Institute to celebrate their golden jubilee.</li> </ul>	needs to be given to whether they meet SBC’s selection criteria for the Local Heritage List to avoid arbitrary inclusions.	No change to the document.

# Bredgar Conservation Area Character Appraisal and Management Strategy

PUBLIC CONSULTATION DRAFT May 2023



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## FOREWORD

“Historic buildings and places add to the quality of people’s lives and help to create a sense of place that we all identify with.

As a community and as a local authority, we have a responsibility to safeguard our historic assets for future generations and to make sure that they are not compromised by unsympathetic alterations or poor-quality developments. Conservation area designation and subsequent management is one way in which this can be achieved.

Conservation areas are not intended to halt progress or to prevent change. Rather, they give the local community and the Borough Council the means to positively manage change and to protect what is special about the area from being harmed or lost altogether.

Swale Borough is fortunate in having such a rich and varied mix of built and natural heritage. The Borough Council wants to see it used positively as a catalyst for sustainable, sensitive regeneration and development, and for creating places where people want to live, work, and make the most of their leisure time. To that end, we have reviewed the Bredgar Conservation Area and the results of that review are set out in this document, which the Borough Council is now seeking constructive feedback on.

This is one of a series of conservation area reviews which the Borough Council is committed to undertaking, following the adoption of the Swale Heritage Strategy 2020 - 2032.”



Councillor Mike Baldock,  
Deputy Leader and Heritage  
Champion for Swale Borough  
Council

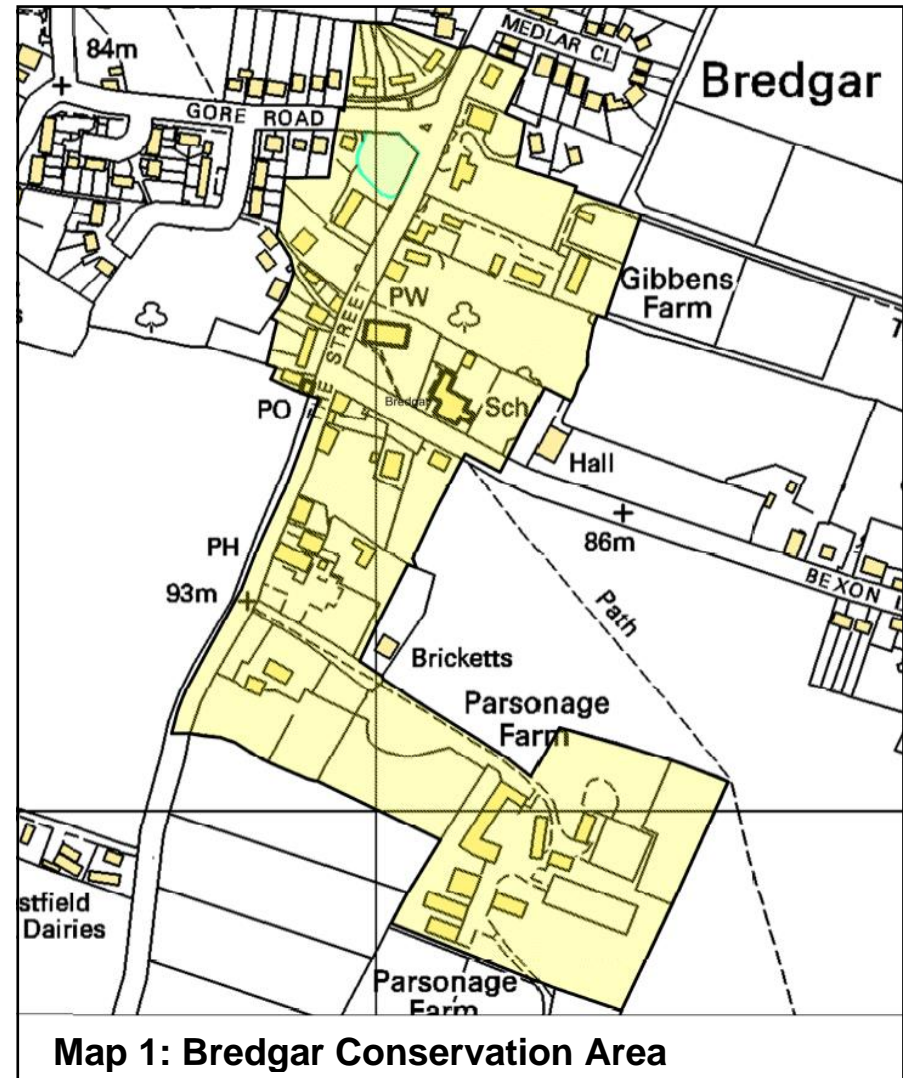
*Mike Baldock*

## 1.0 INTRODUCTION

### 1.1 Bredgar Conservation Area

Bredgar Conservation Area was originally designated by Kent County Council on 2 November 1973. It was reviewed by Swale Borough Council in 2000 as well as on the 2 February 2006 when it was extended and formally re-designated. A brief character appraisal accompanied the re-designation in 2006.

Map 1 opposite shows the current extent of the conservation area as it was designated in 2006.





## 1.2 The Purpose of conservation areas

Conservation Areas were first introduced in the Civic Amenities Act of 1967. A conservation area is defined as “an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance”<sup>1</sup>.

It is the responsibility of individual local planning authorities to designate and review conservation areas from time to time using local criteria to determine and assess their special qualities and local distinctiveness<sup>2</sup>.

The aim of conservation area designation is to protect historic places and to assist in positively managing change, so that their special character is safeguarded and sustained. Areas may be designated for their architecture, historic layout and use of characteristic or local materials, style or landscaping. In practice it is normally a combination of some or all of these special characteristics which merits designation.

Above all, conservation areas should be cohesive areas in which buildings and spaces create unique environments that are of special architectural or historic interest.

Conservation area designation provides protection in the following ways:

- Local planning authorities have control over most demolition of buildings.
- Local planning authorities have extra control over householder development.
- All trees in conservation areas are protected.
- When assessing planning applications, the local planning authority is required to pay special attention to the desirability of preserving or enhancing the character or appearance of a conservation area and its setting.
- Policies in the Local Development Plan positively encourage development which preserves or enhances the character or appearance of conservation areas.

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<sup>1</sup> Section 69 (1)(a) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

<sup>2</sup> Section 69 (2) of the Planning (Listed Buildings and Conservation Areas) Act 1990

### 1.3 The purpose and status of this Character Appraisal and Management Strategy

The purpose of this Conservation Area Character Appraisal and Management Strategy is:

- To identify the significance of the heritage asset – i.e. the value that the conservation area has to this and future generations because of its heritage interest – which may be archaeological, architectural, artistic or historic interest.
- To increase public awareness and involvement in the preservation and enhancement of the area.
- To provide a framework for making planning decisions, to guide positive change and regeneration.
- To review the conservation area boundary in accordance with Section 69(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- To highlight particular issues and features which detract from the character or appearance of the conservation area which offer potential for enhancement or improvement through positive change.

A Conservation Area Character Appraisal is an assessment and a record of the special architectural or historic interest which gives rise to the character and appearance of a place. The appraisal is a factual and objective analysis, which seeks to identify the distinctiveness of a place by defining the attributes that contribute to its special character. It should be noted, however, that the appraisal cannot be all-inclusive, and that the omission of any particular building, feature or space should not be taken to imply that it is not of interest. In some cases, significance may only be fully identified at such time as a

feature, a building or site is subject to the more rigorous assessment that an individual planning application necessitates.

An important part of this review of Bredgar Conservation Area is to assess whether the area still possesses the special architectural and historic interest which merits its continued designation. It also provides an opportunity to review the effectiveness of the designation over the last 50 years and whether the boundary of the conservation area should be either extended or reduced.

The appraisal includes a management strategy to help the Borough Council and other stakeholders positively manage the conservation area in the future. A management strategy may include action points, design guidance and site specific guidance where appropriate: It can identify potential threats to the character of the area and can, where appropriate, identify buildings at risk or the potential for Article 4 Directions or local heritage listing.

An appraisal may serve as the basis for the formulation and evaluation of policies in the Development Plan. It is a material consideration in development management decisions by the local planning authority and by the Planning Inspectorate in determining planning appeals. It can also heighten awareness of the special character of the place to help inform local Parish Councils in the formulation of Neighbourhood Plans, Village Design Statements and individuals in their design choices.

This Conservation Area Character Appraisal has been compiled in consultation with local organisations, elected representatives and council officials. It is to be the subject of public consultation and is prepared with a view to being formally adopted for development management purposes.

The author would like to thank all those who contributed to the production of this character appraisal.

## 2.0 CHARACTER APPRAISAL

### 2.1 The history and development of Bredgar

The origin of the name Bredgar is said to refer to a broad strip of land or a broad triangular piece of land.

There is archaeological evidence of pre-historic, Iron Age and Roman settlement in the area and in the village itself. However, it is unlikely that there was any continuity of settlement after the Roman occupation and population numbers are thought to have dropped throughout the North Downs area, allowing woodlands to re-establish.

No specific mention was made of Bredgar in the Domesday Book (1085) more than likely because it fell under the control of the Manor of Milton. The Parish Church, dedicated to John the Baptist, was certainly in existence by 1066. However, it was in 1392 that Richard II granted Robert de Bradegare a **licence** to found a chantry college in the village dedicated to the Holy Trinity. The college, one of several across Kent, resulted in considerable enlargement and rebuilding of the church and the construction of a chantry, now **Chantry House a dedicated building**, to provide living quarters for a chaplain and two clerk scholars.

Bredgar sits astride the road from Sittingbourne to Hollingbourne which has early origins. It crosses the North Downs and is one of a series of sometimes sunken lanes that strike across the grain of the county towards to the south-west. These lanes were used as droeways for moving livestock back and forth from the pastures on the north side of the Downs to summer grazing in the Kentish Weald and Romney Marsh.



Edward Hasted, writing in 1798, commented on the significance then of the road through Bredgar “it has a tolerable thoroughfare and considerable traffic is carried on through it by carriages of various descriptions from below the hill to the keys of Milton and Sittingbourne loaded with corn, hops, wood etc. for London and other parts, and coals, ashes, coke and other material are conveyed back again in them to the different villages below Hollingbourne Hill”.

Historically, much of the wealth of Bredgar derived from prosperous agriculture in the surrounding countryside. During the 15<sup>th</sup>, 16<sup>th</sup> and 17<sup>th</sup> centuries the village was relatively small, compared to today. As it had in medieval times, it acted as a hub for an agglomeration of farmsteads or lesser manors spread throughout the parish, including Silver Street, Bexon, Swanton, Deans Hill and Manns Place.

Farming would have been mixed arable/pastoral, as evidenced by surviving farm buildings, although hop gardens and orchards became

increasingly prevalent during the 19<sup>th</sup> and 20<sup>th</sup> centuries. Until quite recently farming was still relatively mixed in character, with orchards predominating around the edges of Bredgar itself. In recent decades, however, land devoted to fruit and hops has been much reduced and larger fields required for modern intensive crop production have appeared in their place.

By the 18<sup>th</sup> century there was a marked concentration of brick and timber-framed houses in the vicinity of the parish church and a distinctly separate settlement to the west at Silver Street.

The village grew steadily during the 19<sup>th</sup> and 20<sup>th</sup> century to accommodate an expanding population. The census of 1801, shows a population of 401 in the civil parish of Bredgar, rising to 498 in 1901 and 682 in 2021.

Today, Bredgar comprises a small but vibrant community served by a public house, a primary school, a village hall, a village shop and the parish church.

It is a linear village on a roughly north/south axis, comprised almost entirely of buildings which face onto both sides of The Street and the roads which radiate from it. Post-war infill development has extended **Bredgar's** the village to the north where it is now defined by the M2 motorway. The effect has been to extend and consolidate the village bringing a number of once isolated properties within the expanded village confines. This shape of the village has been further modified by other 20<sup>th</sup> century housing which has largely filled the gap between the western edge of Bredgar and the hamlet of Silver Street. Consequently the extent of C20 development now considerably exceeds that of the historic village.

Houses are typically detached and for the most part, spaced well apart and set back from the road to varying degrees. Consequently, most of the village has a fairly loosely-knit character.

## 2.2 Topography, geology and landscape

Bredgar is a small rural settlement situated some six **kilometres** south west of Sittingbourne on the dip slope of the North Downs. It lies approximately 80m above sea level on land which rises gently towards the south.

The village sits astride the Sittingbourne-Hollingbourne road (here **referred** to as Primrose Lane and The Street) where Gore Road joins from the west and Bexon Lane from the east.

The village and its surroundings fall within the Kent Downs Area of Outstanding Natural Beauty. The area is identified in the Swale Local Landscape Designation as the Tunstall Farmlands<sup>3</sup>, part of the gently undulating chalk downs which extend across the southern part of the Borough. The underlying geology is upper chalk overlain by clay with flint and stone.

Agricultural land in the vicinity is of high quality, and includes orchards to the east of the village and pockets of ancient woodland throughout the parish.

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<sup>3</sup> Swale Local Landscape Designation LUC October 2018 and the Swale Landscape Character and Biodiversity Appraisal, Jacobs 2011

## 2.3 Buildings

The historic area of Bredgar lies towards the southern end of the present-day settlement and embraces the village pond, the parish church, a couple of former farmsteads and an array of traditional houses. More than anything else, it is Bredgar's buildings which contribute to its special character. The mix of building styles, dates, materials and types combine to create a very distinct place which speaks of its locality and its history. A map indicating the location of significant buildings is included at page 14.

The village pond and the War Memorial mark the centre of the village where Gore Road meets The Street. They are a defining feature of the conservation area.

The war memorial dates from 1920 and consists of a Celtic cross on a square shaft. The island on which it sits is flanked by a number of concrete WW2 anti-tank buoys which no-doubt may illustrate that the junction played a role in defensive arrangements in the event of German invasion.



War memorial

In the vicinity of the village pond, houses are well spaced, typically detached or semi-detached and set behind front gardens often contained by railings, walls or fences.

Bredgar House is prominently located to the east of the pond. It is the only fully three-storied building in the village, however, its curiously proportioned stuccoed elevations were originally constructed with only two storeys during the 18<sup>th</sup> century. The third storey was added by the renowned ironmonger Comyn Ching who lived in the house

during the late-19<sup>th</sup> century. The sturdy cast iron railings fronting the road are a noteworthy feature.



Bredgar House



Primrose House

Toward the north boundary of the conservation area is Primrose House with its symmetrical white-painted brick elevation. The steeply pitched peg tile roof and the exposed timber framing on its left flank provide clues to the earlier timber-framed building which lies behind the Georgian facade.

Semi-detached 'Airey houses' define the north edge of the Gore Road junction. Prefabricated concrete houses designed by Sir Edwin Airey to fulfill the post-war housing needs appear all over England. These examples have been over-clad in either brick or weatherboarding.



Airey Houses facing the pond

To the south of Bredgar House a driveway leads from The Street to Gibbens Farm, barn and other former farm buildings. The Farm Shop, Tea Room, ~~and Post Office~~, together with a barbers shop and hair salon, now occupy some of the black painted weatherboarded farm buildings. They provide an important facility for the community whilst adding life and vitality to the centre of the village.

Before reaching the parish church there is a group of highly significant historic buildings. Chantry House dates from the founding of the college in 1392 and is, as such, the earliest residential building in the village. Visible across the pond it is built of local flint with brick and stone dressings under a Kent peg tile roof. The former dovecote (located to the west of the pond) is a rare survival of a particularly unusual building type.



Other buildings in the group include Burnham House, notable amongst other things for its use of mathematical tiles on its front elevation and fine 17<sup>th</sup> century brickwork on its south elevation, and Brewers House.



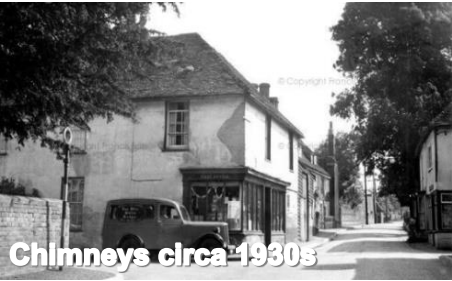
The tower of the parish church is visible from some distance on approach from all directions. The church was considerably rebuilt and enlarged after the establishment of the chantry and college in 1392 but parts of the earlier church survive, most notably the round-arched Norman west door with zig-zag voussoirs supported on colonettes.



The church is elevated a little above street level, further enhancing its scale and presence.

Opposite the church Channies is a pleasing vernacular cottage which sits at an angle creating a narrowing in The Street.

A second narrowing occurs between The Old Post Office House and Chimeys, both of which sit close to the highway. The Old Post Office House, once the village butchers, is notable for its distinctive timber framing and interesting architectural narrative, whereas Chimeys, once the village grocers, is simpler with rendered elevations and regularly placed sash windows.



Chimeys circa 1930s



Chimeys



The Old Post House

South of The Old Post Office House, The Street becomes one-sided and views of the countryside open up to the west towards Silver Street and Deans Hill.

South of The Chimeys is Park House, a pleasing 19th century weatherboarded cottage set behind decorative cast iron railings. Early photographs of the house indicate that its elevations were originally rendered, rather than weatherboarded (see the postcard on page 4).

The next is Brickwall which, despite its name (that refers to the old adjoining wall), has block-marked rendered walls which conceal a timber-framed building at the rear. It too has good cast iron railings. The rusticated Gibbs door surround is particularly fine. A 17th century garden wall provides visual continuity between Brickwall and two 20th century infill houses to its south.



Park House and Brickwall

The Sun Inn visually marks the southern edge of Bredgar; the first licence for premises on the site was granted in 1704 but the current building is **Victorianearly 19th century**, with later extensions. Tile hanging on the upper section of the public house, red brick beneath, and a roof covering of peg tiles all contribute to its Kentish character. Like the village shop, the life and vitality generated by the public house make an important contribution to the character of Bredgar. The large macadam-surfaced parking area alongside is, however, a less welcome feature.



The Sun Inn



The Old Vicarage

However, it is The Old Vicarage, hidden behind a line of conifer trees on the south side of Parsonage Lane, which actually defines the southern extremity of the settlement. The Old Vicarage is an appealing C17 timber-framed house clad in the C18 with local red and blue wood-fired brickwork. It is special, amongst other things for its uncluttered forecourt with an open grassy garden without fences and walls. This pleasing simplicity of setting has largely vanished from dwellings in the Kentish countryside as domestic garages, secure boundaries and hard paved driveways have become more commonplace.

Parsonage Lane leads to Parsonage Farm which was once owned by the Dering family of Pluckley, occupies a slightly detached position on the southern edge of Bredgar. The farmstead is visible from the footpath which crosses the field opposite the village hall. The farmhouse was built in the first half of the C19 (an earlier house having been destroyed by fire) the red bricks are said to have been

manufactured from clay dug from a nearby site. The cluster of farm buildings to the south-west is partly modern but close to the farmhouse is a 17<sup>th</sup> century red brick cart lodge. Its approach, along Parsonage Lane, continues to be quite distinctive in appearance being flanked by the remnants of a once-impressive avenue of lime trees; the lane now terminates at a modern security gate which marks the entrance to the farm complex.



Parsonage Farm



19<sup>th</sup> century photograph of Parsonage Farm



The village school sits alongside the parish church on the north side of Bexon Lane. It was built as a National School in 1868 on part of the former Playstool (land given for the upkeep of the church). The Gothic revival design of the building makes it instantly recognisable as a village school, whilst the yellow brick with contrasting red brick detailing is entirely characteristic of its period. Extensions have been added to west and east.

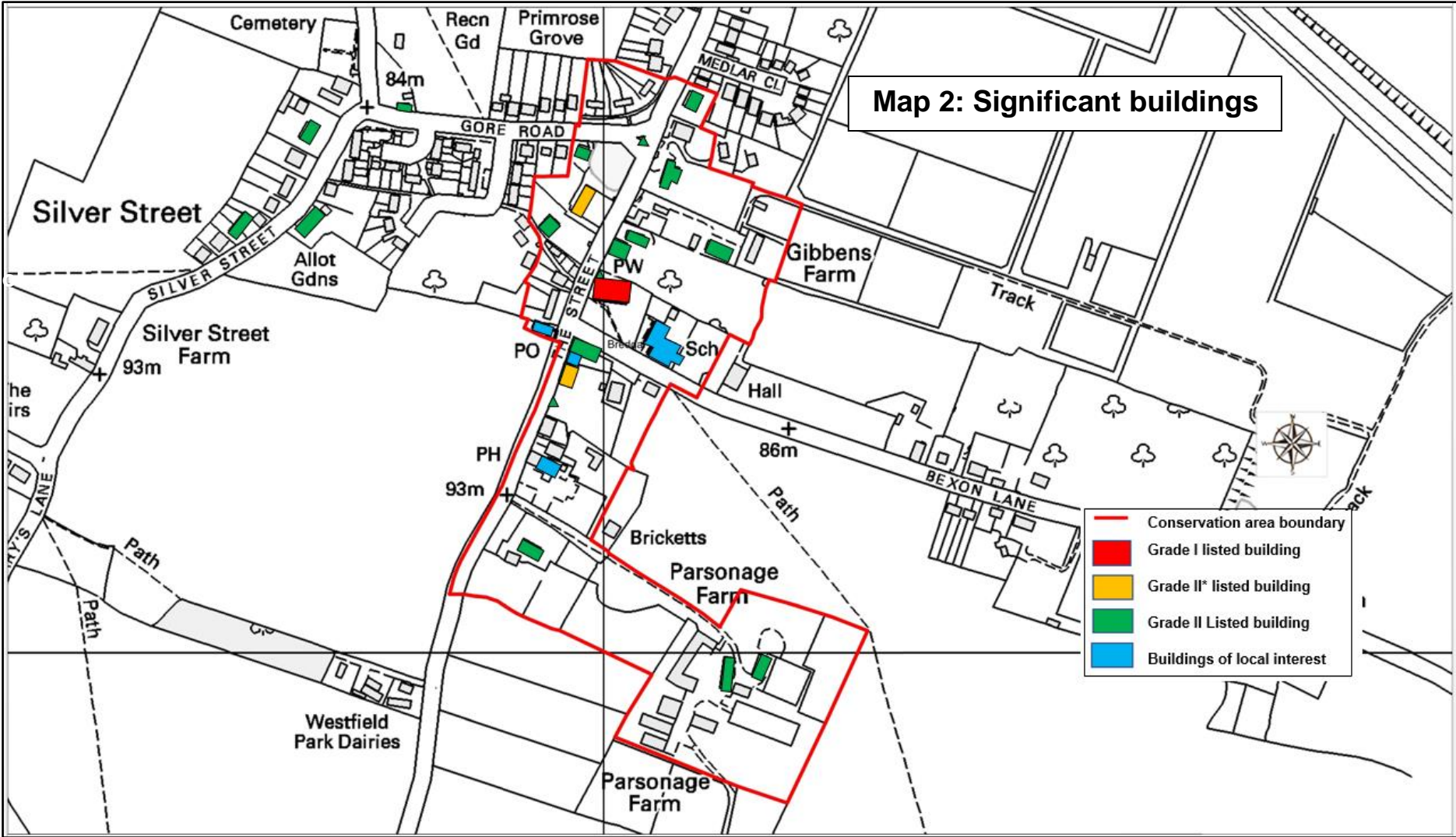


A small number of houses, mostly detached, have been built in the village during the last 60 years. Beech House, The Hollies, Wigmore House and Millstone House all contribute in their own way to the character of the village.

The four housing association bungalows facing the parish church relate less well to the vernacular architecture of the conservation area although their use of reclaimed Kent peg tiles on the roof **helpeds** to assimilate them into their historic context. **the kent peg tiles have now**

**been replaced with modern tiles.** They replaced a row of artisans' cottages dating from the late 18<sup>th</sup> or early 19<sup>th</sup> century.





## 2.4 Building Materials

The distinct character of Bredgar owes much to its variety of architectural styles, often expressed through building materials. Typically building materials were used because they were readily available from local sources. Until the transport revolution of the mid-19<sup>th</sup> century, virtually all building materials would have been locally sourced or made. Consequently, they are often a true expression of the locality and its natural resources. They were also used to express architectural aspirations and changing fashions. Even materials that were in common use at the time make a valuable contribution to local character and distinctiveness.

In the medieval period the parish was largely covered by ancient woodland so it is no surprise that many of the earlier domestic buildings were constructed of timber-frames. As good oak for building became harder to source during the 17<sup>th</sup> century, brick became universally fashionable. Brick was used extensively for new buildings and to over-clad older buildings to give them a more up-to-date appearance. With the exception of flint, good building stone had to be imported from afar so it was reserved for higher status buildings.

Kent peg tiles were the preferred choice for roofing but slate became an option during the early 19<sup>th</sup> century, particularly once the railway came to Sittingbourne in 1848. Thatch was used historically, particularly on farm buildings and cottages but no examples survive in the conservation area today.

Modern concrete roof tiles and uPVC windows are less sympathetic materials introduced during the mid to late 20<sup>th</sup> century.

**Timber frame:** Oak, elm and chestnut framing were commonly used in building construction during the medieval period when local woodlands offered an ample supply of durable timber for building. Several historic buildings in Bredgar are constructed of timber framing and others have had their frames concealed behind later facades or cladding such as brick, weatherboarding or mathematical tiling. The timber-framed tradition continued in softwood framing well into the Georgian period and even later in some farm and utility buildings.



**Stone:** Good building stone was not readily available in this part of Kent so it had to be imported from west Kent or further afield. Consequently, it was reserved for higher status buildings such as the parish church and Chantry House where Kentish rag and other types of imported stone are used as a dressing to flint walls. Flint was the only naturally available building stone available within the parish. Flints occur in seams within the chalk bedrock and are brought to the surface naturally by farming, or uncovered as a by-product of lime quarrying which took place locally. Flints were either laid as field flints in lesser buildings or knapped (that is split and dressed with a hammer) in order to reveal the dark shiny inner surface in finer examples. Both types are widely used in buildings and boundary walls throughout Bredgar.



**Brick:** Brickearth was in plentiful supply in North Kent so, not surprisingly, brickwork is a familiar building material in Bredgar. There is a wide variety in the size, colour, bond and character of brickwork, depending on its age, style or function.

Earlier examples are irregular clamp-fired red bricks used during the 17<sup>th</sup> century, such as in the south elevation of Burnham House. 17<sup>th</sup> century bricks tend to be relatively narrow, with larger joints. In the centuries that followed, the shape, size and coursing of brickwork became more regularised and uniform. Yellow stock brickwork was commonly used from the Regency period onwards and the combination of yellow and red brick achieved the polychromatic effect that was associated with the High Victorian era and the Arts and Crafts Movement. The yellow and red bricks of Bredgar School were manufactured at the Smeed Dean works in Murston and provided by George Smeed for the sum of £25.



**Mathematical tile:** Mathematical tiles are flanged tiles made from fired clay. They are made so that when hung on a wall, their vertical face is almost indistinguishable from a brickwork. They were used in parts of the south-east to provide fashionable elevations to timber-framed buildings during the 18<sup>th</sup> and 19<sup>th</sup> centuries. The front elevation of Burnham House is a good example.



**Kent peg tiles:** The name 'peg tile' refers to a plain clay tile suspended from the top edge of a tiling lath by a peg. Traditionally peg tiles were held in place by a small wooden peg or latterly an aluminium 'drop', wedged into, or passed through one of the two holes in the head of the tile. Simple firing methods and local clays produced strong, durable and light peg tiles in warm orange/red terracotta colours. Imperfections in the raw clay, combined with the hand manufacturing process, resulted in a richness and variety in colour and shape. They are renowned for their warm and varied

colours and rich texture which cannot be replicated in modern machine-made tiles.

Until the 19<sup>th</sup> century, locally produced hand-made clay peg tiles were the preferred roof covering for buildings throughout Kent. Tiles continued to be handmade from local clays well into the 20<sup>th</sup> century and there are still a handful of manufacturers today. They are a characteristic roofing material in the south-east of England and prominent in the roofs of Bredgar. Kent peg tile roofs are visually prominent because of their steep pitch (typically steeper than 35 degrees). Tiles are also used as vertical cladding to external walls, sometimes with decorative banding.



**Slate:** Slate roofs rarely appear before the turn of the 19<sup>th</sup> century and hardly at all in Bredgar Conservation Area. They became more common after rail transport made Welsh slate more easily accessible. Slate gave rise to shallower roof pitches of between 30 and 35 degrees. Sometimes, the shallow pitch of a roof gives a good indication of the original roof covering, such as at Park House, which is now roofed in concrete tiles.



**Weatherboarding:** Painted feather-edged weatherboarding is a traditional walling material in the south-east of England. When used on agricultural buildings weatherboarding was either left natural or tared black, whereas domestic examples tended to be painted white or off white.



**Modern building materials:** In recent decades mass produced building materials such as concrete roof tiles, machine made bricks and uPVC windows have been used within Bredgar but they do not typically enhance the character of the historic village.

## 2.5 Boundary fences, railings and walls

Boundary treatments are an important aspect of the character of Bredgar. Railings, picket fences, walls and hedges of differing types and dates all help to define boundaries and differentiate between private and public space. Some walls and railings are of special architectural or historic interest in their own right due to the quality of their craftsmanship, their age or their materials.



## 2.6 Archaeology

The North Downs landscape in which Bredgar lies is emerging from recent investigations and studies as being rich in prehistoric, Iron Age and Roman remains. In the past, the Kent Historic Environment Record has been influenced by the focus of previous archaeological activity being to the north, along the A2 corridor and around the larger towns. However, recent geophysical surveys, detectorist findings and cropmarks suggest that the picture for early settlement in the North Downs is equally rich as the areas to the north. Iron Age findings in the fields near Bredgar have been particularly prominent and suggest an important focus in the Iron Age.

There is a known site at the Primary School in Bexon Lane. Excavations during the extension of the school in 2004 identified a late Iron Age enclosure dating from the mid-to-late 1st century BC. There may also have been a very early Roman building on the site which was returned to agriculture by the end of the 1st century AD. In the 2nd century a rectangular building had been constructed. The flint foundations for this Roman building lie beneath the primary school site and potentially adjacent sites. The building was likely demolished in the 2nd century though later Roman materials suggest activity in the surrounding area continued.

In 1957 a hoard of gold coins was found during excavations for a new bungalow 'Treasure Trove' in Gore Road. This is one of the earliest gold coin hoards found in Roman Britain. The Early Roman presence in the area of the village is significant.

Another hoard of gold coins was found in 1940 in the garden of no 1 Chantry Cottages, now part of Chantry House. 120 gold coins of Edward III and Richard II were deposited in a pot, most likely in the late 14th century. The pot has survived and is on show in the Milton Regis Court Hall Museum.

In 2013 another find of significance made in the village was a copper coin punch known as "The Bredgar Die", believed to be the earliest coin die found in Britain, dating to around 150 B.C

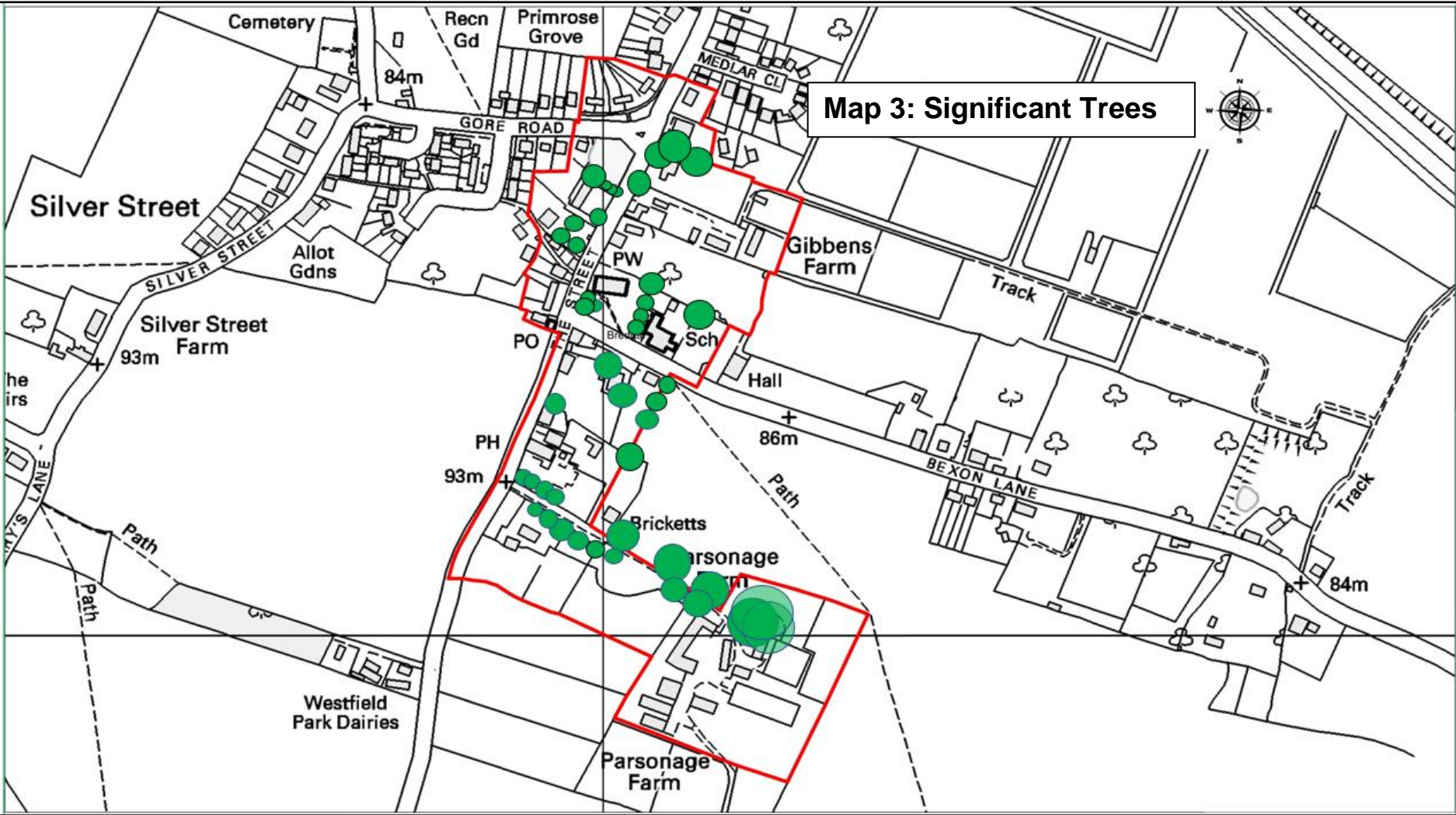
## 2.7 Trees

Trees make a valuable contribution to the character of Bredgar Conservation Area. They enhance most views within and from outside the conservation area and often create the backdrop or the foreground to significant buildings or spaces. They enhance biodiversity and wildlife opportunities as well as visual amenity within the village.

The predominance of native tree species brings a strong feeling of the surrounding countryside into the village.

Indigenous tree species which feature significantly within the conservation area include yew, beech, sycamore, oak, holm oak, holly, ash, silver birch, field maple and chestnut. Significant trees are plotted on the map on page 21.







## 2.8 The public realm and the highway

The Street, Bexon Lane and Gore Road are important public spaces. They are where most people experience and enjoy the conservation area from.

The Street is essentially rural in character. There is no formality to its geometry, to the footway or to the buildings which front onto it. In places it is tightly confined by buildings, such as at Chancies or the Old **Post House**. In contrast, other places are less confined, such as around the village pond or the graveyard around the parish church which provide opportunities for peace and tranquillity.

Slight changes in the alignment and geometry of The Street give rise to changing views and vistas as one passes through the village. Buildings or places of interest are constantly revealed.

Indigenous trees close to the carriageway edge are always visible and bring a distinct sense of the countryside into the heart of the village. The countryside always feels close at hand.

Footways are present in parts of the village and for the most part are narrow. The general absence of street lighting also contributes positively to the rural character of the village. Fortunately, highway signs are also few in number.

Telegraph poles and overhead cables are more prolific. Poles that appear in views of the church tower are particularly unfortunate and visually distracting.

On balance the public spaces are generally well maintained and have a relatively uncluttered appearance which contributes positively to the rural character of the place.



Bexon Lane



The Street

## 2.9 Significant views

Views contribute to the way in which the character or appearance of a place is experienced, enjoyed and appreciated. Identifying significant views allows the contribution they make to be protected and enables the effective management of development in and around those views. Significant views are annotated on the aerial photograph on page 25 and described below.

### View 1: Views along and from the public highway

Most people experience Bredgar from the public highway. Views and vistas as one progresses through the village change with the seasons, with the time of day and with the prevailing weather conditions. They also change as a result of the geometry of the roads which gives rise to new and changing views.

Views and vistas from the public highways in Bredgar are important to the special character of the village.



**View 2: Views from the village to the surrounding countryside**

Panoramic views towards the countryside are always pleasing. They reveal the topography of the surrounding landscape and help to reinforce the historical connection between the village and its surroundings. The contrast between the enclosed visual experience of The Street and the wide open landscape views adds to the experience. As such they contribute significantly to the special character of the village.



Looking west from The Street towards Silver Street



Looking south-west from Bexon Lane

**View 3: Views from the public footpath towards the village**

Views from the public footpath towards the village also help to reinforce the strong relationship between the landscape and the village. The church tower occasionally appears through trees as one progresses along the footpath.



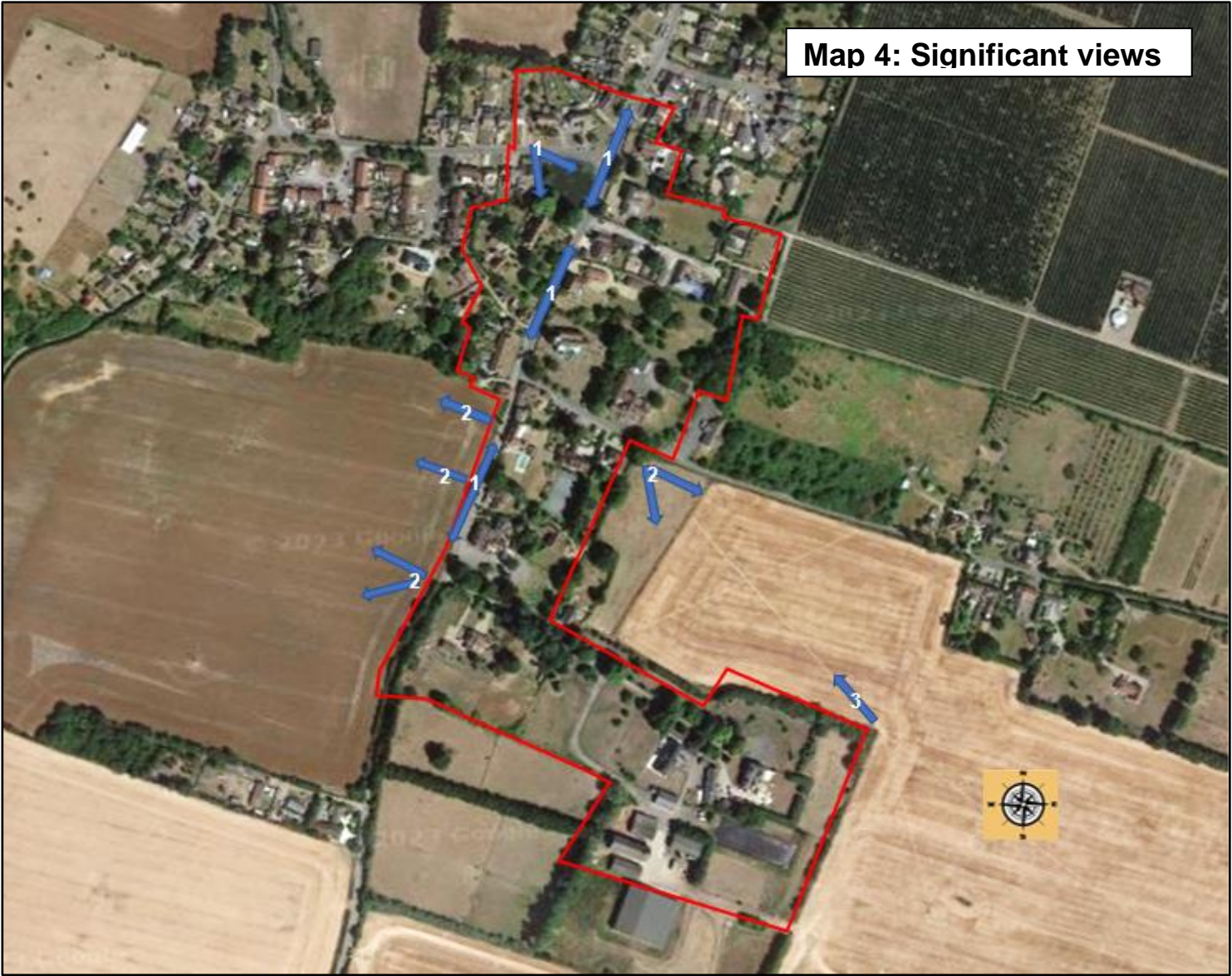
View towards Bredgar from the public footpath

**View 4: Distant views from surrounding areas**

Glimpsed distant views of the village rooftops and particularly the church tower, occur only occasionally from the surrounding landscape. The ancient church tower acts as a visual reference point and landmark. All such views are of high significance.



View towards Bredgar from Silver Street Farm



## 2.10 Setting

The setting of a conservation area frequently contributes to the way in which its significance is enjoyed and appreciated. Even areas that fall outside of the designated conservation area often contribute to its special character and significance.

Bredgar's agricultural landscape setting serves to reinforce the village's functional and historic connection to its surrounding landscape. In particular the field between The Street and Silver Street and the open fields to the south of Bexon Lane are important to the setting of the conservation area. They bring the countryside right into the village, they reinforce rural character and they provide the setting for several designated and non-designated heritage assets. Both are illustrated in photographs on page 24.

However, Bredgar also has a strong historical connection with several smaller hamlets which surround it and fall within the wider civil parish. Helen Allison<sup>4</sup> describes that the manorial records for Milton refer to 'yolks' in the civil parish during the 13<sup>th</sup> century. 'Yolks' 'yolklands' or 'subsidiary manors' were landholdings, often remote from the manor, in which the occupiers paid rent to their lord but had a greater degree of autonomy. They were never manors in the historic sense of the term but they heavily influenced land tenure in the centuries that followed.

Historically significant but small hamlets at Bexon, Manns Place, Swanton and Deans Hill all developed from subsidiary manors which had their origins in early farmstead settlements. They are all located within a small radius of the village of **Bredgar** (approximately 2km) which would have provided the hub for much of their activity such as the wheelwrights, the forge, the church, and later the shops and school. **Whilst there is little visual link between Bredgar and the small**

**hamlets, the significance of the historical connection is demonstrated by the extensive network of lanes and footpaths, formed long before the advent of motor transport.** The footpath network reflects those connections which were made long before the advent of motor transport.

Whilst visual connections between Bredgar and the smaller hamlets are not significant, the strong historical connections are.

<sup>4</sup> Bredgar *The History of a Kentish Parish*, 2013

### 3.0 SUMMARY AND CONCLUSION

Bredgar is a place with a strong and distinctive identity based on its long history and its development over many centuries. The rich variety in building styles and types and their strong visual and historic connection to the surrounding countryside are a defining feature of the village.

Local building materials are strongly in evidence, including timber framing, brickwork, flint, ragstone, feather-edged weatherboarding, slate and Kent peg tiles. The variety and juxtaposition of these locally distinct materials contributes to the special character and appearance of Bredgar.

The history of the village, its ecclesiastical connection to the **Ghantry College**, its rich mix of buildings and the quality of its public domain results in a special place which merits protection.

As such Bredgar continues to be an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance. There is no doubt that it should continue to be a designated conservation area.

The conservation area has served its purpose well since it was first designated 50 years ago. The key characteristics that gave rise to its designation in 1973 appear to have been well managed by local owners, the Parish Council and the Local Planning Authority. That is not to say that there have not been changes, because there have, but most of them have been made with respect to the distinct character of the place and have integrated well into their context.

#### Key positive characteristics:

The special character of Bredgar Conservation Area may be summarised as follows:

- Bredgar is a small rural settlement which developed from a medieval manorial farming community.
- It has a strong visual identity centred around the pond, the war memorial, the parish church and The Street
- The medieval parish church, the Victorian village school and the farm shop provide a visual focus to the village contributing to its life and vitality.
- The architectural contribution made by several listed buildings and by many non-designated buildings and structures.
- The eclectic mix of traditional building styles, forms and vernacular building materials all expressing the history and development of the village.
- Trees make a significant contribution to character and help to reinforce the rural character of the village.
- Boundary walls, fences and railings make a distinct contribution to the special character of the place.
- The strong relationship between the village and the surrounding landscape, experienced through views and vistas to and from the village and through the public footpath network.
- Buildings and the public domain are generally well cared for and in good condition.

All conservation areas have some negative as well as positive characteristics. Identifying negative characteristics allows those responsible for managing change to focus on positive enhancement.

#### Key negative characteristics:

- The occasional use of mass-produced non-indigenous building materials such as uPVC windows or concrete roof tiles which tend to dilute local character and distinctiveness.
- The number of telegraph poles and overhead cables some of which are visually intrusive.
- The extensive use of concrete highway kerbs.
- A small number of significant buildings or structures are showing signs of poor maintenance.
- **Increased light pollution from security and street lighting.**

Part of the review process involved an assessment of whether the conservation area boundaries are correctly drawn and whether the area should be extended or reduced in size. In this regard particular consideration was given to extending the conservation area west to include parts of Silver Street and north to include more of The Street. However, these areas are separated from the historic core of the village by modern development which means that there would be no spatial or visual continuity to the area of special architectural or historic interest. Consequently it is recommended that the boundary should not be extended or revised.



## 4.0 BREDGAR CONSERVATION AREA MANAGEMENT STRATEGY

Conservation Area designation is not an end in itself. It is a way of recognising the special architectural or historic character of an area so that appropriate steps can be taken to preserve or enhance it.

Conservation is not about preventing change: Bredgar Conservation Area is part of a living community and change is needed to sustain and meet its future needs. It is about positively managing change so that what the community cherishes today can be properly looked after and passed on to future generations in good condition.

This management strategy is intended to encourage active involvement in the future management of Bredgar Conservation Area. It provides an opportunity for the Borough Council, the Parish Council, local amenity groups, Kent Highways, Kent County Council, individual householders and local businesses to take part in positively managing the area.

### 4.1 Statutes and policies

When a conservation area is designated there are statutes, planning policies and regulations which govern which types of development require planning permission and the way that the local planning authority undertakes plan making and decision taking. The statutes and policies that directly affect designated conservation areas are outlined in appendix 3 below.

It is these statutes and policies that provide the formal framework for managing change in conservation areas. Most significantly, the local planning authority is required to pay special attention to the

desirability of preserving or enhancing the character or appearance of the conservation area in the exercise of all its planning functions.

The Swale Borough Local Plan aims to ensure that the significance of Bredgar Conservation Area is sustained and enhanced through:

- Preserving or enhancing the area's special character or appearance.
- Preserving or enhancing the setting of the conservation area and of other designated heritage assets.
- Safeguarding and better revealing the significance of any archaeology.
- Protection and enhancement of landmarks and significant views or vistas within and without the conservation area.
- Safeguarding non-designated heritage assets which make a positive contribution to the significance of the area.
- Safeguarding significant spaces.
- Safeguarding significant trees.
- Promoting high quality design in new development which responds positively to context and to the distinct character of the conservation area.
- Continued sensitive management of the public realm.
- Requiring new development to respond positively to the Conservation Area Character Appraisal,

### 4.2 Published guidance

There is a wealth of published guidance on positively managing change in conservation areas. Swale Borough Council has adopted supplementary planning documents (SPDs) which are listed in



appendix 3. Historic England has also published a range of guidance and advice notes which are listed in the bibliography at appendix 4.

### 4.3 Householder alterations

Where householder alterations are proposed which require planning permission the Council will typically seek to ensure that those alterations enhance the special character and appearance of the conservation area.

Opportunities to reinstate missing architectural features (such as sash windows, panelled doors or original roof coverings) and traditional boundary treatments will be encouraged by the Council and, where appropriate, may be requested in relation to planning applications for extensions and/or alterations,.

Even in conservation areas, some householder alterations to unlisted buildings may be undertaken without the need for planning permission. The Conservation Area Character Appraisal has identified some householder alterations which have in the past involved the removal of historic features such as period windows, doors, roof coverings and chimney stacks. The cumulative impact of ill-considered alterations to traditional properties can have a harmful effect on their significance and on the character and appearance of a conservation area. Such alterations have, and could continue to erode the character of Bredgar Conservation Area over time.

In light of the above, Swale Borough Council may consider the use of an Article 4 Direction in order to bring some householder alterations (which are currently classed as permitted development) under planning control, to ensure that alterations are positively managed through the planning system.

Householder alterations which could be brought under control by an Article 4 Direction at Bredgar Conservation Area include the following:

- Replacement windows and doors.
- Changes to roof coverings.
- Removal of traditional chimney stacks.
- The installation of solar photovoltaic panels on the front wall or roof slope of buildings.
- Installing rooflights in the front roof slope.
- Alterations to or demolition of fences, railings and boundary walls.
- Adding a front porch.
- Replacing a front garden with a hard surface.

### 4.4 Swale local heritage list

Arising from Swale's adopted Heritage Strategy 2020-2032, the Borough Council is compiling a Local Heritage List in order to identify heritage assets which are not formally designated.

The Local Heritage List:

- raises awareness of an area's local heritage assets and their importance to local distinctiveness;
- informs developers, owners, council officers and members about buildings within the local authority boundary that are desirable to retain and protect;
- provides guidance and specialist advice to owners to help protect the character and setting of those buildings, structures, sites and landscapes;
- helps the council in its decision making when discussing proposals and determining planning applications; and

- records the nature of the local historic environment more accurately.

The impact of any development on a building or site included within the Local Heritage List will be a material consideration when the council considers an application for planning permission.

Several buildings in Bredgar Conservation Area would be eligible for inclusion within the Swale Local Heritage List. They are listed below and indicated on Map 2 on page 15.

- Bredgar Church of England Primary School, Bexon Lane
- The Sun Inn, The Street
- The Old Post Office House, The Street
- Park House, The Street
- The Farm Shop and Tea Rooms
- Three WW2 concrete anti-tank buoys around Bredgar War Memorial

Buildings which are already protected because they fall within the curtilage of a listed building are excluded from the list.

#### 4.5 Public realm

The public realm (that is those areas which fall between the buildings and are accessible to and enjoyed by the public) makes a significant positive contribution to the special character of Bredgar Conservation Area. The highway, public footpaths, the village pond and the churchyard all fall within the public realm.

In rural conservation areas, it is especially necessary to guard against standard highway ‘improvements’ which do not necessarily respect the special character of the place. The injudicious use of concrete

kerbs, street lighting, off-the-shelf road signs and traffic calming measures frequently detract from the special character of rural village conservation areas.



The retention of soft verges (without concrete kerbs) and roadside banks and hedges is fundamental to the future sensitive management of parts of Bexon Lane and The Street. Restrained use of highway signing and road markings is also critically important. Where signs, road markings, street furniture, salt bins, rubbish bins or utility boxes are deemed necessary, they should be located and designed sensitively and in consultation with the local community.

Future highway maintenance, improvements and alterations should be carried out in accordance with *Streets for All*, Historic England (2018) and *Highway Works and Heritage Assets: the Kent Protocol for Highway Works in Relation to Designated Heritage Assets*, KCC and KCOG (2011). Both provide advice on good practice for highway and public realm works in historic places. Early consultation with all stakeholders (including Swale Borough Council’s Conservation and Design Team and Bredgar Parish Council) will be fundamental to achieving appropriate standards in any future proposed changes.

Bredgar has a good number of overhead cables and telegraph poles. Where possible, opportunities should be taken to investigate removal

of redundant overhead cables, reducing the number of poles and potential undergrounding of services. The two telegraph poles next to the telephone kiosk, one of which appears to be redundant, are particularly obtrusive.



- An audit of overhead supply lines and poles with the statutory undertakers to establish whether there is scope to remove any overhead cables or poles or to relocate services underground.
- The replacement of concrete highway kerbs with more traditional kerbs.
- Ongoing 'light touch' management of the village pond.

## 4.6 Trees and planting

Trees and hedgerows play a vital role in the special character of Bredgar and also contribute significantly to wildlife habitat and biodiversity.

The retention and active management of trees and hedgerows should be encouraged and opportunities for new planting should be



The village pond provides valuable visual amenity as well as obvious wildlife and biodiversity benefits. The pond appears to be well managed and has a good amount of edge vegetation. Future management is likely to involve a light touch but may require occasional removal of leaf litter (during the winter to avoid hibernation times). It would also be good to reduce/limit water runoff from the highway into the pond if possible.

The Parish Council, Swale Borough Council and Kent County Council will seek to ensure that the public realm continues to be sensitively managed.

### Public realm: Opportunities for enhancement

- An audit of public signage (including highway signage) to establish whether all current signage and road markings are necessary, well designed and appropriately located.
- An audit of street furniture (bollards, benches, bins, salt bins, bus stops etc.) to establish whether street furniture is necessary, well designed and appropriately located.

(continued)

considered when appropriate. Planting which contributes to the rural character of Bredgar should normally be comprised of native species, although other species now assimilated into the Kentish rural scene may also be appropriate.

All trees within the conservation area are protected. Six weeks' notice must be given to the Borough Council in writing before any works are undertaken to trees within conservation areas.

#### Trees and planting: Opportunities for enhancement

- An audit of trees and hedgerows may be undertaken to establish whether there is any scope for better management, additional protection through tree preservation orders, or for further planting.
- Positive management may occasionally involve the removal of trees to preserve, restore or open up significant views or vistas.

### 4.7 New development opportunities

Potential for new development within Bredgar Conservation Area is extremely limited. If proposals for development come forward they will be considered against local and national planning policies which attach great weight to the conservation of designated heritage assets.

Development affecting the setting of the conservation area or other heritage asset may also affect their heritage significance. The local planning authority is required to pay special attention to preserving the setting of the conservation area (or the setting of any listed buildings) in any plan making or decision taking.

### 4.8 Heritage at risk

There are currently no designated heritage assets in Bredgar on Historic England's Heritage at Risk Register or on Swale Borough Council's Heritage at Risk Register. This appraisal has identified three buildings/structures which appear to be in poor condition as follows:

Boundary wall between churchyard and the village school  
Bredgar House  
Gibben's Farm Barn



These buildings may be eligible for inclusion in the Swale Heritage at Risk Register.

In such circumstances the Council will notify respective owners and, where appropriate work with them and other stakeholders to investigate opportunities for removing the risk and securing the asset's future.

APPENDIX 1 Map regression

Page 125



Saxton's map of Kent 1575



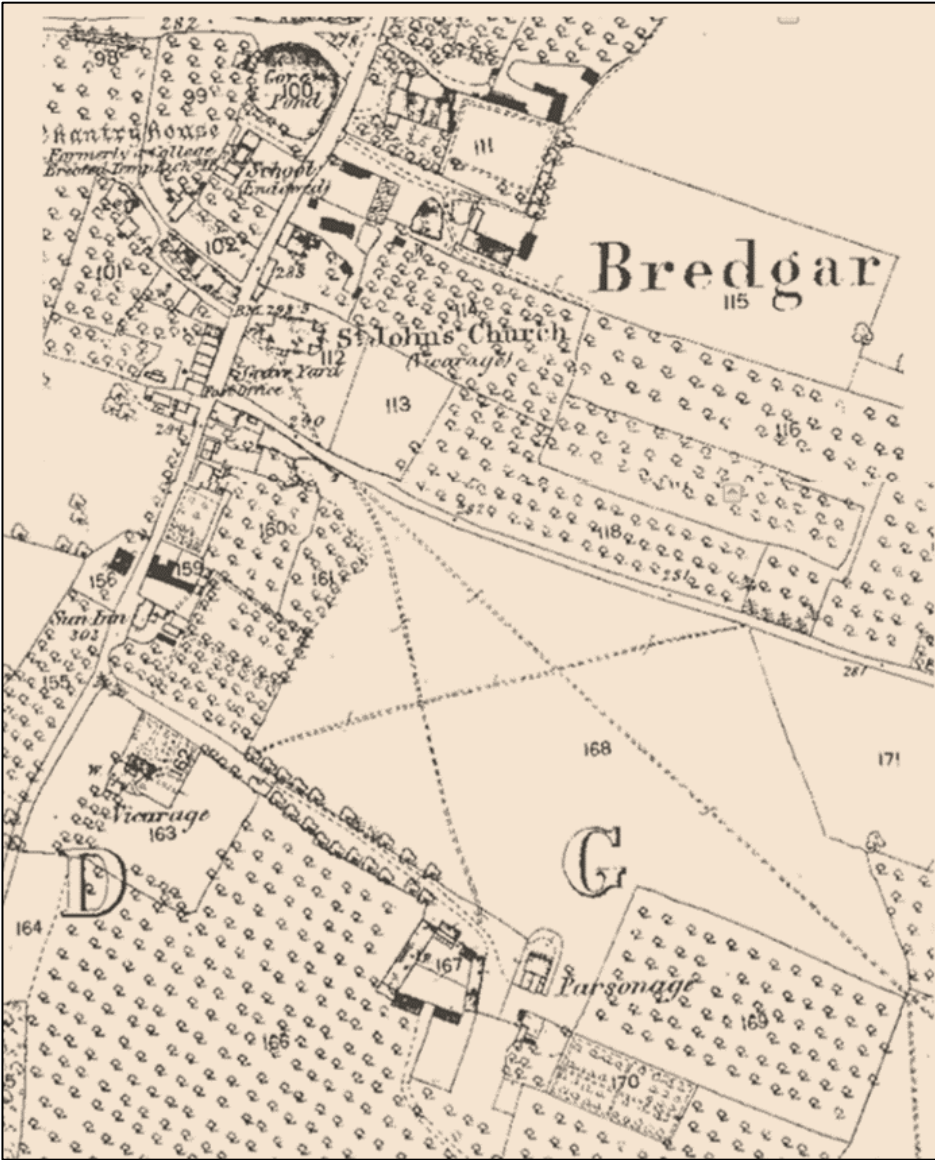
Captain William Mudge's map of Kent c.1801



Andrews, Dury and Herbert  
topographical map of the county  
of Kent 1796



Tithe Commissioners' map 1838



[This map to be removed - duplicate of 1870s map](#)

[Ordnance Survey First Series 1816](#)





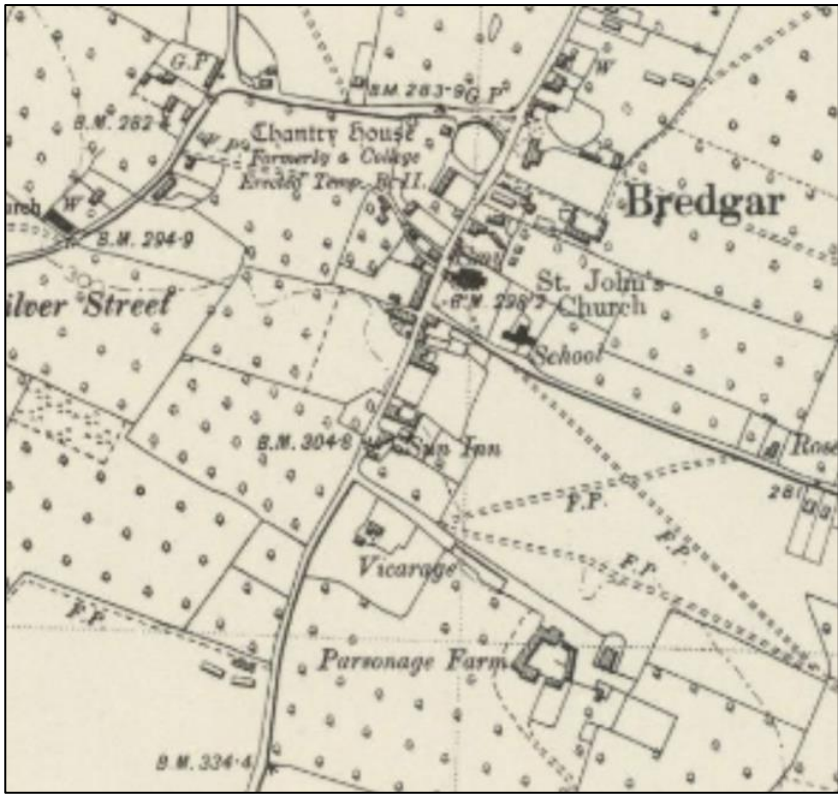
1871 Ordnance Survey Extract



1896 Ordnance Survey Extract



1906 Ordnance Survey Extract



1946 Ordnance Survey Extract

## APPENDIX 2

### Extracts from the National Heritage List for England (the Statutory List of Buildings of Special Architectural or Historic Interest)

The statutory list for Bredgar is compiled by the Secretary of State for Digital, Culture, Media and Sport and is altered and amended from time to time as buildings are added or removed from the list. The list descriptions below are taken from the statutory list and were current in May 2023. For more detailed and up to date information please refer to the National Heritage List for England at [www.historicengland.org.uk/listing/the-list](http://www.historicengland.org.uk/listing/the-list).

Features and structures which are not specifically mentioned in the statutory list are not necessarily excluded from statutory protection which extends to the listed building as well as to any object or structure fixed to the building and to any object or structure within the curtilage of the building which predates July 1948.

The omission of a building from this list should not necessarily be taken to indicate that it is not listed, without first referring to the National Heritage List.

#### PRIMROSE HOUSE, PRIMROSE LANE Grade II

House. C17 and clad C18. Timber framed, clad with painted brick with plain tiled roof. Two storeys on plinth with plat band, box eaves and projecting stacks left and right. Five C19 glazing bar sash windows on first floor, 4 on ground floor with gauged heads, the inner 2 windows with rubbed brickwork. Central door of 6 fielded panels with flat hood on brackets.



#### BREDGAR HOUSE, THE STREET Grade II

House. C18, altered C19. Channelled render and plain tiled roof. Three storeys flanked with giant pilasters, with hipped roof and stacks left and right. Two C19 oriel windows on brackets separated by a niche on second floor, 3 glazing bar sashes with iron balconies to left and right on first floor, and 2 wood casements on ground floor. Central half glazed door in porch with Doric columns supporting entablature.

**BARN 20 YARDS SOUTH WEST OF GIBBEN'S FARM BUNGALOW, THE STREET** Grade II

Barn. C16. Timber framed on red brick plinth and clad with weather board and asbestos, hipped roof with flat roofed mid-stray, and 2 wood casement windows to left. Interior: 5½ bays with aisles. Passing shores to arcade posts, heavy arch-braced tie beams, solid spandrels to collar beams, clasped purlins with diminished principles and wind bracing.



**BURNHAM HOUSE, THE STREET** Grade II

House. C16 - C17 and clad C18. Timber framed and clad with mathematical tiles with plain tiled roof. Two storeys and attic with half-hipped roof, 1 hipped dormer and projecting end stack to right. Five C20 wood casements on first floor, 4 on ground floor and central C20 panelled and glazed door with pediment.

Right return front: C17 red brick with brick mullioned window and offset projecting chimney stack with moulded bands and 3 arched niches at top. (See B.O.E. Kent II 1983, 198).

**CHURCH OF ST JOHN THE BAPTIST, THE STREET** Grade I

Parish Church. C14 with C12 west door. South porch and restoration 1894. Flint with stone dressings and plain tiled roof. West tower, nave and south aisle and chancel with continuous north aisle, south porch and external vice. Exterior: 3 stage west tower on plinth with string courses, battlements, large quoins and octagonal stair turret. West doorway Romanesque in 4 orders of nail head, zig zag, roll mould, zig zag, and attached columns. Over it, C19 decorated style 2 light window, with C15 Perpendicular belfry lights, and C20 clock. South aisle with 4 C15 Perp. 2 light windows with quatrefoils over and roll and hollow chamfered drip- moulds. South door C19 in C15 doorway of 3 roll-moulded orders. External octagonal vice, and diagonal buttress at east end of south aisle, with C15 Perp. 3 light and 6 over south east window. Chancel with C19 Perp. style windows. North aisle with C15 Perp. 3 light and 6 over east window, 1 diagonal and 4 offset buttresses, and 3 C15 late Curvilinear traceried windows, of 2 lights with quatrefoils or sexfoils over. Interior: heavy tower arch with triple hollow chamfer, nave arcade of 3 octagonal moulded piers with double hollow chamfered arches, and double hollow chamfered chancel arch. Roof of 4 crown posts. South aisle with doors to external vice for rood stair. Lean to and cross-beamed roof. North aisle has roof of 4 crown posts. North and south aisles each with 1 arch to chancel, with double hollow chamfered arches. Chancel of 2 bays with crown post roof. Fittings: restored cusped piscina in chancel, and south east window responds brought down to form sedillia. Finely moulded piscina on north east aisle wall. C17 screen to tower of 2 tiers of turned balusters and low single

central door. C14 octagonal font on restored base. Monuments: In the chancel north wall to Terrey Aldersey d. 1670 oval plaque with Latin inscription with bolection moulded surround on shrouded death's head, and broken swan-neck pediment with achievement. In the north aisle, wall plaque to Humphrey Clarke, also Woodchurch d. 1608. Black and white marble, with base on demi-angel with side scrolls, semi-circular headed plaque and corinthian columns supporting frieze and broken pediment with cartouche, and obelisks over. To west of this, wall plaque to Thomas Brenchley, d. 1818. Black and white plaque with cornice and obelisk over, with large urn flanked by burning torches, by Patten and Brisley of Rochester. On west wall, brass to Thomas Coly d. 1518, a clergy man holding a chalice, 19½" inches long, with Latin inscription. Fragments of C14 and C15 glass in north aisle east window, includes Man of Sorrows. Two coats of Arms on lozenge panels in north aisle, and Royal Arms of George III over south door. (See B.O.E. Kent II. 1983 pp 157-8).

**K6 TELEPHONE KIOSK TO NORTH WEST OF PARISH CHURCH, THE STREET** Grade II

Telephone kiosk. Type K6. Designed 1935 by Sir Giles Gilbert Scott. Made by various contractors. Cast iron. Square kiosk with domed roof. Unperforated crowns to top panels and margin glazing to windows and door.



**CHIMNEYS, THE STREET** Grade II

House. Circa 1700. (dated: c. 1666 on C20 plaque by door). Front to Bexon Lane: Channelled render and plain tiled roof. Two storeys and hipped roof with stack to rear centre. Four glazing bar sash windows to first floor, 3 to ground floor, and C20 panelled and glazed door to left with sloping hood on brackets.

**BRICKWALL AND RAILINGS TO FORECOURT, THE STREET** Grade II\*

House. C17. Timber framed and clad with channelled render, with plain tiled roof. Two storeys and basement, with plinth, plat band and modillion eaves cornice to hipped roof with 2 hipped dormers and stacks with coupled diagonal stacks projecting at end left, to centre left, and projecting to front right. Three tripartite wood casements on first floor with single light right of projecting stack, and 2 tripartite sash windows on ground floor with semi-circular headed light right of stack, and opening to basement bottom left. Garage doors at end left, and central door of 6 raised and fielded panels with rusticated and keyed surround and pediment over. Enclosing court in front of houses, iron railings projecting 2 yards and 15 yards long, 2 tiers of fleur-de-lys rails. The rear elevations with exposed close-studded framing. Interior: staircase c. 1725. 2 flight with turned balusters and square knobs.

**WALL RUNNING SOUTH OF BRICKWALL, THE STREET** Grade II

Garden wall. C17 and later C18. Red and blue brick in various bands with some diaper patterning. Seven foot high on 2 foot 6 inch plinth extends 35 yards to south of BrickWall on road frontage.

**THE OLD VICARAGE, PARSONAGE LANE Grade II**

House. C17 clad C18. Timber framed and clad with chequered red and blue brick, with plain tiled roof. Lobby entry plan of 4 bays. Two storeys on plinth with hipped roof and stacks to centre right and projecting at end left and end right. Four metal casement windows on first floor and blank panel centre right over door, with 3 segment-head wood casements on ground floor with gauged Venetian window to left. Door centre right of 6 raised and fielded panels with flat hood over.



**PARSONAGE FARMHOUSE, PARSONAGE LANE Grade II**

Farmhouse. Early C19. Red brick and slate roof. Two storeys and paired modillion eaves cornice to hipped roof with stacks left and right and projecting end right. Three sash windows on first floor, 2 on ground floor, all with gauged heads, and central door of raised panels and recessed niche with semi-circular fanlight in gauged semi-circular surround, at head of flight of 3 steps with iron railings, all within large porch on Doric columns supporting an open pediment. Included for group value only.

**CARTHOUSE 20 YARDS WEST OF PARSONAGE FARM, PARSONAGE LANE Grade II**

Carthouse. C17. Red brick in English bond, rendered, with slate roof. One storey and loft on plinth, with plat band. Three lights in loft and board loft door to right and 4 cambered arched cart entries on ground floor with board door to left. Left and right fronts with Plinth, plat band, cornice and niche in gable.



**CHANTRY HOUSE, THE STREET Grade II\***

Chantry college, now house. Circa 1392 altered C19. Flint with red brick dressings stone quoins and plain tiled roof. Two storeys and moulded eaves cornice, with 4 stacks from left to right. Regular fenestration of 4 C19 tripartite sash and central sash on first floor and 4 tripartite sash on ground floor. Original openings since revealed, mullioned light to left on first floor, single openings with stone surrounds on ground floor. Central

door of 6 panels with rectangular fan, moulded surrounds and cornice hood, with exposed brick and wood from earlier door opening exposed around it. Right return front: first floor has C14 2 light cusped opening. Interior: much of C14 remaining. 2 vaulted and half-sunk rooms; roof of 5 large moulded crown posts with 2 round flint chimneys; moulded stone doorways originally at either end of passage from central hall to kitchen. Later features include C17 moulded brick fireplace, and panelling, carving and staircase of various dates, C17 - C18 imported from various London buildings in the 1950's. Internal plan reconstructed as having been vaulted storerooms with chaplain's room over; open hall; pantry, buttery and passage with scholars' room over; kitchen open to roof. College was founded 1397 by Robert de Bradegare, the north aisle of the church used as its chapel (the whole church rebuilt at-Same time). (See B.O.E. Kent II 1983 p. 158; Arch. Cant. 1975, E.W. Parkin).

**DOVECOT 25 YARDS NORTH WEST OF CHANTRY HOUSE, THE STREET** Grade II

Dovecot. C17. Timber framed on brick plinth and clad with weather board with plain tiled roof. Square plan. One storey, with hipped roof and lantern. Interior: queen strut roof.



Chantry House Dovecot

**BREWER'S HOUSE, THE STREET** Grade II

House. C17. Timber framed and exposed with plaster infill and underbuilt with painted brick, with plain tiled roof. Lobby entry of 4 bays. Two storeys on plinth with hipped roof and stack to centre right. Irregular fenestration of 4 wood casements to each floor and plank and stud door to centre right.



Brewer's House

**CHANTRIES, THE STREET** Grade II

House. C16. Timber framed and exposed with plaster infill and underbuilt with painted brick with plain tile roof. Two framed bays. Two storeys and hipped roof with stack to rear left. Irregular fenestrations of 4 wood casements to first floor and 2 to ground floor and C20 plank and stud door centre right and 2 brick buttresses to left.



lettering on its east face: TO THE GLORY OF GOD AND IN MEMORY OF THE MEN FROM THIS PARISH WHO LAID DOWN THEIR LIVES FOR THEIR COUNTRY IN THE GREAT WAR 1914-1918. The four faces of the lower part of the plinth bear the names of the fallen of World War I and their regiments or Service. The south face of the memorial bears the inscription '1939-1945' followed by the two names of the fallen of World War II with another on the chamfer of the top step of the base.  
**History:** Unveiled on 1st December 1920.

**BREDGAR WAR MEMORIAL, THE STREET** Grade II

**Reasons for Designation:**The War Memorial at Bredgar is designated at Grade II for the following principal reasons: An eloquent witness to the impact of tragic world events on this community. Although of a standard design, it shows care in its detailing and carving. Occupies a prominent position in this conservation area.

**Details:** II War Memorial. Portland stone. 1920 to commemorate the fallen of World War I with additional dedications to the fallen of World War II.

**Description:** The memorial is in the form of a wheel-head (or Celtic) cross atop a tall chamfered shaft. This is mounted on a three-tier square plinth atop a two-step square base. The top tier of the plinth bears the following inscription in flush lead



## APPENDIX 3

### Legislation, national policy and local policy

#### Planning (Listed Buildings and Conservation Areas) Act 1990

Section 66 General duty as respects listed buildings in exercise of planning functions:

(1) In considering whether to grant planning permission or permission in principle for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Section 69 Designation of conservation areas:

(1) Every local planning authority— (a) shall from time to time determine which parts of their area are areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance, and (b) shall designate those areas as conservation areas.

(2) It shall be the duty of a local planning authority from time to time to review the past exercise of functions under this section and to determine whether any parts or any further parts of their area should be designated as conservation areas; and, if they so determine, they shall designate those parts accordingly.

(3) The Secretary of State may from time to time determine that any part of a local planning authority's area which is not for the time being designated as a conservation area is an area of special architectural

or historic interest the character or appearance of which it is desirable to preserve or enhance; and, if he so determines, he may designate that part as a conservation area.

(4) The designation of any area as a conservation area shall be a local land charge.

Section 71 Formulation and publication of proposals for preservation and enhancement of conservation areas.

(1) It shall be the duty of a local planning authority from time to time to formulate and publish proposals for the preservation and enhancement of any parts of their area which are conservation areas.

(2) Proposals under this section shall be submitted for consideration to a public meeting in the area to which they relate.

(3) The local planning authority shall have regard to any views concerning the proposals expressed by persons attending the meeting.

Section 72 General duty as respects conservation areas in exercise of planning functions:

(1) In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of] any of the provisions mentioned in subsection

(2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

### **National Planning Policy Framework (NPPF)**

The NPPF sets out the government's planning policies and how they should be applied. It provides the national framework for conserving and enhancing the historic environment, including conservation areas.

### **National Planning Practice Guidance (NPPG)**

The NPPG sets out government's guidance on how the act and national planning policy should be applied.

### **Adopted Local Plan- Bearing Fruits 2031: The Swale Borough Local Plan (2017)**

Relevant objectives and policies within the local plan include:

Policy ST 1 Delivering sustainable development in Swale.

To deliver sustainable development in Swale, all development proposals will, as appropriate:..... 8. Achieve good design through reflecting the best of an area's defining characteristics; 9. Promote healthy communities through:..... maintaining the individual character, integrity, identities and settings of settlements; 12. Conserve and enhance the historic environment by applying national and local planning policy through the identification, assessment and integration of development with the importance, form and character of heritage assets (including historic landscape

Policy CP 4 Requiring good design.

All development proposals will be of a high quality design that is appropriate to its surroundings. Development proposals will, as appropriate:... 2. Enrich the qualities of the existing environment by promoting and reinforcing local distinctiveness and strengthening sense of place; 5. Retain and enhance features which contribute to

local character and distinctiveness;... 8. Be appropriate to the context in respect of materials, scale, height and massing; 9. Make best use of texture, colour, pattern, and durability of materials; 10. Use densities determined by the context and the defining characteristics of the area; 11. Ensure the long-term maintenance and management of buildings, spaces, features and social infrastructure.

Policy DM 32 Development involving listed buildings.

Development proposals, including any change of use, affecting a listed building, and/ or its setting, will be permitted provided that:

1. The building's special architectural or historic interest, and its setting and any features of special architectural or historic interest which it possesses, are preserved, paying special attention to the: a. design, including scale, materials, situation and detailing; b. appropriateness of the proposed use of the building; and c. desirability of removing unsightly or negative features or restoring or reinstating historic features.

2. The total or part demolition of a listed building is wholly exceptional, and will only be permitted provided convincing evidence has been submitted showing that: a. All reasonable efforts have been made to sustain existing uses or viable new uses and have failed; b. Preservation in charitable or community ownership is not possible or suitable; and c. The cost of maintaining and repairing the building outweighs its importance and the value derived from its continued use.

3. If as a last resort, the Borough Council is prepared to consider the grant of a listed building consent for demolition, it may, in appropriate circumstances, consider whether the building could be re-erected elsewhere to an appropriate location. When re-location is not possible and demolition is permitted, arrangements will be required to allow access to the building prior to demolition to make a record of it and to allow for the salvaging of materials and features.

Policy DM 33 Development affecting a conservation area.

Development (including changes of use and the demolition of unlisted buildings or other structures) within, affecting the setting of, or views into and out of a conservation area, will preserve or enhance all features that contribute positively to the area's special character or appearance. The Borough Council expects development proposals to:

1. Respond positively to its conservation area appraisals where these have been prepared;
2. Retain the layout, form of streets, spaces, means of enclosure and buildings, and pay special attention to the use of detail and materials, surfaces, landform, vegetation and land use;
3. Remove features that detract from the character of the area and reinstate those that would enhance it; and
4. Retain unlisted buildings or other structures that make, or could make, a positive contribution to the character or appearance of the area.

Policy DM 34 Scheduled Monuments and archaeological sites

1. Development will not be permitted which would adversely affect a Scheduled Monument, and/or its setting, as shown on the Proposals Map, or subsequently designated, or any other monument or archaeological site demonstrated as being of equivalent significance to scheduled monuments. Development that may affect the significance of a non-designated heritage asset of less than national significance will require a balanced judgement having regard to the scale of any harm or loss and the significance of the heritage asset.
2. Whether they are currently known, or discovered during the Plan period, there will be a preference to preserve important archaeological sites in-situ and to protect their settings. Development that does not achieve acceptable mitigation of adverse archaeological effects will not be permitted.
3. Where development is permitted and preservation in-situ is not justified, the applicant will be required to ensure that provision will be made for archaeological excavation and recording, in advance of and/or during development, including the necessary post-excavation

study and assessment along with the appropriate deposition of any artefacts in an archaeological archive or museum to be approved by the Borough Council.

### **Swale Borough Council Key Supplementary Planning Guidance**

Swale Borough Council Planning and Development Guidelines No 2: Listed Buildings – A Guide for Owners and Occupiers.

Swale Borough Council No 3: The Conservation of Traditional Farm Buildings.

Swale Borough Council Planning and Development Guidelines No 8: Conservation Areas.

### **Swale Borough Council Heritage Strategy 2020-2032**

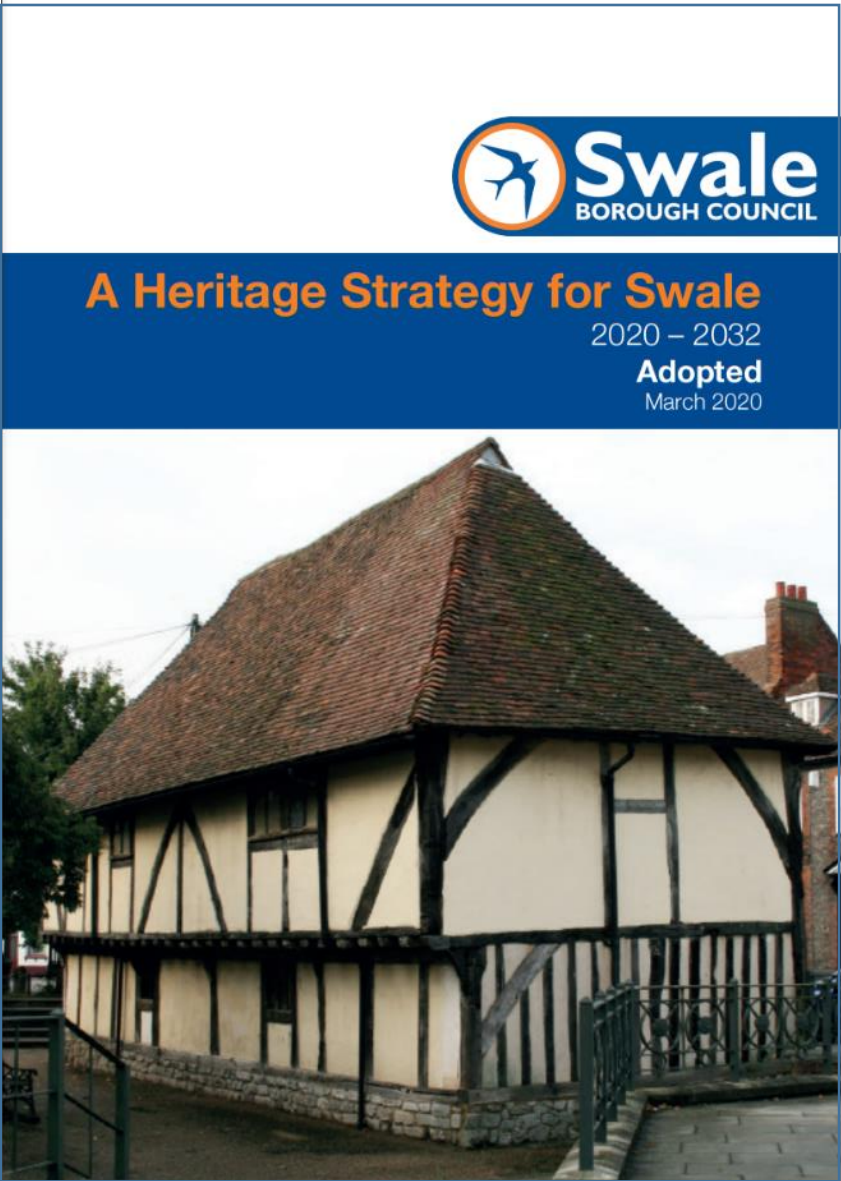
The Council has developed a borough-wide heritage strategy to help it, along with key stakeholders and other interested parties, to protect and manage the historic environment in Swale in a positive and sustainable way, on a suitably informed basis.

A key element of the strategy is setting out the Council's overall vision and priorities, which it is hoped will align with the vision and priorities of local communities and local amenity societies as far as possible, in order that the strategy can be widely supported.

The strategy sets out a series of proposals in the associated initial 3-year action plan which are aimed at enabling the positive and sustainable management of different elements of the borough's historic environment for the foreseeable future. Priority is given to those parts of the borough's historic environment which are already suffering from, and at risk from negative change, and/or which face significant development pressure, threatening their special character. The proposed set of actions will involve joint project working with

amenity societies and/or volunteers from the community wherever this is possible.

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## APPENDIX 4

### Bibliography

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Edward Hasted, *The History and Topographical Survey of the County of Kent* (1798).

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E. Ekwall, *Concise Oxford Dictionary of English Place Names*, (1964)

John Newman *The Buildings of England North East and East Kent* (2013)

Kent County Council *South east Archaeological Research Framework* [www.kent.gov.uk](http://www.kent.gov.uk)

Kent County Council *Historic Environment Record* [www.kent.gov.uk](http://www.kent.gov.uk)

Kent County Council and Kent Conservation Officers Group, *Highway Works and Heritage Assets: the Kent Protocol for Highway Works in Relation to Designated Heritage Assets* (2011)

LUC Swale *Local Landscape Designation* (October 2018)

Jacobs Swale *Landscape Character and Biodiversity Appraisal* (2011)

Swale Borough Council and Kent County Council *Rural Lanes Study 1996-97*

#### Historic England Publications

Historic England Good Practice Advice Notes (GPAs) provide advice on good practice and how national policy and guidance should be applied.

GPA1: *The Historic Environment in Local Plan Making* (March 2015)

GPA2 - *Managing Significance in Decision-Taking in the Historic Environment* (March 2015)

GPA3 – *The Setting of Heritage Assets* (December 2017)

Historic England Advice Notes (HEANs) include detailed, practical advice on how to implement national planning policy and guidance.

HEAN 1: *Conservation Areas: Designation, Appraisal and Management* (Feb 2019)

HEAN 2: *Making Changes to Heritage Assets* (February 2016)

HEAN 9: *The Adaptive Reuse of Traditional Farm Buildings* (October 2017)

HEAN 10: *Listed Buildings and Curtilage* (February 2018)

HEAN 12: *Statements of Heritage Significance* (October 2019)

HEAN 16: *Listed Building Consent* (June 2021)

*Streets For All* (May 2018)

[www.historicengland.org.uk/listing/the-list](http://www.historicengland.org.uk/listing/the-list)

For further information contact:

Swale Borough Council Planning Services 01795 417850

[www.Swale.gov.uk](http://www.Swale.gov.uk)

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This Conservation Area Character Appraisal was prepared by:

**Peter Bell Historic Building Consultancy** Peter@Bell.uk.com

on behalf of:

**Swale Borough Council**

**Swale House, East Street, Sittingbourne, Kent ME10 3HT**



<b>Planning &amp; Transport Policy Working Group Meeting</b>	
<b>Meeting Date</b>	19th September 2023
<b>Report Title</b>	Hartlip Conservation Area review
<b>EMT Lead</b>	Emma Wiggins - Director of Regeneration & Neighbourhoods
<b>Head of Service</b>	Joanne Johnson – Head of Regeneration, Economic Development and Property and Interim Head of Planning
<b>Lead Officer</b>	Jhilmil Kishore - Senior Conservation & Design Officer (Projects)
<b>Classification</b>	<b>Open</b>
<b>Recommendations</b>	<ol style="list-style-type: none"> <li>1. To note the content of the public consultation draft of the character appraisal and management strategy document produced for the review, and the representations made on this by interested parties, the details of which are set out in the report appendices.</li> <li>2. To support and recommend to Policy and Resources Committee that the changes to the review document proposed in response to the representations are agreed.</li> </ol>

## 1 Purpose of Report and Executive Summary

- 1.1 The purpose of this report is to make the Planning & Transport Policy Working Group aware of some proposed boundary changes to the Hartlip Conservation Area and to recommend that the conservation area be formally re-designated under section 69 of the Planning (Listed Buildings and Conservation Areas) Act, 1990. The proposals include a detailed character appraisal and associated management strategy in line with current good practice for the management of conservation areas. Officers recommend that the Planning & Transport Policy Working Group supports the changes to the review document set out in **Appendix i** and as reflected in **Appendix ii**). Furthermore, that the Planning & Transport Policy Working Group recommend the proposed changes to Policy & Resources Committee.

## 2 Background

- 2.1 Hartlip Conservation Area was originally designated by Kent County Council on 3 July 1970. It was reviewed, extended and re-designated by Swale Borough Council on 7 April 1999. A brief character appraisal accompanied the re-designation in 1999. There is a formal requirement under the Planning (Listed Buildings and Conservation Areas) Act 1990 for Conservation Areas to be reviewed from 'time to time'.

2.2 This review work is part of a wider range of conservation area review work requested by the Western Area Committee. As the existing level of officer resource did not allow for this review work to be carried out in-house, the Western Area Committee agreed to fund the use of an external consultant to carry out the work. The same consultant (Peter Bell) who carried out the review of Rodmersham Church Street, Rodmersham Green and Tunstall conservation areas last year was re-appointed to undertake the review of Hartlip and Hartlip Conservation Areas.

### **3 Proposals**

3.1 The proposal is to re-designate and amend the boundary of the conservation area and to equip it with a detailed character appraisal and a complementary management strategy which will assist with development management and heritage conservation purposes over the next decade or more. It will be a matter for the Policy & Resources Committee to decide whether to formally adopt the Hartlip Conservation Area Character Appraisal and Management Strategy (as recommended and set out in **Appendix ii**, following consultation feedback, or otherwise), but the Planning & Transport Policy Working Group are requested to provide feedback as part of the process of reaching a decision.

3.2 The proposed boundary change has been challenged/questioned through the public consultation exercise, The considerations relating to these have been clearly set out in **Appendix i** to this report.

3.3 The recommendation is:

- Members note the content of the public consultation draft of the character appraisal and management strategy document produced for the review, and the representations made on this by interested parties, the details of which are set out in the report appendices; and
- Support and recommend to Policy and Resources Committee that the changes to the review document proposed in response to the recommendations are agreed.

### **4 Alternative Options Considered and Rejected**

4.1 One option would be to not take this review work any further. This is not recommended because it would risk the justifiable continuation of the designation and/or the appropriately sensitive and positive management of the conservation area and its wider setting moving forward.

4.2 A second possible option would be to disregard some elements, or all of the feedback received, in terms of the suggested boundary change(s). However, whilst it is considered that the appraisal and management plan (to support the redesignation of the conservation area) is essentially sound, the feedback provided from the local community is valuable and to ignore any of this feedback without sound reasons would call the value of the consultation process into question and potentially deliver reputational damage to the Council.



4.3 A third possible option would be to suspend the work on this review until some point in the future. Whilst this option would not result in wasted officer time, it could still lead to (a) the designation being challenged, (b) reputational damage to the Council and/or (c) development and associated infrastructure provision decisions being made for the locality without an appropriate understanding and appreciation of the special qualities of the Hartlip Conservation Area.

## 5 Consultation Undertaken or Proposed

5.1 A 6-week public consultation ran from Monday 3rd July 2023 until Monday 14<sup>th</sup> August 2023.

5.2 All those parties with property within or overlapping the current conservation area boundary were notified in writing of the review and were invited to comment on it, as were key relevant organisations including Kent County Council and Historic England.

5.3 The previous normal practice of providing hard copies of the review document at Swale House has now been discontinued, but the review document was available to view/download on-line via the Council's website for the duration of the 6-week public consultation period.

5.4 A total of 6 consultation responses have been received. All from residents of Hartlip. The officer's response to these responses (as summarised) is attached as Appendix i.

5.5 Historic England was consulted on the conservation area review but provided no feedback.

5.6 Kent County Council in its function as the Highway Authority was consulted on the conservation area review but provided no feedback.

5.7 A presentation was done to Western Area Committee on 31st August 2023, highlighting the main aspects of the Hartlip Conservation Area Review.

## 6 Implications

Issue	Implications
Corporate Plan	<p>Priority 2 of the Plan is: 'Investing in our environment and responding positively to global challenges'. Objectives 2.1, 2.4 and 2.5 of this priority are respectively to:</p> <p>(2.1) 'Develop a coherent strategy to address the climate and ecological emergencies, aiming for carbon neutrality in the council's own operations by 2025 and in the whole borough by</p>

	<p>2020, and pursue all opportunities to enhance biodiversity across the borough’.</p> <p>(2.4) ‘Recognise and support our local heritage to give people pride in the place they live and boost the local tourism industry.</p> <p>(2.5) ‘Work towards a cleaner borough where recycling remains a focus and ensure that the council acts as an exemplar environmental steward, making space for nature wherever possible’.</p> <p>The character appraisal and management strategy document, once amended as appropriate and subsequently adopted would support all 3 of the above-stated objectives from the Corporate Plan.</p>
Financial, Resource and Property	Implementing some aspects of the proposed Management Plan may have financial and resource implications for the council, particularly if it is decided to proceed with an Article 4 Direction review. These costs are not yet budgeted for and may need to be considered within any future Heritage Strategy Action Plans.
Legal, Statutory and Procurement	The Planning (Listed Buildings and Conservation Areas) Act 1990 places a duty on every local planning authority to “ <i>determine which parts of their area are areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance</i> ” and, from time to time, to review the functioning existing conservation areas.
Crime and Disorder	None identified at this stage.
Environment and Climate/Ecological Emergency	One of the three dimensions of sustainable development is its environmental role: contributing to protecting and enhancing our natural, built and historic environment.
Health and Wellbeing	The health and wellbeing aspects of interaction with heritage assets and heritage related projects are referenced in the adopted Heritage Strategy which underpins this review work.
Safeguarding of Children, Young People and Vulnerable Adults	None identified at this stage.
Risk Management and Health and Safety	None identified at this stage.
Equality and Diversity	None identified at this stage.
Privacy and Data Protection	None identified at this stage.

## **7 Appendices**

7.1 The following documents are to be published with this report and form part of the report:

- Appendix I: Public consultation – table of representations (in summary form), and the council’s response to them.
- Appendix II: Public consultation version of the 2023 draft Hartlip character appraisal and management plan document.

## **8 Background Papers**

A Heritage Strategy for Swale 2020-2032 Adopted March 2020

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**APPENDIX i: TABLE OF REPRESENTATIONS, AND THE COUNCIL'S RESPONSE AND RECOMMENDATIONS FOR ANY CHANGES TO THE ASSESSMENT DOCUMENT IN RELATION TO THEM – FOR PROPOSED HARTLIP. C.A.**

<b>Rep. No(s).</b>	<b>Representation By</b>	<b>Summary of Representation</b>	<b>Officer Response</b>	<b>Recommendation</b>
1	Local resident	<p>The Hartlip Conservation Area Character Appraisal document is detailed and well considered. As an owner of one of the properties currently outside of the existing conservation area but within the proposed extension to the west of the Street, on the whole I welcome the proposed extension, recognising the greater good that will result from the extension despite the additional processes and controls that will result to any proposed building and land changes (eg tree removal).</p> <p>However, what strikes me is the omission from the proposed extension of the area to the east of the Street, ie the land from around Lily of the Valley and Hollow Lane up to Munn's Lane in the north and bounded by Lower Hartlip Road to the east. The post-war infill residential properties in that section are mixed, of variable quality and in some cases similar to those infill properties to the west of the Street in the proposed extension. But as the appraisal document points out, a key reason for the proposed extension to the west is to protect the strong relationship between the village and the surrounding landscape, and that to my mind should apply equally to the land to the east of the Street. Some of the views north from Hollow Lane and east sweeping down from the Street to Lower Hartlip Road are important components to the overall character of the village. Accordingly, I would urge the Council to consider extending the conservation area to include the land from the parkland area (behind the Parsonage) up to Munns Lane.</p>	<p>Noted &amp; welcomed.</p> <p>The buildings, the trees and the landscape in this area do not possess the quality and character of those in the other areas recommended for inclusion within the conservation area. It falls short of the standard required for statutory designation. It is relevant that statutory controls still afford some protection to development that falls within the setting of the CA.</p>	<p>No change to the assessment document needed.</p> <p>No change to the assessment document needed</p>

**PROPOSED HARTLIP. C.A. – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

Rep. No(s).	Representation By	Summary of Representation	Officer Response	Recommendation
2	Local Resident	<p>I am pleased to see the heritage buildings in Hartlip so well documented in this review and support all three proposed extensions of the conservation area which enhance the setting of those buildings and reflect the ancient routes and long rural views in and out of this settlement.</p> <p>In particular, I think the western extension over the orchards is inspired - the view downhill from that side of the church across that classic Kentish view is one I remember from growing up there years ago and that remains the same today, well worth protecting for Swale residents for the future. And the route through Mount Lane has always had a strong atmosphere - the explanation of this route's ancient links in the review goes a long way to explaining this and why the conservation area should be extended to include this too.</p> <p>I hope, therefore, that Swale will accept and adopt this review and all the extensions.</p>	Noted & welcomed.	No change to the assessment document needed.
3	Local Resident	<p>Nomenclature and location changes detailed and requested.</p> <p>The house is known as Keites Styles, not Keats Stiles as is shown incorrectly on the ordnance survey maps.</p> <p>The ordnance survey map on the right of page 41 is from 1838 not 1895, and that on the right of page 42 is from 1895 not 1938.</p>	<p>Noted and the proposed corrections to be made.</p> <p>Noted.</p> <p>The objective of the CA is not to prevent development in the</p>	<p>To make changes to the assessment document.</p> <p>To make changes to the assessment document.</p>

**PROPOSED HARTLIP. C.A. – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

Rep. No(s).	Representation By	Summary of Representation	Officer Response	Recommendation
3	Local Resident (Contd.)	<p>I understand the reason for the proposed boundary adjustment 3 as these define the northern end of the village. However, this will not prevent the field surrounding and joining it with the other houses on Mill Lane, from being developed in the future. It has already been changed from farming land to horse paddock with a large stable block.</p> <p>The garden contains many trees, planted by the previous owners. These are largely not native species, and must be actively managed, so it is difficult to understand what benefit there is to the character of the village from putting the garden into the conservation area.</p> <p>I note that many houses towards the south of The Street and continuing to Place Lane will also be added to the conservation area in adjustment 2, but no reason for this is given. It also leaves just 6 houses on the east side of The Street to the south of Hollow Lane outside the conservation area, although these 6 houses are very similar in construction date to those included. No explanation for this omission is given. It seems logical to either include all the houses on both sides of The Street in the boundary changes or omit the new ones included and confine the boundary adjustment to Cuckoo Orchard and the allotments/Village Hall.</p>	<p>future. The field in question was assessed but was not considered to possess the special architectural or historic character required for CA designation.</p> <p>It would be impractical to include the building but not the garden within the conservation area.</p> <p>The houses on the west of The Street are included because they are 'captured' by the proposed boundary inclusion of Cuckoo Orchard. Consideration was given to excluding the houses, but the result would be a conservation area with a hole which seems contrary to nature of an area/spatially based designation. The houses on the east side of The Street are not of special architectural or historic interest and are not encompassed by land which is. As such there is no inconsistency in the proposed designation.</p>	<p>No change to the assessment document needed.</p> <p>No change to the assessment document needed.</p> <p>No change to the assessment document needed.</p>

**PROPOSED HARTLIP. C.A. – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

Rep. No(s).	Representation By	Summary of Representation	Officer Response	Recommendation
3	Local Resident (Contd.)			
4	Local Resident	<p>I am writing to extend my appreciation for the diligent efforts put into the Hartlip Conservation Area Review. While the review is comprehensive, I would like to bring to your attention some important concerns that I believe should be addressed to ensure the well-being and sustainable development of our community.</p> <p>The village of Hartlip undoubtedly holds a unique charm, and the conservation area review acknowledges this with its detailed examination of various aspects. However, there are pressing traffic-related issues that are integral to the village's quality of life and deserve consideration alongside the conservation efforts.</p>	<p>Noted and welcomed.</p> <p>Currently there are no highway proposals within the vicinity of the proposed conservation area. If or when proposals come forward, they will be considered within the context of the conservation area designation.</p>	<p>No change to the assessment document needed.</p> <p>No change to the assessment document needed.</p>
5	Local Resident	<p>I have lived in Hartlip all my life and my ancestors since at least the early 1800's if not longer. Over the last eighty years or so I have seen considerable change. I have witnessed the Dane Close development, the building of the original post war Graineey Fields homes and subsequent redevelopment and building along The Street especially between Hollow Lane and Mount Lane where, as a child, there was only eight or so properties.</p> <p>I wholly recognise the special character referred to in the Consultation Document despite there having been significant erosion of this over the years. As a general observation I would express concern over the increased use of Laurel and Red Robin hedging rather than the traditional mixed native hedging that once dominated and benefited wildlife. I have also seen the emergence of close board fencing and solid high gates such as those installed at Tevrin.</p>	<p>All noted and agreed. The Conservation Area can control some inappropriate gates, fences, and walls through the need for planning permission. It cannot normally control the typed of hedging apart from through design guidance and advice.</p>	<p>No change to the assessment document needed.</p>



**PROPOSED HARTLIP. C.A. – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

Rep. No(s).	Representation By	Summary of Representation	Officer Response	Recommendation
5	Local Resident (Contd.)	<p>It seems that this is a mindset of exclusion and territorial ring fencing rather than inclusion that serves only to detract from the openness that had once been an important contributor to the special character and threatens to turn the Street into a hostile tunnel. I don't know to what extent the conservation designation can guard against this.</p> <p>I hear various calls for street lighting which, apart from being impractical to physically install along The Street given the narrowness of or absence of pathways, in my view further detracts from the traditional environment. There is already an increasing implementation of contemporary "look at me" lighting that serves no practical purpose other than to illuminate and display an asset.</p> <p>I am mindful that Hartlip has no right to be excluded from playing its part in the provision of much needed housing and whilst I understand the role of the conservation designation there is a risk that it serves to enhance exclusivity and therefore monetary gain rather than develop community. Hartlip has already suffered from this over the years. The conservation designation appears to have been used to preclude planning and development even where there would be little impact on the street scene that conservation designation was originally designed to protect. Whether it is appropriate to utilise conservation designation for this purpose rather than relying on the merits of planning is questionable. Examples of this within the existing designations are the inclusion of the gardens of Orchard Lea, Rose Cottage and the rear gardens of Clairmont, Zaharia and Barrows.</p>	<p>Street lighting would actively detract from the rural character of Hartlip Conservation Area and should be positively discouraged.</p> <p>CA designation is not intended to prevent development. It is intended to provide a framework to manage future change in a way that responds to the special character of the place.</p>	<p>No change to the assessment document needed.</p> <p>No change to the assessment document needed.</p>

**PROPOSED HARTLIP. C.A. – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

Rep. No(s).	Representation By	Summary of Representation	Officer Response	Recommendation
5	Local Resident (Contd.)	<p>In these cases there is no apparent reason for inclusion other than to prevent off street development.</p> <p>A minor issue is the changing of house names. The Street has never had numbers and people have always known properties by names. For example, The Cottage was previously known as Roseneath. Parsonage Cottage has become The Cottage. Elsewhere what is now called Warren Cottage was for hundreds of years called Cradles. To what extent can house names fall under conservation protection?</p> <p>Finally, whilst conservation designation imposes constraints on the property owners for the good of the overall locality what obligations does the designation status impose on Swale Borough Council? Does it get specific or additional funding for complimentary improvement or maintenance of the street scene such as signage, verge and pathway management? I raise this for example because of the weed bound pathways to Dane Close, non-matching street name signage and bramble thicket that has taken over the approach to Dane Close.</p>	<p>House names fall outside of conservation or planning control.</p> <p>Following on from designation, the key tool for fulfilling the council's duties under the <u>1990 Planning (Listed Buildings and Conservation Areas) Act</u> is to review the conservation area and its boundaries and formulate and publish proposals for the preservation and enhancement of the area. The Council can add to the types of alterations that need planning permission by making an <u>Article 4 Directions</u>, and this can be used to protect features particular to the area from being lost without the need of permission.</p>	<p>No change to the assessment document needed.</p> <p>No change to the assessment document needed.</p>

**PROPOSED HARTLIP. C.A. – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

Rep. No(s).	Representation By	Summary of Representation	Officer Response	Recommendation
5	Local Resident (Contd.)	<p><b>Street Furniture &amp; Signage</b></p> <p>I have already mentioned the inconsistent street signage with regard to Dane Close, in addition the damaged sign at Lockes corner has remained for years without being replaced.</p> <p>The 20mph on road advisory notices are ugly but perhaps necessary if there is to be any attempt at enforcement.</p> <p>The new village signs are not in keeping with either the village or conservation areas. Surely there are more discreet and attractive options. I have certainly seen less obtrusive black metal framed alternatives incorporating both the name and speed advice negating the need for the separate “lollipop” sign. The current signage at either end of The Street is something of an abomination.</p> <p><b>Enforcement</b></p> <p>On paper the designated conservation status should offer protection against inappropriate alteration and development. It should equip the local authority with all the necessary tools to enforce regulations. In practice however my experience is that enforcement is at best haphazard. In certain cases, it could be said that the role to preserve and enhance otherwise negative aspects of a conservation area has been so corrupted as to bring the conservation status into disrepute.</p> <p>I use Rose Cottage as an example and in particular the replacement of unremarkable white wooden timber framed windows with contemporary anthracite-coloured</p>	<p>The management strategy recommends a review of signage.</p> <p>Noted and welcomed.</p> <p>It does become difficult to manage and control a lot of minor development which</p>	<p>No change to the assessment document needed.</p> <p>No change to the assessment document needed.</p> <p>No change to the assessment document needed.</p>

**PROPOSED HARTLIP. C.A. – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

Rep. No(s).	Representation By	Summary of Representation	Officer Response	Recommendation
		<p>frames. On no account can these be said to enhance the conservation area and yet they were allowed despite objection. I had the most extraordinary reply from the Head of Swale Planning when I called in to question the judgement. Rose Cottage has manicured Red Robin Hedges, nicely stained pale fencing and up and down lighters. In short it has been turned from a property that blended into the street scene into a stand out super smart estate type premises that is entirely out of place with the special character that the existing conservation designation should have prevented from happening.</p> <p>Whilst I welcome the motion of improving and extending the conservation designation the whole exercise is pointless unless there is an appetite for rigorous enforcement for all properties. Rose Cottage is a damning example of failure.</p>	<p>though minor in nature, can it is accepted, nevertheless effect the character &amp; appearance of CA's, and hence the consideration of, and recommendation in the Hartlip CA Review document to implement a related Article 4 Direction.</p>	
6	Local Resident	<p>As a resident of 25 years, I am writing to extend my appreciation for the diligent efforts put into the Hartlip Conservation Area Review. While the review is comprehensive, I would like to bring to your attention some important concerns that I believe should be addressed to ensure the well-being and sustainable development of our community.</p> <p>The village of Hartlip undoubtedly holds a unique charm, and the conservation area review acknowledges this with its detailed examination of various aspects. However, there are pressing traffic-related issues that are integral to the village's quality of life and deserve consideration alongside the conservation efforts.</p> <p>1) The utilization of The Street as a thoroughfare to the motorway system results in an overwhelming volume of traffic that is unsuitable for the size of our village's narrow</p>	<p>Noted and welcomed. A number of points raised have been addressed within the proposed management plan, however some fall outside of the remit of a Conservation Area appraisal.</p>	<p>No change to the assessment document needed.</p>

**PROPOSED HARTLIP. C.A. – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

Rep. No(s).	Representation By	Summary of Representation	Officer Response	Recommendation
6	Local Resident (Contd.)	<p>lanes and roads. This influx not only generates noise but also leads to air pollution, affecting the health and tranquillity of residents.</p> <p>2) Despite the established 20 mph speed limit, many drivers blatantly ignore this restriction. Given the road's narrow dimensions, this reckless behaviour poses a significant hazard to both pedestrians and vehicles alike.</p> <p>3) The presence of the village school brings about additional traffic from surrounding areas. This often leads to obstructed pavements due to parked cars, forcing pedestrians, including schoolchildren, to use the road for passage—a perilous situation that requires immediate attention. The drivers also use the pavement as a runway, and drive along this until they reach their chosen parking spot, often behind pedestrians.</p> <p>4) The current parking habits sometimes render the road impassable for emergency vehicles, potentially endangering lives in critical situations. The village urgently needs a car park facility for the school and Church.</p> <p>5) Parents picking up their children from school frequently arrive well in advance to secure a pavement parking space. The idling of engines during winter for warmth and air conditioning use during summer contribute to air pollution, which has both immediate and long-term consequences.</p> <p>As we contemplate the changes within the conservation area, it is vital that the impact of these traffic-related concerns is thoroughly evaluated. Any modifications should account for the safety, environmental sustainability, and overall well-being of Hartlip's residents.</p> <p>I kindly request that these points be taken into consideration during the assessment of proposed</p>		

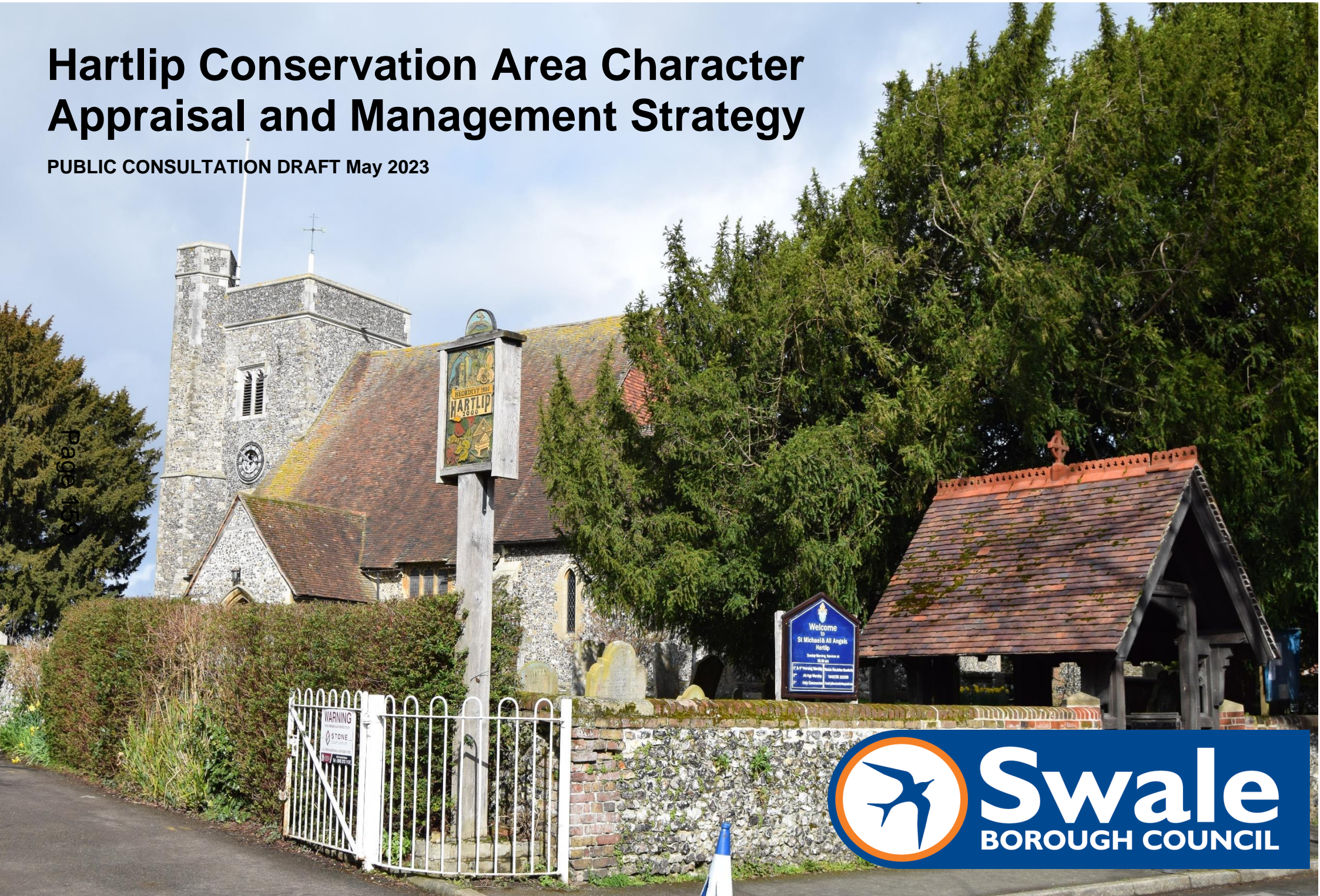
**PROPOSED HARTLIP. C.A. – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

Rep. No(s).	Representation By	Summary of Representation	Officer Response	Recommendation
6	Local Resident (Contd.)	changes to the conservation area. Our village's unique heritage can be effectively preserved only when the challenges of our modern community are addressed in tandem.		

# Hartlip Conservation Area Character Appraisal and Management Strategy

PUBLIC CONSULTATION DRAFT May 2023

Page 150



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## FOREWORD

“Historic buildings and places add to the quality of people’s lives and help to create a sense of place that we all identify with.

As a community and as a local authority, we have a responsibility to safeguard our historic assets for future generations and to make sure that they are not compromised by unsympathetic alterations or poor-quality developments. Conservation area designation and subsequent management is one way in which this can be achieved.

Conservation areas are not intended to halt progress or to prevent change. Rather, they give the local community and the Borough Council the means to positively manage change and to protect what is special about the area from being harmed or lost altogether.

Swale Borough is fortunate in having such a rich and varied mix of built and natural heritage. The Borough Council wants to see it used positively as a catalyst for sustainable, sensitive regeneration and development, and for creating places where people want to live, work, and make the most of their leisure time. To that end, we have reviewed the Hartlip Conservation Area and the results of that review are set out in this document, which the Borough Council is now seeking constructive feedback on.

This is one of a series of conservation area reviews which the Borough Council is committed to undertaking, following the adoption of the Swale Heritage Strategy 2020 - 2032.”



Councillor Mike Baldock,  
Deputy Leader and Heritage  
Champion for Swale Borough  
Council

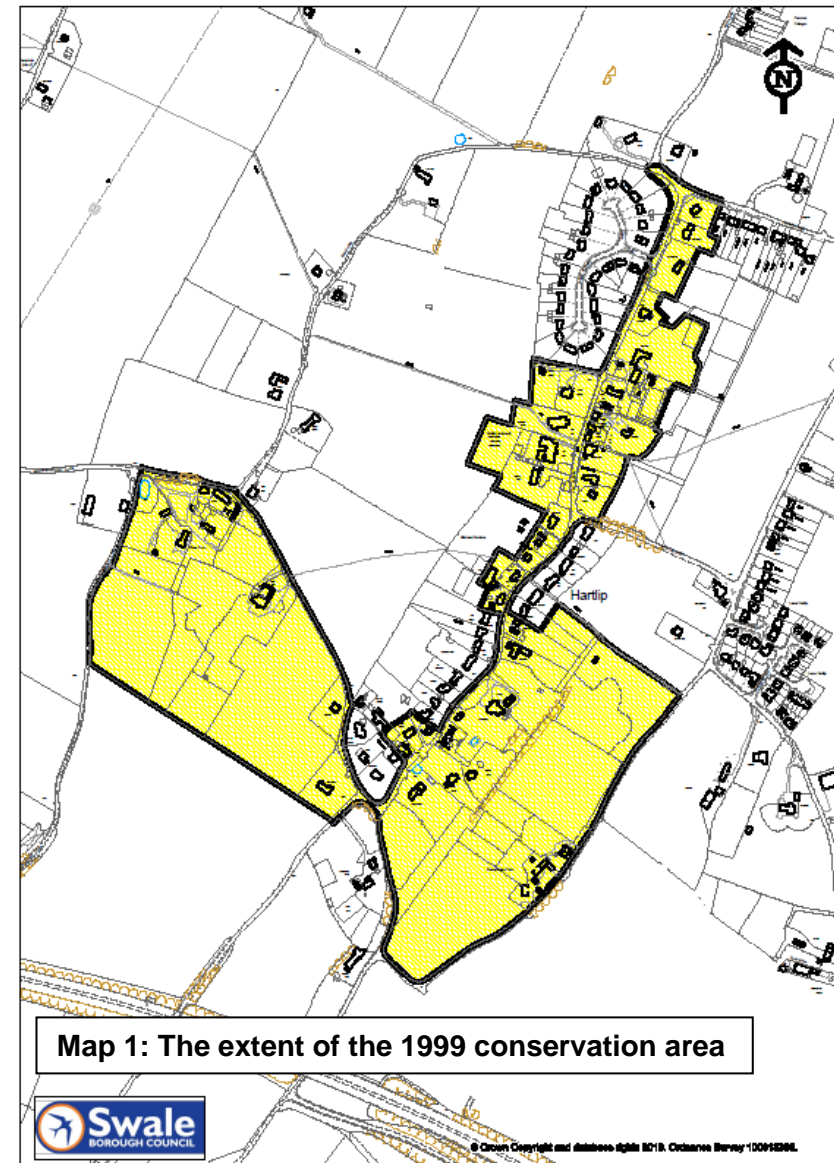
*Mike Baldock*

## 1.0 INTRODUCTION

### 1.1 Hartlip Conservation Area

Hartlip Conservation Area was originally designated by Kent County Council on 3 July 1970. It was reviewed, extended and re-designated by Swale Borough Council on 7 April 1999. A brief character appraisal accompanied the re-designation in 1999.

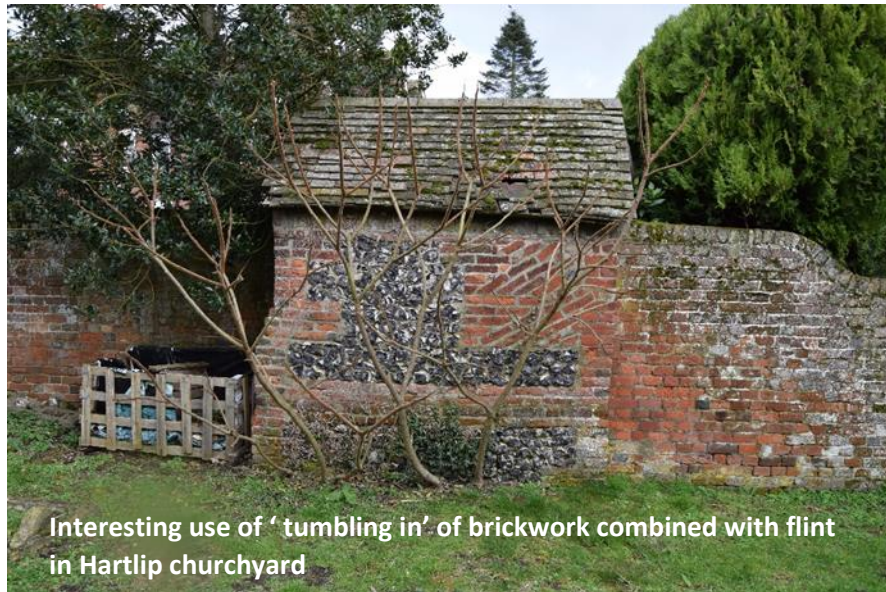
Map 1 opposite shows the current extent of the conservation area as it was designated in 1999.



## 1.2 The Purpose of Conservation Areas

Conservation Areas were first introduced in the Civic Amenities Act in 1967. A conservation area is defined as “an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance”<sup>1</sup>.

It is the responsibility of individual local planning authorities to designate and review conservation areas from time to time using local criteria to determine and assess their special qualities and local distinctiveness<sup>2</sup>.



Interesting use of ‘tumbling in’ of brickwork combined with flint in Hartlip churchyard

The aim of conservation area designation is to protect historic places and to assist in positively managing change, so that their special character is safeguarded and sustained. Areas may be designated for their architecture, historic layout and use of characteristic or local materials, style or landscaping. In practice it is normally a combination of some or all of these special characteristics which merits designation.

Above all, conservation areas should be cohesive areas in which buildings and spaces create unique environments that are of special architectural or historic interest.

Conservation area designation provides protection in the following ways:

- Local planning authorities have control over most demolition of buildings.
- Local planning authorities have extra control over householder development.
- All trees in conservation areas are protected.
- When assessing planning applications, the local planning authority is required to pay special attention to the desirability of preserving or enhancing the character or appearance of a conservation area and its setting.
- Policies in the Local Development Plan positively encourage development which preserves or enhances the character or appearance of conservation areas.

<sup>1</sup> Section 69 (1)(a) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

<sup>2</sup> Section 69 (2) of the Planning (Listed Buildings and Conservation Areas) Act 1990

### 1.3 The Purpose and status of this Character Appraisal and Management Strategy

The purpose of this Conservation Area Character Appraisal and Management Strategy is:

- To identify the significance of the heritage asset – i.e. the value that the conservation area has to this and future generations because of its heritage interest – which may be archaeological, architectural, artistic or historic interest.
- To increase public awareness and involvement in the preservation and enhancement of the area.
- To provide a framework for making planning decisions, to guide positive change and regeneration.
- To review the conservation area boundary in accordance with Section 69(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- To highlight particular issues and features which detract from the character or appearance of the conservation area which offer potential for enhancement or improvement through positive management.

A Conservation Area Character Appraisal is an assessment and a record of the special architectural or historic interest which gives rise to the character and appearance of a place. The appraisal is a factual and objective analysis, which seeks to identify the distinctiveness of a place by defining the attributes that contribute to its special character. It should be noted, however, that the appraisal cannot be all-inclusive, and that the omission of any particular building, feature or space should not be taken to imply that it is not of interest. In some cases, significance may only be fully identified at such time as a



Hartlip village sign

feature, a building or site is subject to the rigorous assessment that an individual planning application necessitates.

An important part of this review of Hartlip Conservation Area is to assess whether the area still possesses the special architectural and historic interest which merits its continued designation. It also provides an opportunity to review the effectiveness of the designation over the last 53 years and whether the extent of the conservation area should be either extended or reduced.

The appraisal includes a management strategy to help the Borough Council and other stakeholders positively manage the conservation area. A management strategy may include action points, design guidance and site-specific guidance where appropriate: It can identify potential threats to the character of the area and can, where appropriate, identify buildings at risk or the potential for Article 4 Directions or local heritage listing.

An appraisal may serve as the basis for the formulation and evaluation of policies in the Development Plan. It is a material consideration in development management decisions by the local planning authority and by the Planning Inspectorate in determining planning appeals. It can also heighten awareness of the special character of the place to help inform local Parish Councils in the formulation of Neighbourhood Plans, Village Design Statements and individuals in their design choices.

This Conservation Area Character Appraisal has been compiled in consultation with local organisations, elected representatives and council officials. It is to be the subject of public consultation and is prepared with a view to being formally adopted for development management purposes.

The author would like to thank all those who contributed to the production of this character appraisal. In Particular, thanks go to Mr.

Peter Blandon, Hartlip's Tree Warden, for his contributions relating to trees and to Mr. Graham Addicott for his time and insight. All the old photographs and post cards are printed with kind permission of hartlip.org.uk.



## 2.0 CHARACTER APPRAISAL

### 2.1 The History and development of Hartlip

The name 'Hartlip' is thought to derive from the Old English 'heoret hlipe', meaning a leaping place for harts or stags. Reference to Hartlepe Hill is recorded as early as the 12<sup>th</sup> century.

The early history of the village is not well documented but there is evidence of Roman activity within the area. The remains of a large Roman villa complex was discovered about 1 mile south-west of the parish church in 1750.

The village is not referred to in the Domesday survey of 1086, although the parish church, dedicated to St. Michael, was in existence by 1190.

Hartlip developed during medieval times to accommodate the increasing number of people associated with the local manors of Popes Hall, Paradise, Crofy, Yauger and Hartlip Place. The settlement fell under the Manor of Milton and consisted primarily of dispersed farmhouses, farm buildings and labourers' cottages. Examples of medieval houses which survive today include Popes Hall, Stepp House and Ivy Cottage.

By the 17<sup>th</sup> century there was a concentration of brick and timber-framed houses on The Street in the vicinity of the parish church. The village boasted one of the county's oldest primary schools, founded by an endowment by Mary Gibbon in 1678 and rebuilt in the 19<sup>th</sup> century

In 1798 Edward Hasted described the Parish as "being situated on high ground, surrounded by frequent orchards of apple and cherry trees, which renders the view of it from the London road very

pleasing." He describes the land as fertile "the hedge-rows of which, and throughout this and the other parts of the parish before-mentioned, being filled with rows of tall spiring elms."

The village grew steadily during the 19<sup>th</sup> century to accommodate an expanding population. The census shows a population of 256 in the civil parish in 1801, rising to 360 by 1901 and 816 in 2021.

Today, Hartlip comprises a small but vibrant community served by a public house, a primary school and a village hall. It is a linear village on a roughly north/south axis, comprised almost entirely of buildings which face onto both sides of The Street and stretching for some 1km. This linearity has been accentuated in the 20<sup>th</sup> century by extensive frontage infilling, the effect of which has been to extend and consolidate the village and to bring a number of once isolated properties within the expanded village confines.

The development pattern consists almost entirely of detached properties and buildings which are for the most part spaced well apart in generously sized plots and set back from the road to varying degrees. Consequently, most of the village has a fairly loosely-knit character. However, in the vicinity of the church, houses cluster together much more noticeably and are sited closer to the highway, thereby creating the feel of more tightly-knit development.



## 2.2 Topography, geology and landscape

Hartlip village is situated some 6km west of Sittingbourne and 3km east of Rainham. It lies between the A2 London-Dover road to the north and the M2 motorway to the south.

The village is set on a ridge which runs roughly north-south. This elevated position provide a distinctive setting with extensive views from the village in most directions over the surrounding countryside and towards the Medway estuary.

Agricultural land in the vicinity is of high quality, benefiting from the deep, well-drained loams of brickearth and Thanet sands on top of chalk. Historically, farming would have been mixed arable and pastoral evidenced by surviving farm buildings but orchards and hop gardens were also commonplace in the 18<sup>th</sup>, 19<sup>th</sup> and 20<sup>th</sup> centuries. Orchards still characterise the surrounding landscape where relatively small-scaled fields frequently follow their historic shape and boundaries. To the south, agriculture is more arable resulting in larger field sizes giving a more open downland character to the countryside.



View from Dane Lane  
towards the parish church

## 2.3 Buildings

More than anything else, it is Hartlip's buildings which contribute to and define its special character. The mix of building styles, dates, materials and types combine to create a very distinct place which speaks of its locality and its history. Map 2 on page 16 indicates the location of significant buildings.

St. Michael's parish church marks the centre of the village. Most of the exterior is the work of the Victorian architect R. C. Hussey in 1864 but the layout and much of the interior is medieval in date. Built of flint with stone dressings and a peg tile roof, it has a west tower, aisles under catslide roofs and gabled side chapels to the north and south of the chancel.



St. Michael's parish church



St. Michael's parish church from the west

The ancient graveyard is entered from The Street by a lych gate built in 1888 and is contained within characterful flint walls with brick dressings. The space is green and tranquil, particularly at the rear where distant views to the west look over orchards towards Rainham. The medieval stone arch at the rear of the churchyard was the original west door of the church prior to the Victorian re-facing.

The village school is located to the south of the church. Dated 1855 and extended in 1906 and 1973 the school replaced the earlier school. It is built in a revival style with steeply pitched peg tile roofs, gables of differing sizes, walls of yellow stock brickwork and prominent chimney stacks with diagonally set shafts. As well as having aesthetic and architectural value, the school adds considerable community value to the village and forms a pleasing group with the parish church.





Hartlip village school

The village war memorial, a rustic stone cross in front of a role of honour, sits in front of the school facing the footway.

Other key buildings at the centre of the village are typically set closer to the highway. They are physically and visually linked by boundary walls, iron railings, timber paling fences and hedges, the effect of which is to create a strong and attractive sense of place, structure and identity.

In the case of Hartlip House, the white painted Georgian frontage is set behind simple elegant wrought iron railings with acorn finials. It has tri-partite sash windows and a particularly fine pedimented door surround.



Hartlip House



Thatch Cottage



Honeysuckle Cottage



Wysteria Cottage

Other significant buildings at the centre of the village include: Thatch Cottage, the only thatch roofed building in the village, Honeysuckle Cottage, and Wisteria Cottage which was once The Rose public house.

As one progresses north on The Street, there are larger gaps between buildings and the houses are set further back from the highway, often behind trees, hedges and gardens. Hazel Cottage is a pleasant small late-19<sup>th</sup> century cottage (originally two artisan's cottages). It contrasts with the Old Vicarage on the other side of the road, dated 1855 and constructed of red brick and peg tile, set in generous gardens concealed behind a long brick boundary wall, mature trees and underplanting.



Old Vicarage



The Cottage

Popes Hall is a key building in this part of the conservation area. It is a good example of a 15<sup>th</sup> century Wealden hall house, originally with exposed timber framing, now rendered, under a steep peg tiled roof. Its neighbouring barn provides evidence of former farming activity at the heart of the village.



Popes Hall

The Cottage is a good late Georgian house which is partly concealed behind a dense yew hedge. Other houses towards the north end of

the conservation area are of 20<sup>th</sup> century date. Dane Place, just outside the conservation area was constructed in the circa 1964 on the site of the former Dane House. Its architecture, planning and building materials are a little alien to the historic character of Hartlip.

Travelling south from the village school, one encounters a mix of traditional houses alongside inter-war and post-war infill housing. Stepp House occupies an elevated site opposite the junction with Hollow Lane. Its exposed framing and steeply pitched roof are clues to its 15<sup>th</sup> century date.



Stepp House

Glenview and The Old Post Office, Saquhar and Craig Lea, and Yew Tree make a pleasing group of white painted cottages dating variously from the 17<sup>th</sup> century to the 19<sup>th</sup> century.



Glenview and Old Post Office



Saquhar and Craig Lea



Yew Tree

The next cluster of traditional buildings is just north of the pond. The 'Cardiphonia' Methodist Chapel is dated 1820 and is said to be the oldest Methodist Chapel in Kent. The original rendered wall finish has been stripped back to expose flint and brick elevations. The elegant railings and dwarf wall are original features.



Cardiphonia Methodist Chapel

Other noteworthy buildings towards the south end of The Street include Barrows Trust, a 17<sup>th</sup> century brick-built house and The Parsonage, a symmetrical late Victorian composition with tile hanging on the first floor and a variety of sash windows.



Barrows Trust



The Parsonage



Cardiphonia Methodist Chapel circa 1905

Stone Hall and Stone Hall/Parsonage Cottages fall on opposite sides of the road but share some common details in their exposed truss gable ends, decorative brick chimney stacks and decorative tile hanging, all familiar features of the Arts and Crafts Movement of the late 19<sup>th</sup> century. The windows in Stone Hall Cottage and Parsonage Cottage have been replaced with uPVC.



Grace Cottage is said to have been 3 or 4 cottages in the past but today, the symmetry of the elevation gives the impression of a single house with a balanced symmetrical Georgian frontage.

In more recent decades infill development has taken place to both the north and south of the original village core, connecting parts of the village that were once separated by green spaces. Some of the more successful 20<sup>th</sup> century infill houses continue the Kentish vernacular theme in their use of materials such as weatherboarding, stock brick and flint or in their scale, form or architectural details. Others, that followed national trends and fashions, are less successful when it comes to reinforcing or blending in with the very distinct local character of Hartlip.

Post-war development in the village is quite extensive and typically consists of fairly large detached houses and bungalows. Individually, many of these are rather undistinguished in design. Genuinely local materials are less evident in these buildings. However, many of these newer properties stand in generously sized plots so that the generally loosely-knit character of the village has been successfully maintained.

Somewhat set apart from the village are Petty Place, Hartlip Place, Place Farm and Sweepstakes Farm. These nevertheless have a clear historic relationship with the village and are linked by attractive country lanes and in some cases by areas of historic parkland.

Petty Place is good example of a brick-built late 17<sup>th</sup> century house with lobby entry plan form and a symmetrical elevation.

Hartlip Place, lying to the south-west of the village, was built by William Bland in 1812. Its principal elevation faces south over a small park and is a good example of Regency provincial architecture with a Doric porch, tri-partite sash windows and a vestigial pediment over the advanced central bay. The Kent Gardens Compendium describes

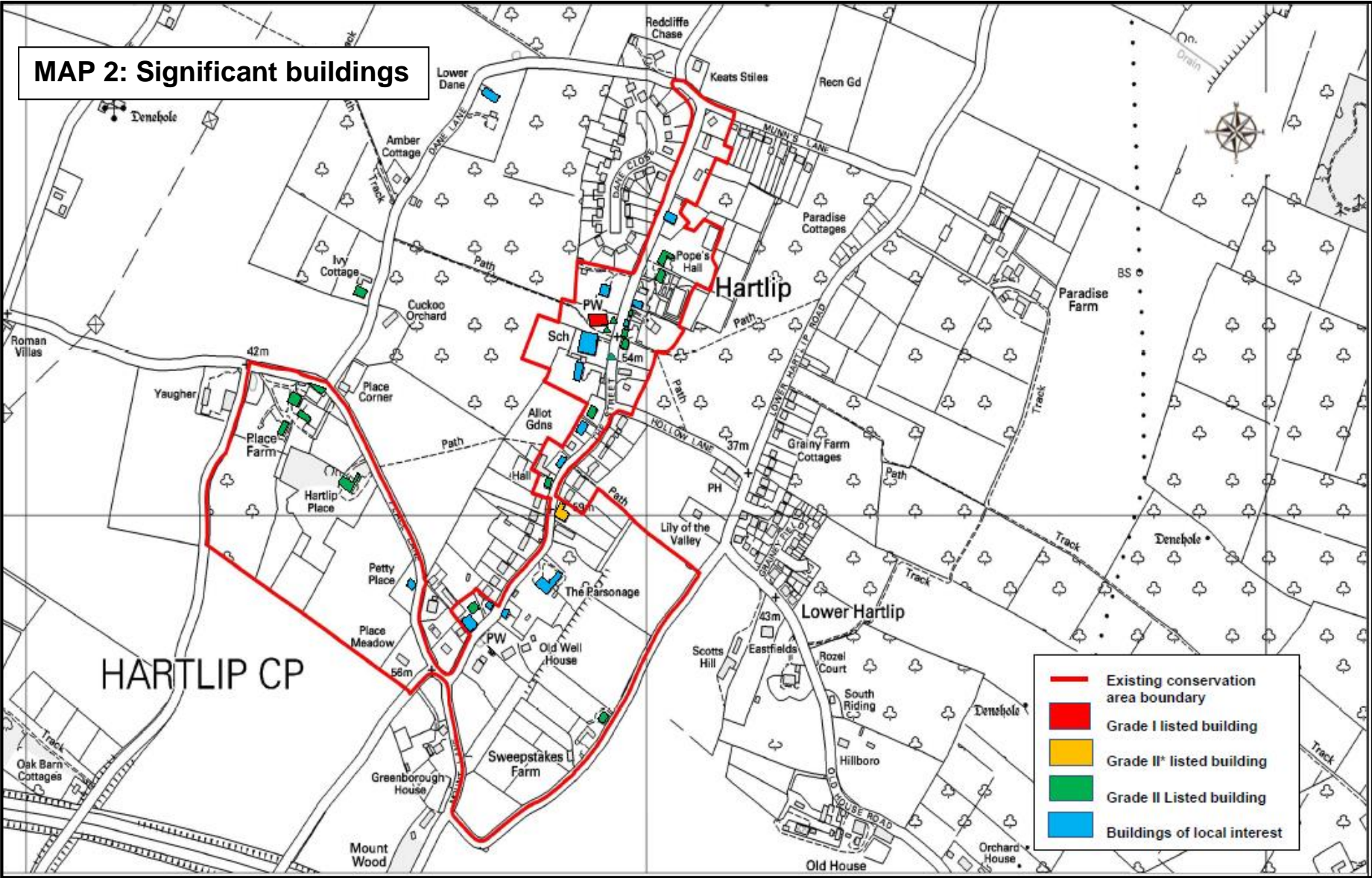
the garden a being in the informal/ naturalistic/ romantic style and of local interest and importance.



Place Farm is located opposite the junction of Dane Lane with Place Lane. No longer a farm, the cluster of buildings, which includes a sixteenth century timber-framed farmhouse, a threshing barn, dovecot and oast house, are all now in residential use.

Sweepstakes Farm, circa 1700, is a brick-built house, which stands slightly separated from the village to the south-east and adjoins an area of attractive parkland now used as paddocks for horses. The former stables, barn and outbuildings add to its character as a former working farm.





## 2.4 Building Materials

The distinct character of Hartlip owes much to its variety of architectural styles, often expressed through building materials and the way in which they were used. Building materials were used to express architectural aspirations as well as changing fashions. Until the transport revolution of the mid-19<sup>th</sup> century, virtually all building materials were locally sourced or manufactured. Consequently they are often a true expression of the locality and its natural resources. Even materials that were in common use at the time make a valuable contribution to local character and distinctiveness.

The earlier domestic buildings of Hartlip were of timber-framed construction and are important survivals because of their age, type and archaeology. As good oak for building became harder to source, brick became universally fashionable from the 17<sup>th</sup> century. Brick was used extensively for new buildings and to over-clad older buildings to give them a more fashionable appearance.

Kent peg tiles were the preferred choice for roofing but slate became an option during the early 19<sup>th</sup> century, particularly once the railway came to Sittingbourne in 1848.

Modern concrete roof tiles and uPVC windows are less sympathetic materials introduced during the mid to late 20<sup>th</sup> century.

**Timber frame:** Oak, elm and chestnut framing were commonly used in building construction during the medieval period when local woodlands offered an ample supply of good and durable timber for building. Several historic buildings in Hartlip are constructed of timber framing and others have had their frames concealed behind later facades or cladding such as brick or weatherboarding. The timber-framed tradition continued in softwood framing well into the Georgian period and even later in some farming and utility buildings.



**Stone:** Good building stone was not readily available in this part of Kent so it had to be imported from afar. Consequently it was reserved for the most significant buildings such as the parish church where Kentish rag and other types of imported stone are used as a dressing to the flint walls. Flint was the only naturally available building stone available within the parish. Flints occur in seams within the chalk bedrock and are brought to the surface naturally by farming, or uncovered as a by-product of lime quarrying which took place locally. Flints were either laid as field flints in lesser buildings or knapped (that is split and dressed with a hammer) in order to reveal the dark shiny inner surface in finer examples. Both types are widely used in buildings and boundary walls throughout Hartlip.



**Brick:** Brickearth was in plentiful supply in North Kent so, not surprisingly, brickwork is a familiar building material in Hartlip. There is a wide variety in the size, colour, bond and character of brickwork, depending on its age, style or function.

Earlier examples are irregular clamp-fired red bricks used during the 17<sup>th</sup> century. They tend to be narrower, with larger joints. In the centuries that followed, the shape, size and coursing of brickwork became more regularised and uniform. Yellow stock brickwork was commonly used from the Regency period onwards and the combination of yellow and red brick achieved the polychromatic effect that was associated with the High Victorian era and the Arts and Crafts Movement. There is an interesting example of burr brickwork (over-fired bricks which fused together in the kiln) in the garden wall of Stepp House.



**Kent peg tiles:** The name ‘peg tile’ refers to a plain clay tile suspended from the top edge of a tiling lath by a peg. Traditionally peg tiles were held in place by a small wooden peg or latterly an aluminium ‘drop’, wedged into, or passed through one of the two holes in the head of the tile. Simple firing methods and local clays produced strong, durable and light peg tiles in warm orange/red terracotta colours. Imperfections in the raw clay combined with the hand manufacturing process resulted in a richness and variety in colour and shape. They are renowned for their warm and varied colours and rich texture which cannot be replicated in modern machine-made tiles.

Until the 19<sup>th</sup> century, locally produced hand-made clay peg tiles were the preferred roof covering for buildings throughout Kent. Tiles continued to be handmade from local clays well into the 20<sup>th</sup> century and there are still a handful of manufacturers today. They are a characteristic roofing material in the south-east of England and prominent in the roofs of Hartlip. Kent peg tile roofs are visually prominent because of their steep pitch (typically steeper than 35 degrees). Tiles are also used as cladding to external walls, sometimes with decorative banding. Examples include The Rectory and Stone Hall.





**Slate:** Slate roofs rarely appear before the turn of the 19<sup>th</sup> century. They became more common after rail transport made Welsh slate more easily accessible. Slate gave rise to shallower roof pitches of between 30 and 35 degrees. Slate appears on a small number of roofs in Hartlip.



**Thatch:** Thatched roofs were once more commonplace in Hartlip. 'Long straw' was a bi-product of local farming; it was a cheap, locally available material which was used after the harvest to roof farm buildings and cottages. Those that survive today add character and variety to the village.



**Weatherboarding:** Painted feather-edged weatherboarding is a traditional walling material in the south-east of England. When used on barns weatherboarding was either left natural or tared black, whereas domestic examples tended to be painted white or off white.



**Modern building materials:** In recent decades mass produced building materials such as concrete roof tiles, machine made bricks and uPVC windows have been used within Hartlip but they do not generally sit comfortably within the context of the historic village.

## 2.5 Boundary fences, railings and walls

Boundary treatments are an important aspect of the character of Hartlip. Railings, picket fences, walls and hedges of differing types and dates all help to define boundaries and to differentiate between private and public space. Many of the walls and fences are of architectural or historic interest in their own right because of their age, materials or craftsmanship.

Where modern waney lap fences have been introduced they tend to detract from the special character of the village.



## 2.6 Archaeology

The Kent Historic Environment Record (HER) documents Roman buildings and several medieval and post-medieval farms in and around Hartlip.

The village itself has seen little archaeological investigation. There is a Roman villa in the field to the west of the conservation area presently covered by plantations of Christmas Trees. It was discovered in the middle of the 18th century and excavated in 1845 and finally in 1848 by C. Roach Smith. The plan includes a bath building 50ft. by 25ft. with furnaces, hypocausts, plastered walls and a lead drain pipe, a barn or "barn-house" 70ft. by 50ft with buttresses to support the roof, a house under which there was a two-roomed cellar containing several bushels of burnt and scorched wheat. Associated finds included a carved sarcophagus, coins, a folding balance, part of a scale beam, fibulae, an iron sickle, knives of all kinds, an adze, keys, a stylus, pieces of window glass, Samian, "Upchurch" and other pottery. The date of occupation is about the 3rd and 4th centuries.

Recent work has shown the villa to be particularly well preserved in places. How the villa linked to the Roman road along the A2 corridor is not clear, though Spade Lane is a possible candidate. This is one of a series of villas in the Swale area that can be seen to lie on the slopes of the North Downs along the Roman road corridor. Presumably they were located to farm the downland areas.

## 2.7 Trees and hedgerows

A striking feature of Hartlip village is the predominantly green appearance of most of The Street and the extensive private green space which is present around many of the houses. There are not many views within or from the periphery of the village which are not enhanced by the contribution made by trees, hedges or hedgerows.

This is reinforced by the overall setting of the village. The surrounding area is predominantly given over to orchards. The landscape surrounding the conservation area consists of relatively small fields bounded by lines of trees providing windbreaks.

Within the village, the green framework, consists of generously-sized gardens and substantial boundaries comprised of trees, hedgerows and shrubs, linking old and new development and bringing together individual plots into a single coherent entity. It also helps to create a strong sense of visual cohesion and enclosure along the entire length of The Street where buildings are often framed by or glimpsed through mature trees and hedges.

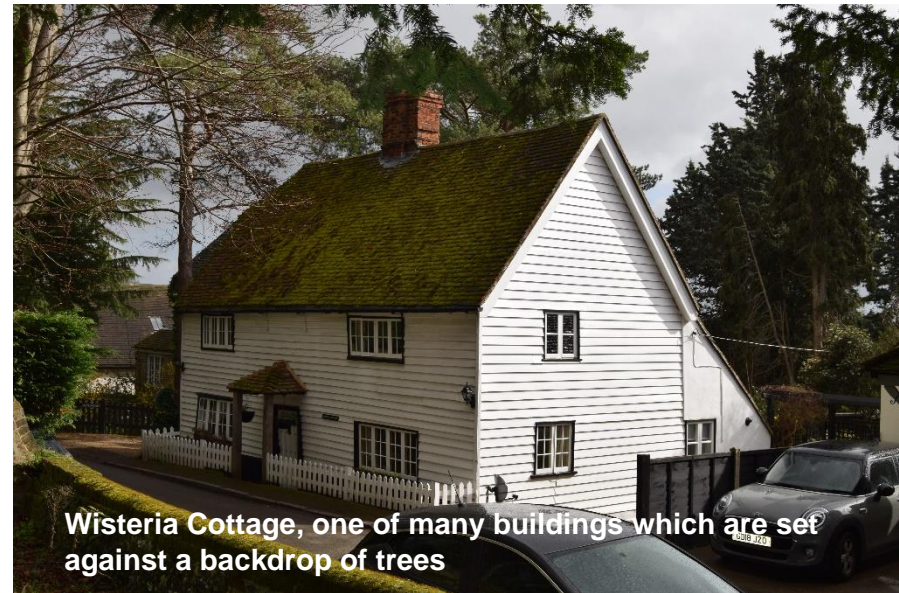
Indigenous tree species which feature significantly and contribute to the amenity of the village include yew, beech, oak, holm oak, holly, silver birch, Scots pine and chestnut. The predominance of native tree species brings a strong feeling of the surrounding countryside into the village, linking it with the surrounding areas of agricultural land.

Trees that are often associated with historic parkland, such as Austrian pine, are particularly noticeable in the area between Lower Road and The Street. The parkland is bordered on its eastern edge by a large number of mature trees, including larches, sycamores and lime, an indication of the interest taken by the land owners in the past. Coupled with the landmark Wellingtonia in Place Lane, these mature

trees provide a link to the past, being plantings made when the surrounding land was owned by people who lived in the village.

Hedgerows along Dane Lane, Lower Hartlip Road and Place Lane are important for their biodiversity as well as their visual amenity. Many consist of hawthorn, providing displays in spring and food in autumn. A number of the hedgerows also include a good number of elm, a valuable habitat for threatened white-letter hairstreak butterfly.

New developments around the fringes of the conservation area echo this emphasis on tree planting. Scots, Austrian and Monterey pines in a neighbouring development helps to create a more-or-less seamless vista from The Street. Where fast growing conifer hedges have been introduced they are much less successful.



**Wisteria Cottage, one of many buildings which are set against a backdrop of trees**

## 2.8 The public realm and highway

The Street, is essentially rural in character. New views and vistas are revealed as it winds through the village. In sections it is bordered by substantial hedges and trees growing close to the carriageway edge. Footways are present only in sections, and for the most part are narrow. Street lighting is absent and highway signs are few in number.

This all results in a simple and uncluttered appearance to the highway which contributes positively to the rural character of the place. Highway sight-lines at the junction of Dane Close with The Street result in uncharacteristic openness at this point.

Parked cars inevitably feature prominently on The Street, particularly at the centre of the village in the vicinity of the school. In other areas soft verges, grassy banks or informal road edgings lend a more rural character to the highway and parked cars feature much less frequently. Where individual houses have chosen to create formal hard boundaries against the highway edge they look a little out of place as they detract from Hartlip's rural character.

Items which contribute to the quality of Hartlip's public realm include its two traditional post boxes and the village sign. The wall-mounted post box outside The Cottage dates back to the 19<sup>th</sup> century.



The cart pond opposite the Methodist Church is another feature of interest. Historically it was used to clean the wheels of carts before they entered the village from the south.



Post card of the cart pond and Methodist Church in



The cart pond today

Telegraph poles and overhead cables appear in parts of the village but most are not particularly prominent or obtrusive.

## 2.9 Significant views

Views make a valuable contribution to the way in which the character or appearance of a place is experienced, enjoyed and appreciated. Identifying significant views allows the contribution they make to be protected and enables the effective management of development in and around those views. Significant views are annotated on map 3 on page 26 and described below.



View along The Street towards Stone Hall

**View 1:** Most people experience Hartlip from the public highway. Views as one progress through the village are ever changing with the seasons, with the time of day and with the prevailing weather conditions. They also change as a result of the winding geometry of the roads which result in new views and vistas opening up around every corner.

All the views and vistas along the public highways in Hartlip are important contributors to the special character of the place.



Looking north-east from Mount Lane along The Street

**View 2:** Views from the village towards the wider landscape are infrequent but rewarding. The views from the churchyard, from the allotments, or from the public footpaths are helpful in placing the village in its rural surroundings. They include distant landmarks and panoramic landscapes, particularly to the west and north-west over Rainham and north towards the Medway Estuary.

The contrast between the enclosed visual experience of The Street and the open and elevated views of the wider landscape adds to the experience. As such they are of high heritage significance.



View from the churchyard looking west



From Dane Lane looking south-west over Cuckoo Orchard



View from Dane Lane looking south-west

**View 3:** Views towards The Street from Dane Lane, Place Lane and Lower Hartlip Road reveal glimpses of historic buildings, such as the parish church or The Parsonage across Cuckoo Orchard or the Parkland. They emphasise the important relationship between the village and its landscape surroundings and help to reveal the topography and morphology of the village. The church tower is a significant reference point in views from the west and south-west.

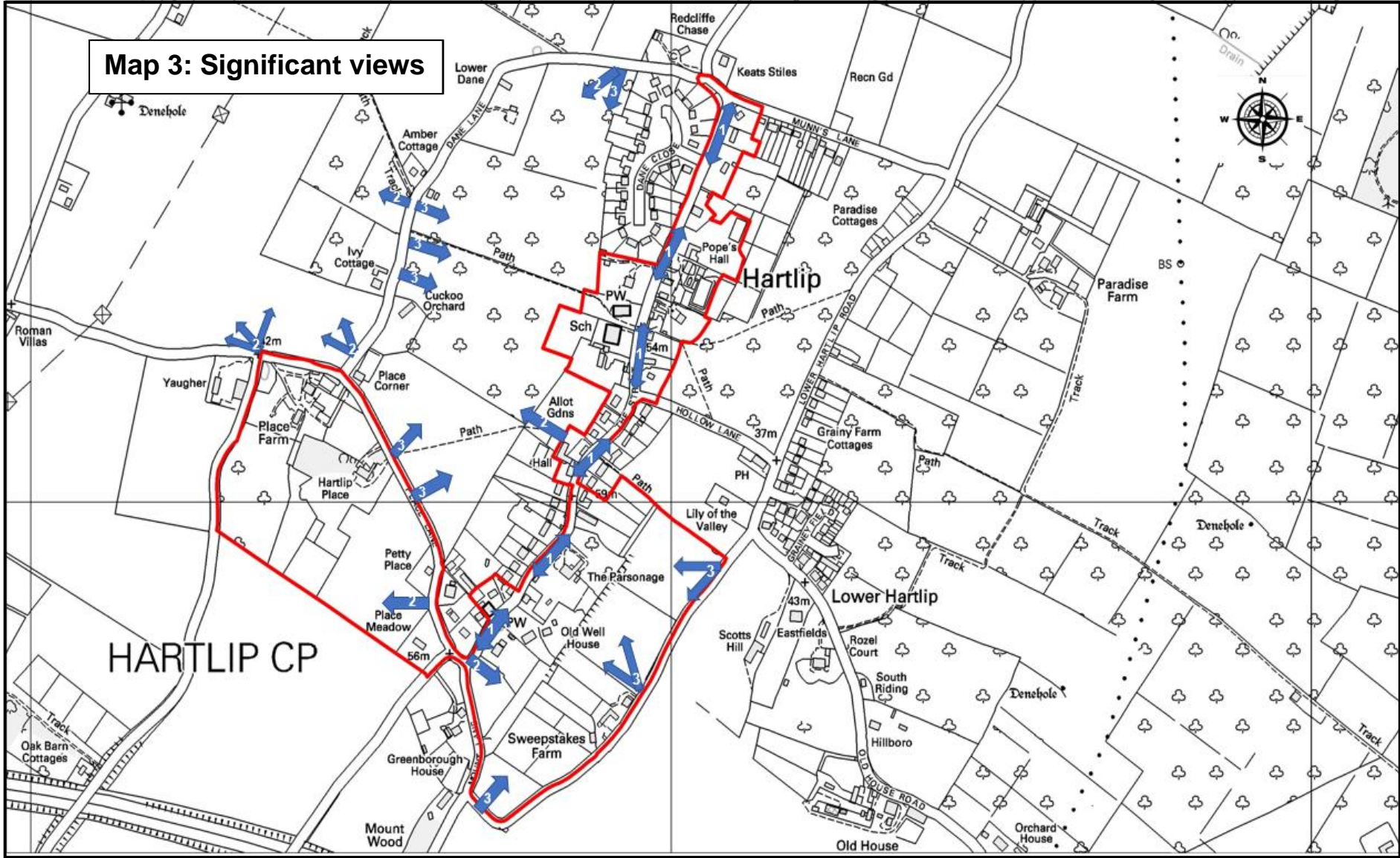


View towards the Old Rectory from Lower Hartlip Road



View towards the parish church from Dane Lane

Map 3: Significant views





## 2.10 Setting

The setting of a conservation area frequently contributes to the way in which its significance is enjoyed and appreciated. Even areas that fall outside of the designated conservation area often contribute to its special character and significance.

Hartlip's agricultural setting serves to reinforce the village's functional and historic connection to its surrounding landscape. The countryside roundabout is also important in maintaining separation between the village and the conurbations to the west and east.

A network of well used and historic public footpaths radiate from the village through orchards and fields. They strengthen the strong links that Hartlip has with the countryside and provide views back towards the village.



### 3.0 SUMMARY AND CONCLUSION

Hartlip is a place with a strong and distinctive identity based on its long history and its development over many centuries. The rich variety in building styles and types and their strong visual and historic connection to the surrounding countryside are a defining feature of the village.

Local building materials are strongly in evidence, including timber framing, brickwork, flint, ragstone, feather-edged weatherboarding Kent peg tiles, slate and thatch. The variety and juxtaposition of these locally distinct materials contributes to the special character and appearance of Hartlip.

The mix of building types and styles and the spaces between them, as well as the contribution made by the landscape and trees, results in a special place which merits protection.

Hartlip continues to be an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. There is no doubt that Hartlip should continue to be a designated conservation area.

The conservation area has served its purpose well since it was first designated 53 years ago. The key characteristics that gave rise to its designation in 1970 appear to have been well managed by local owners, the Parish Council and the Local Planning Authority. That is not to say that there have not been changes, because there have, but most of them have been made with respect to the distinct character of the place and have integrated well into their context.

#### Key positive characteristics:

The special character of Hartlip Conservation Area may be summarised as follows:

- Hartlip is a small settlement which developed from a medieval farming community.
- It has a strong visual identity centred around The Street.
- The medieval parish church and Victorian village school provide a visual focus to the community at the centre of the village.
- The architectural contribution made by several listed buildings and by many non-designated buildings and structures.
- The eclectic mix of traditional building styles, forms and vernacular building materials all expressing the history and growth of the village.
- Boundary walls, fences and railings make a distinct contribution to the special character of the place.
- The strong relationship between the village and the surrounding landscape, experienced through views and vistas to and from the village and through the public footpath network.
- Despite its close proximity to suburban Newington and Rainham, it retains a strong and independent sense of identity and place.
- Buildings and the public domain are generally well cared for and in good condition.

All conservation areas have some negative as well as positive characteristics. Identifying negative characteristics allows those responsible for managing change to focus on positive enhancement.

**Key negative characteristics:**

- The occasional use of mass-produced non indigenous building materials such as uPVC windows or concrete roof tiles which tend to dilute local character and distinctiveness.
- The small number of telegraph poles and overhead cables only some of which are visually intrusive.
- The indiscriminate use of concrete highway kerbs.
- Over manicured hedges.

In the process of reviewing the boundaries of the conservation area there are some areas where consideration may be given to extending the boundary of the area. Proposed changes to the conservation area boundary are detailed in appendix 1 and Map 3 below.



Dane House, demolished in 1963 to make way for Dane Close

## 4.0 HARTLIP CONSERVATION AREA MANAGEMENT STRATEGY

Conservation Area designation is not an end in itself. It is a way of recognising the special architectural or historic character of an area so that appropriate steps can be taken to preserve or enhance it.

Conservation is not about preventing change: Hartlip Conservation Area is part of a living community and change is needed to sustain and meet its future needs. It is about positively managing change so that what the community cherishes today can be properly looked after and passed on to future generations in good condition.

This management strategy is intended to encourage active involvement in the future management of Hartlip Conservation Area. It provides an opportunity for the Borough Council, the Parish Council, local amenity groups, Kent Highways, Kent County Council, individual householders and local businesses to take part in positively managing the area.

### 4.1 Statutes and policies

When a conservation area is designated there are statutes, planning policies and regulations which govern which types of development require planning permission and the way that the local planning authority undertakes plan making and decision taking. The statutes and policies that directly affect designated conservation areas are outlined in appendix 4 below.

It is these statutes and policies that provide the formal framework for managing change in conservation areas. Most significantly, the local planning authority is required to pay special attention to the

desirability of preserving or enhancing the character or appearance of the conservation area in the exercise of all its planning functions.

The Swale Borough Local Plan aims to ensure that the significance of Hartlip Conservation Area is sustained and enhanced through:

- Preserving or enhancing the area’s special character or appearance.
- Preserving or enhancing the setting of the conservation area and of other designated heritage assets.
- Safeguarding and better revealing the significance of any archaeology.
- Protection and enhancement of landmarks and significant views or vistas within and without the conservation area.
- Safeguarding non-designated heritage assets which make a positive contribution to the significance of the area.
- Safeguarding significant spaces.
- Safeguarding significant trees.
- Promoting high quality design in new development which responds positively to context and to the distinct character of the conservation area.
- Continued sensitive management of the public realm.
- Requiring new development to respond positively to the Conservation Area Character Appraisal,

### 4.2 Published guidance

There is a wealth of published guidance on positively managing change in conservation areas. Swale Borough Council has adopted supplementary planning documents which are listed in appendix 4

below. Historic England has also published a range of guidance and advice notes which are listed in the bibliography at appendix 5.

### 4.3 Householder alterations

Where householder alterations are proposed which require planning permission the Council will typically seek to ensure that those alterations enhance the special character and appearance of the conservation area.

Opportunities to reinstate missing architectural features (such as sash windows, panelled doors or original roof coverings) and traditional boundary treatments will be encouraged by the Council and may be requested in relation to planning applications for extensions and/or alterations, where appropriate.

Even in conservation areas, some householder alterations to unlisted buildings may be undertaken without the need for planning permission. The Conservation Area Character Appraisal has identified some householder alterations which have involved the removal of historic features such as period windows, doors, roof coverings and chimney stacks or the addition of solar panels. The cumulative impact of some ill-considered alterations to traditional properties can have a harmful effect on their significance and on the character and appearance of a conservation area. Such alterations have, and could continue to erode the character of Hartlip Conservation Area over time.

In light of the above, Swale Borough Council may consider the use of an Article 4 Direction to bring some householder alterations (which are currently classed as permitted development) under planning control, to ensure that alterations are positively managed through the planning system.

Householder alterations which could be brought under control by an Article 4 Direction in Hartlip Conservation Area include the following:

- Replacement windows and doors.
- Changes to roof coverings.
- Removal of traditional chimney stacks.
- The installation of solar thermal and photovoltaic panels on the front wall or roof slope of buildings.
- Installing rooflights in the front roof slope.
- Alterations to or demolition of fences, railings and boundary walls.
- Adding a front porch.
- Replacing a front garden with a hard surface.

### 4.4 Swale local heritage list

Arising from Swale's adopted Heritage Strategy 2020-2032, the Borough Council is compiling a Local Heritage List in order to identify heritage assets which are not formally designated.

The Local Heritage List:

- raises awareness of an area's local heritage assets and their importance to local distinctiveness;
- informs developers, owners, council officers and members about buildings within the local authority boundary that are desirable to retain and protect;
- provides guidance and specialist advice to owners to help protect the character and setting of those buildings, structures, sites and landscapes;
- helps the council in its decision making when discussing proposals and determining planning applications; and
- records the nature of the local historic environment more accurately.

The impact of any development on a building or site included within the Local Heritage List will be a material consideration when the council considers an application for planning permission.

Several unlisted buildings in Hartlip Conservation Area would be eligible for inclusion within the Swale Local Heritage List. They are listed below and indicated on Map 2 at page 16.

The Old Vicarage, The Street  
 Hartlip Church of England Primary School, The Street  
 Glenview Cottage and Old Post House, The Street  
 Craig Lea and Sanquhar, The Street  
 Stonehall, The Street  
 The Cottage, The Street  
 VR Post box in wall outside The Cottage, The Street  
 Hazel Cottage, The Street  
 Honeysuckle Cottage, The Street  
 Parsonage Cottage and Stonehall Cottage, The Street  
 Place Stables, Place Lane  
 Petty Place, Place Lane  
 Lower Dane Cottage, Dane Lane

Buildings which are already protected because they fall within the curtilage of a listed building are excluded from the list.

Hartlip Place garden appears in the KCC *Historic parks and gardens of Kent (Kent Gardens Compendium)*. As such, it too may be eligible for inclusion in the Swale Local Heritage List.

#### 4.5 Public realm

The public realm (that is those areas which fall between the buildings and are enjoyed by the public) makes a significant positive contribution to the special character of Hartlip Conservation Area.

The highway, public footpaths and the pond all fall within the public realm.

In rural conservation areas, it is especially necessary to guard against standard highway ‘improvements’ which do not necessarily respect the special character of the place. The injudicious use of concrete kerbs, street lighting, off-the-shelf road signs and traffic calming frequently detract from the special character of rural village conservation areas.

The retention of soft verges (without concrete kerbs) and roadside banks and hedges is fundamental to the future sensitive management of the highway. Restrained use of highway signing and road markings is also critically important. Where signs, road markings, street furniture, salt bins or rubbish bins are deemed necessary, they should be located and designed sensitively and in consultation with the local community.

Future highway maintenance, improvements and alterations should be carried out in accordance with *Streets for All*, Historic England (2018) and *Highway Works and Heritage Assets: the Kent Protocol for Highway Works in Relation to Designated Heritage Assets*, KCC and KCOG (2011). Both provide advice on good practice for highway and public realm works in historic places. Early consultation with all stakeholders (including Swale Borough Council’s Conservation and Design Team and Hartlip Parish Council) will be fundamental to achieving appropriate standards in any future proposed changes.

Hartlip has a number of overhead cables and telegraph poles. Where possible, opportunities should be taken to investigate removal of redundant overhead cables, reducing the number of poles and potential undergrounding of services.

The small pond (opposite the Methodist Chapel) provides valuable amenity as well as biodiversity benefits. Future management is likely

to involve a light touch but may require removal of leaf litter (during the winter to avoid hibernation times) and tree canopy reduction to improve photosynthesis of pond plants to benefit wildlife.

The Parish Council, Swale Borough Council and Kent County Council will seek to ensure that the public realm continues to be sensitively managed.



Opportunities for enhancement: public realm:

- An audit of public signage (including highway signage) to establish whether all current signage and road markings are necessary, well designed and appropriately located.
- An audit of street furniture (bollards, benches, bins, salt bins etc.) to establish whether street furniture is necessary, well designed and appropriately located.
- An audit of overhead supply lines and poles with the statutory undertakers to establish whether there is scope to remove any overhead cables or poles or to relocate services underground.
- The replacement of concrete highway kerbs with more traditional kerbs.
- Ongoing 'light touch' management of the pond.

## 4.6 Trees and planting

Trees and hedgerows play a vital role in the special character of Hartlip and are important to biodiversity.

The retention and active management of trees and hedgerows should be encouraged and opportunities for new planting should be considered. Planting which contributes to the rural character of Hartlip should normally be comprised of native species, although other species now assimilated into the Kentish rural scene may also be appropriate.

All trees within the conservation area are protected. Six weeks' notice must be given to the Borough Council in writing before any works are undertaken to trees within conservation areas.

Opportunities for enhancement: trees and planting:

- An audit of trees and hedgerows and may be undertaken to establish whether there is any scope for better management of trees, additional protection through tree preservation orders or for further tree planting.
- Positive management may occasionally involve the removal of trees to preserve, restore or open up significant views or vistas.



## 4.7 New development opportunities

Potential for new development within Hartlip Conservation Area is extremely limited. If proposals for development come forward they will be considered against local and national planning policies which attach great weight to the conservation of designated heritage assets and their settings.

Development within the setting of the conservation area may also affect its heritage significance. The local planning authority is required to pay special attention to preserving the setting of the conservation area (or the setting of any listed buildings) in any plan making or decision taking.

## 4.8 Heritage at risk

There are no heritage assets in Hartlip on Historic England's Heritage at Risk Register or on Swale Borough Council's Heritage at Risk Register. Neither has this appraisal identified any heritage assets which are currently at risk.

However, if any of the designated or non-designated heritage assets identified in the appraisal are found to be at risk in the future, these may be added to the Heritage at Risk Registers if their significance is threatened by their condition or lack of appropriate use.

In such cases the Council will notify respective owners and, where appropriate, work with them and other stakeholders to investigate opportunities for removing the risk and securing the asset's future.



## APPENDIX 1

### Proposed amendments to the Hartlip Conservation Area boundary

As part of the review of Hartlip Conservation Area, consideration has been given to whether the current boundaries accurately reflect the area which has special architectural or historic interest.

In large part, the area covered by the current boundaries is considered to be appropriate in that it still possesses special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance. However, there are three amendments proposed, as follows:

#### **Proposed boundary adjustment 1 (part of Mount Lane)**

The current conservation area boundary excludes Mount Lane from the conservation area, although it includes the land to its east.

Mount Lane itself is an ancient lane. It appears on Andrews, Drury and Herbert's map of 1769 and is likely to have existed long before that, possibly centuries before. Consequently it has historic interest.

It has steeply inclined banks on both sides of the highway giving the appearance of a hollow or sunken lane, carved into the land over time. Hedgerows and trees at the top of the banks meet overhead resulting in a tunnel-like appearance, particularly during summer months. Consequently it has aesthetic and landscape interest.

It is recommended that the conservation area be extended to include part of Mount Lane and the inclined banks, trees and hedgerows to its west.

The proposed boundary adjustment is shown on Map 4: Proposed conservation area boundary changes, on page 38.



**Proposed boundary adjustment 2 (Cuckoo Orchard)**

The current conservation area boundary is tightly drawn to include some properties along the west side of The Street, such as the parish church and the village school, but to exclude the allotment gardens, the village hall, Cuckoo Orchard and Dane Lane.

Cuckoo Orchard is located between The Street and Dane Lane. It slopes gently from Dane Lane up towards The Street. Significantly, it provides the setting for the medieval parish church which is highly visible from vantage points on Dane Lane as well as from footpaths which intersect the orchards. Whilst the trees are relatively recent, the area was historically used as orchards since at least 1871 (the date of the first Ordnance Survey map) and possibly much longer.

Dane Lane itself is another ancient single track road lined by hedgerows, trees and shelterbelts and with isolated historic houses at Lower Dane and Ivy Place, both with exposed timber framing. The house called Cuckoo's Orchard was built in the inter-war period.

It is recommended that the conservation area be extended to include Cuckoo Orchard, the allotment gardens, the village hall, Dane Lane, Lower Dane, Ivy Cottage and other dwellings and property shown on Map 4: Proposed conservation area boundary changes, on page 38.



Cuckoo Orchard from the north

Page 194



Ivy Cottage



Cuckoo Orchard



Hartlip allotment gardens



Cuckoo Orchard

**Proposed boundary adjustment 3 (Redcliffe Chase and Keites ~~ats~~ Styles)**

The current conservation area boundary includes the public highway outside Redcliffe Chase and **Keites Styles** ~~Keats Stiles~~ at the north end of the The Street but it excludes the two houses.

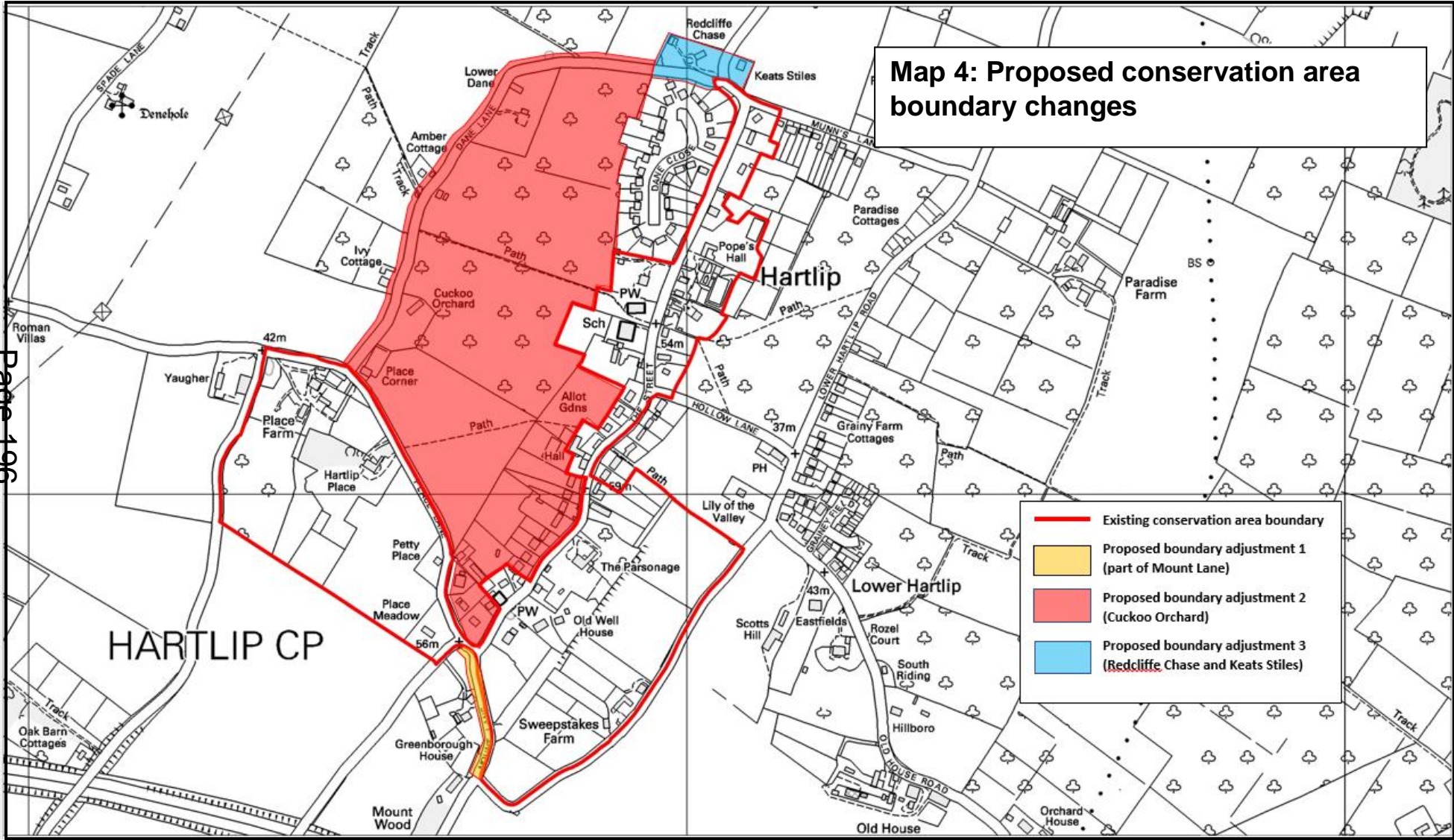
Both of the houses date from between 1906 and 1938 (from cartographic evidence) so they are not ancient. However, they occupy strategic positions on entering or leaving the village from the north and both have a degree of architectural interest.

Both houses express the early-20<sup>th</sup> century fashion for the English Domestic Revival as influenced by the Arts and Crafts Movement and popularized in the Garden Suburb Movement in the early 20<sup>th</sup> century. Redcliffe Chase draws on Kentish vernacular features such as lead-light windows, jettied tile hanging over a rendered ground floor with a prominent tiled roof, gabled crosswings, tall chimneys and a sweeping roof. Keats Stiles on the other hand is more restrained having lead-light windows with tiles cills, rendered elevations, a lean-to porch and a tiled roof.

It is recommended that the conservation area be extended to include Redcliffe Chase and **Keites Styles** ~~Keats Stiles~~ and their respective gardens for their architectural contribution to the development of Hartlip in the early 20<sup>th</sup> century.

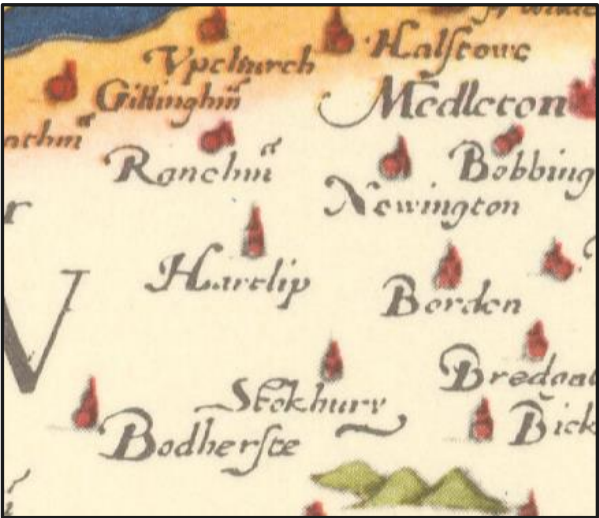
The proposed boundary adjustment is shown on Map 4: Proposed conservation area boundary changes, on page 38.





APPENDIX 2 Map regression

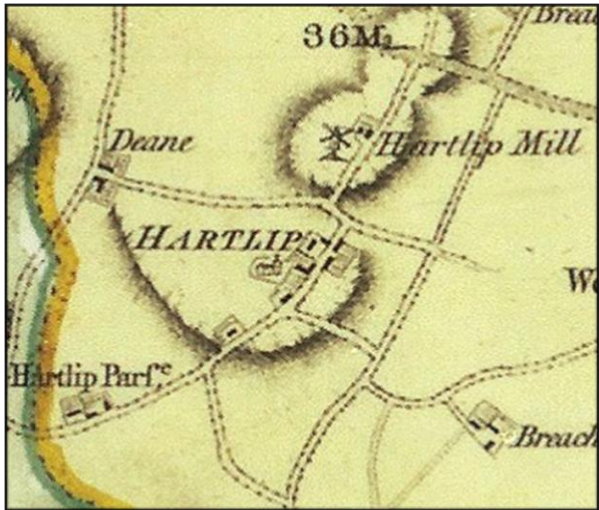
Page 197



Saxton's map of Kent 1575

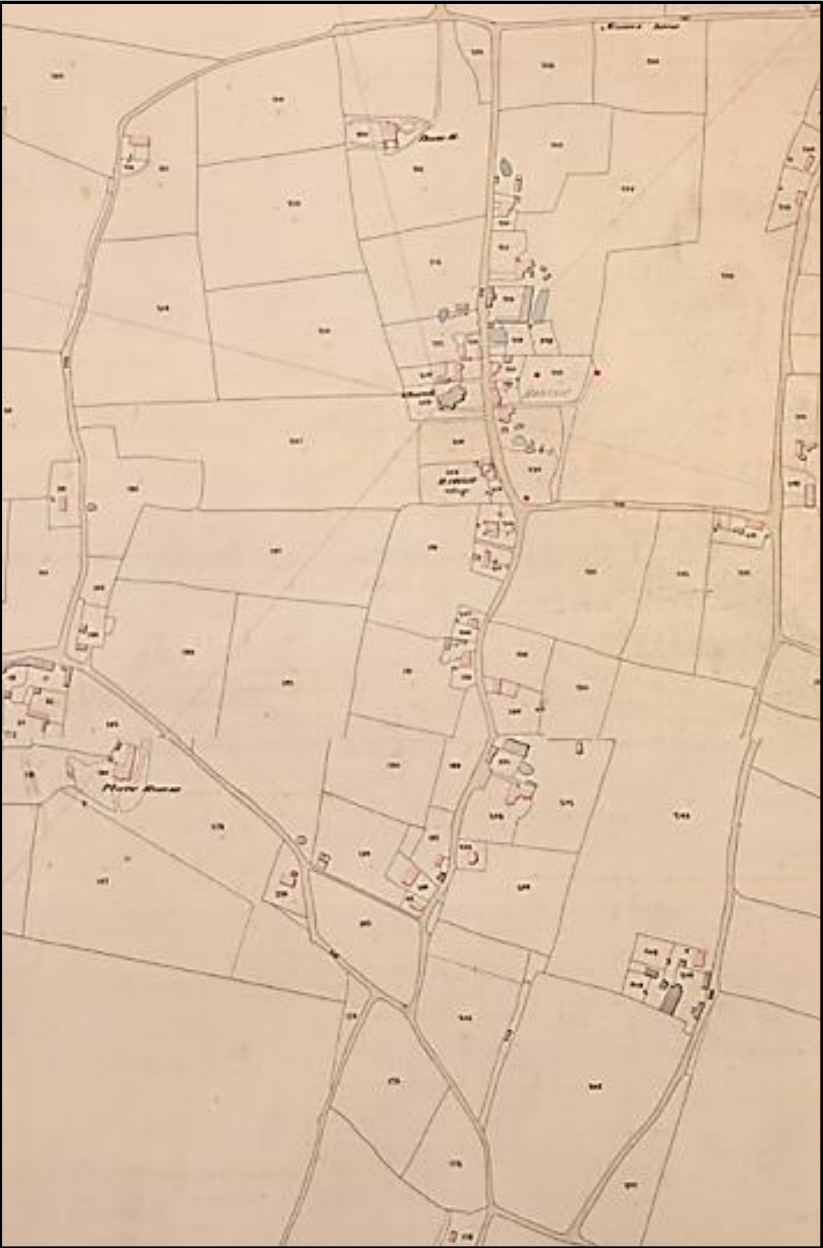


Captain William Mudge's map of Kent c.1801



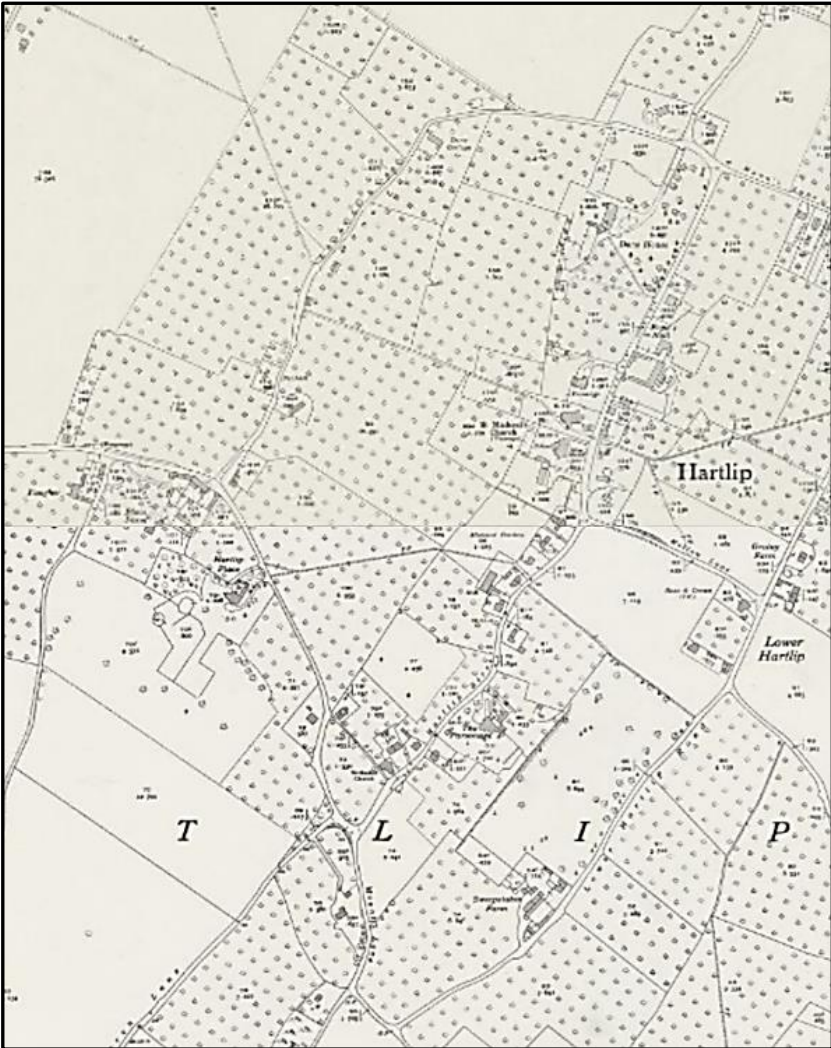
Andrews Dury and Herbert topographical map of the county of Kent 1769

Tithe map 1838

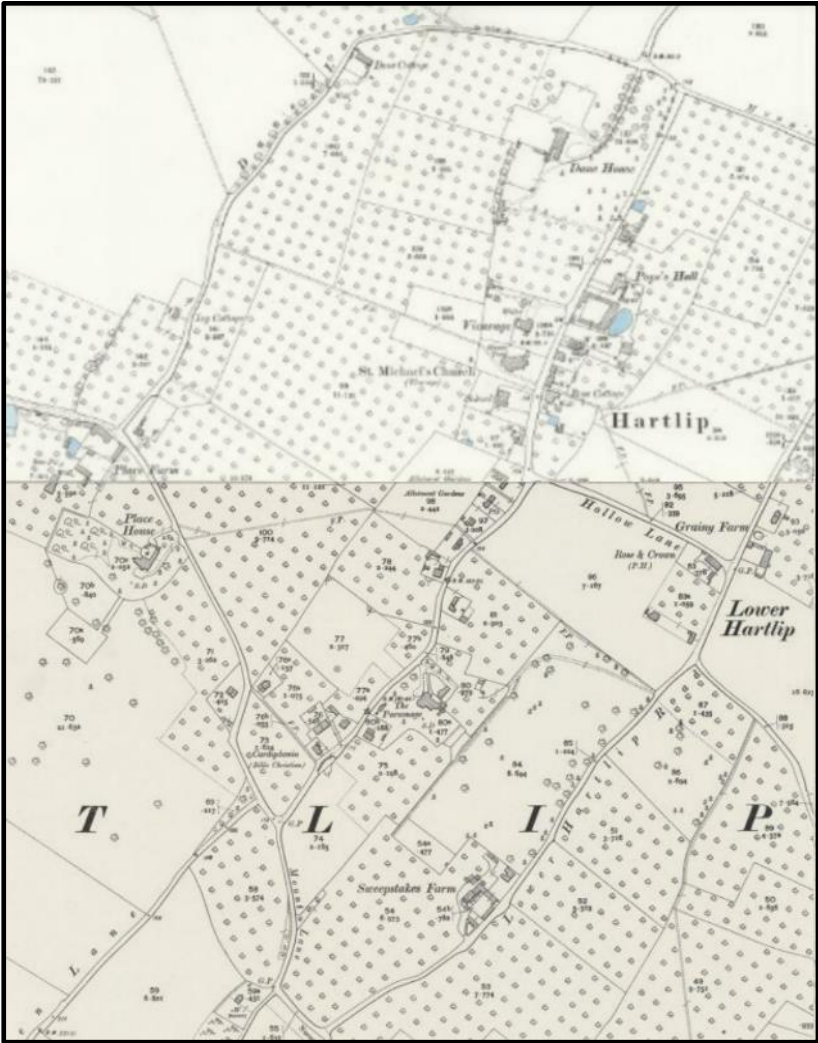




1871 Ordnance Survey Extract



1895-1838 Ordnance Survey Extract



1906 Ordnance Survey Extract



1938-1895 Ordnance Survey Extract



## APPENDIX 3

### Extracts from the National Heritage List for England (the Statutory List of Buildings of Special Architectural or Historic Interest)

The statutory list for Hartlip is compiled by the Secretary of State for Digital, Culture, Media and Sport and is altered and amended from time to time as buildings are added or removed from the list. The list descriptions below are taken from the statutory list and were current in April 2023. For more detailed and up to date information please refer to the National Heritage List for England at [www.historicengland.org.uk/listing/the-list](http://www.historicengland.org.uk/listing/the-list).

Features and structures which are not specifically mentioned in the statutory list are not necessarily excluded from statutory protection which extends to the listed building as well as to any object or structure fixed to the building and to any object or structure within the curtilage of the building which predates July 1948.

The omission of a building from this list should not necessarily be taken to indicate that it is not listed without first referring to the National Heritage List.



Church of St. Michael

#### **CHURCH OF ST MICHAEL, THE STREET** Grade I

Parish church. C13 to C15, tower repaired 1855, restored 1864-5 by R.C. Hussey. Flint, with rubble, and plain tiled roofs. Nave with aisles, chancel with north and south chapels, south porch, west tower with priest's room. Three-stage west tower with string course to parapet and 3 stage octagonal stair turret. C19 west doorway, simple Perpendicular windows and belfry openings. Nave and aisles under 1 roof, south aisle with 3 offset buttresses and C19 Perpendicular style windows. C14 doorway in south porch with hollow chamfered, roll moulded arch and hood mould with carved head stops. South chapel with two C19 lancets and double lancet east window; north chapel identical. East window C19 3 light curvilinear, the 3 east chancels separately roofed. North aisle with 3 three- light Perpendicular windows and hollow-chamfered doorway. North west

lean-to priest's or anchorite's room with steps down to basement doorway, and restored chimney. Interior: nave with hollow chamfered tower arch, and 3 bay arcade to aisles with octagonal piers, double hollow chamfered arches and panelled canted ceiling, the aisles with lean-to roofs. C19 arches from aisles to chapels and chancel arch, the north and south chapels largely rebuilt by Hussey, but with C13 plain chamfered arches on imposts into chancel. Late C12 wall arcading in the chancel, 2 full bays in north and south walls, and 1 bay interrupted by the arches to chapels, attached shafts rising from plinth, with stiff leaf and palmette carved capitals. Reveals of lancet east window and north and south lancet windows survive. Fittings: angle piscina in chancel, heavily restored, but with late C12 shaft, square abacus and leaf-carved capital. Reredos of 1908, the Last Supper carved in relief. Monument: in north chapel, wall tablet, Mary Coppin, d. 1636. Black and white marble, the plaque carried on an urn and angelic head, with Corinthian columns supporting a frieze and broken segmental pediment with achievement, and 2 putti descending to the inscription. (See B.O.E. Kent II, 1983, 343-42).

**TOMB OF MARY OSBORNE, 3 FEET EAST OF SOUTH CHAPEL OF CHURCH OF ST MICHAEL, THE STREET**

Grade II

Chest tomb. C17. Stone and marble. Mary Osborne, d. 1678. Incised marble slab on chest tomb, with roundels on side panels carved with skull and crossbones.

**TOMBS OF ADAM AND RICHARD RUCK, 5 YARDS SOUTH EAST OF PORCH OF CHURCH OF ST MICHAEL, THE STREET**

Grade II

Two chest tombs. 1816 Stone with iron railings. Identical tombs, with base, plinth and chests with inverted torches in raised and moulded corner panels, and engraved side panels. One to Adam Ruck, d. 1749, and widow, d. 1770, the other to Richard Ruck, d.

1816. On single stone base and surrounded by spear-head rails 5 feet high, with urn principals.



**Tombs of Adam and Richard Ruck**

**HARTLIP WAR MEMORIAL, THE STREET** Grade II

First World War memorial of around 1920, with Second World War inscriptions added. Reasons for Designation: Hartlip War Memorial is listed at Grade II for the following principal reasons: Historic interest: as an eloquent witness to the tragic impact of world events on the local community, and the sacrifices it made in the conflicts of the C20. Architectural interest: as a good example of a rough-hewn cross memorial for the period. Group value: with the Grade I-listed Church of St Michael to the north-west and the other listed monuments within the churchyard, in addition to listed houses on the opposing east side of The Street. History: The aftermath of the First World War that was the great age of memorial building, both as a result of the huge impact the loss of three quarters of a million British lives had on

communities and the official policy of not repatriating the dead, which meant that the memorials provided the main focus of the grief felt at this great loss. Hartlip War Memorial was erected in around 1920 to commemorate the men from Hartlip who died in the First World War. The memorial stands on the north side of The Street in Hartlip, adjacent to the Church of St Michael. A photograph in the collection of the Medway Archives Centre shows the memorial soon after it was unveiled in the 1920s, largely in its present form. Following the Second World War, three additional memorial tablets were added, and the dates of the conflict were included on the face of the central granite cross. The designer of the memorial is not known.

Details: First World War memorial, erected around 1920, with later Second World War inscriptions added.

Materials: granite cross, tablets and setts, with stone block wall to the rear. Applied lead lettering to the memorial tablets and the base of the cross.

Plan: semi-circular memorial plot fronting to The Street, with curved back wall and a central cross.

Description: rough-hewn granite cross with tapering shaft mounted on a plinth and single-stepped base. There is a dedicatory inscription to the polished front section of the cross base, which reads: 'ERECTED/ IN MEMORY OF/ THE MEN OF THIS PARISH/ WHO GAVE THEIR/ LIVES IN THE GREAT WARS/ 1914-1919/ 1939-1945'. There are five sets of memorial tablets set into a surrounding curved wall of stone blocks, this set behind the cross. These tablets bear the names of the fallen, where they served, their rank, regiment and how old they were when they died. The area between the cross and the memorial wall is paved with granite setts.

### **STEPP HOUSE, THE STREET** Grade II

House. C15 to C17. Timber framed and exposed with plaster and red brick infill, and plain tiled roof. Lobby entry range with cross-wing. Two storeys on plinth, the cross-wing to right with returned first floor jetty on carved dragon beams; hipped roofs, and stack to centre-right. Three leaded wood casements on first floor, that to right in cross-wing with sidelights. Two metal casements on ground floor with segmental bay window to right in cross-wing. Plank and stud door to centre-right.

### **YEW TREE COTTAGE, THE STREET** Grade II

House. C17, clad C18. Timber framed and clad with painted brick with plain tile roof. Two storeys and hipped roof with stacks to centre-left and front right. Three metal casements and 1 glazing bar sash on first floor, and 2 metal casements, 1 fire window and 1 wood casement on ground floor. Panelled and glazed door to centre left with open gabled hood.



**GRACE COTTAGE, THE STREET** Grade II

House. C18. Chequered brick and plain tiled roof. Two storeys and attic with 2 gabled dormers and stacks to left and right and to rear centre. Regular fenestration of 4 glazing bar sash windows on each floor, with segmental heads on ground floor, and central door of 6 raised and fielded panels in C19 gabled porch.

**POPE'S HALL, THE STREET** Grade II

Hall house. C15 with C20 additions. Timber framed and plastered with plain tiled roof. Two storeys on plinth, left and right end bays jettied, flying wall plate over recessed centre carried on heavy brackets. Hipped roof with gables, and stacks to rear centre, centre left and projecting end left. Four tripartite sashes on first floor, one wood casement and 3 tripartite sashes on ground floor. Right end window bay C20 addition. Central panelled door. Interior: although the exterior looks like a Wealden interior framing shows the right hand jettied wing to be a later addition to original hall and cross-wing building. Heavily cambered tie beams of great scantling, hollow chamfer and roll mouldings. Timbers generally of large scantling. Heavily moulded mantel timbers. Name derived from Thomas Pope, occupier in 1505.

**WISTERIA COTTAGE, THE STREET** Grade II

House. C17, clad in C19. Timber framed and clad with weather board, with plain tiled roof. Two storeys on brick plinth, with hipped roof and central stack. Two wood casements to each floor and central plank and stud door with hipped hood.



**THATCH COTTAGE, THE STREET** Grade II

House. C16 and C18. Timber framed and clad with plaster, under-built with red brick, with painted brick additions, and thatched roof and tiled pentice to chimney stack. Lobby entry plan. Two storeys on plinth with roof hipped to right and stacks to centre right and end right, and large free standing stack and ovens with pentice to left, with thatched red brick outshot to left of this. Wall plate of main building carried out to left on arched brace, suggesting that what remains is just the end wing of a larger building. Three wood casements to each floor; boarded door with segmental head to right in C18 addition.



**HARTLIP HOUSE, THE STREET** Grade II

House. Early C19. Painted brick and plain tiled roof. Two storeys on plinth with roof hipped to right with projecting end stacks to left and right. Irregular fenestration of 2 alternate tripartite sashes and glazing bar sashes on first floor, with 2 tripartite sashes and 2 glazing bar

sashes on ground floor and half-glazed door centre left with moulded architrave and pediment.

**BARROWS COTTAGES, 1-2, THE STREET** Grade II\*

House, now cottage pair. C16, clad C18 Timber framed and clad with chequered brick; plain tiled roof. Lobby entry plan. Two storeys and hipped roof with stack to left and catslide outshot left. Three wood casements and single light centre right on first floor, and 3 wood casements with segmental heads on ground floor. Boarded door to left with gabled hood on brackets, and boarded door to right with segmental head.



**HARTLIP PLACE, PLACE LANE** Grade II

House. 1812 for William Bland. Chequered red and blue brick and slate roof. Two storeys on plinth with centre projecting with pediment. Hipped roof with stacks to left, centre and right. Regular fenestration of 3 glazing bar sashes on first floor and 2

on ground floor, the outer windows with false sidelights. Ground floor windows with shallow segmented and scalloped stuccoed fans, and inverse retrieving arches below. Central double doors, each of 3 raised and fielded panels in glazed Doric porch with sliding outer doors. Recessed 2 storey and 1 window extension to left. Service wings to rear. Interior: central circular staircase in top lit circular well. (See B.O.E. Kent II, 1983, 344).

**PLACE FARMHOUSE, GARDEN WALL AND GRANARY, PLACE LANE** Grade II

Farmhouse. C16. Timber framed and clad with red brick and tile hanging on first floor, with plain tiled roof. Two storeys and attic with 2 gabled dormers and stacks to centre right and glazed door with hipped hood. Attached garden wall C17, red brick in English Bond approximately 6 feet high running approximately 50 yards east-west and 25 yards north-south enclosing garden in front of house. At the north-western former granary, C18, timber framed upper storey clad with weather board on red brick lower storey with plain tiled roof.



**FARM STORAGE BUILDING 25 YARDS SOUTH EAST OF PLACE FARM, PLACE LANE** Grade II

Farm storage. C17. Red brick in English bond and timber framed first floor tile hung, with plain tiled roof. Two storeys with double-span roof. Two wood casements to each floor, with central board doors to both floors. In C19 converted to oasts, remains of 2 white brick kilns at south end, (these last not included in the listing).

**BARN 30 YARDS NORTH WEST OF PLACE FARM,**

**LANE** Grade II

Barn C17. Timber framed and clad with weather board with asbestos sheet roof. Hipped roof with sloping mid-stray, corrugated iron-roofed pentice to left. Interior: 5½ bays with aisles, with passing shores to arcade posts, cambered tie-beams; clasped purlin. Roof with diminished principal rafters and queen struts.



**DOVECOT 30 YARDS WEST OF PLACE FARM, PLACE LANE** Grade II

Dovecot. Circa 1700. Red brick with plain tiled roof. Square in plan. One storey on plinth with plat band and hipped roof with lantern. Double metal door on south face, one wood casement on east face. Interior: brick shelves and recesses for the doves remain intact; circular wooden lantern at apex of roof.

**SWEEPSTAKES FARMHOUSE, LOWER ROAD** Grade II

Farmhouse. Circa 1700. Chequered red and blue brick in English bond and plain tiled roof. Lobby entry plan. Two storeys on plinth with plat band and wood dentil cornice to half-hipped roof and stack centre left. Four wood casements on first floor, 3 on ground floor with segmental heads, and boarded door to centre left with rectangular fanlight and gabled porch.



**IVY COTTAGE, DANE LANE** Grade II

Hall house, now house. C15. Timber framed and exposed panel framing with plaster infill underbuilt with flint with red brick dressings; plain tiled roof. Former hall-house, now lobby entry plan. Two storeys and hipped roof with stacks at end left and centre left. Two wood casements on first floor, 1 on ground floor, and boarded door in gabled porch to centre left.



## APPENDIX 4

### Legislation, national policy and local policy

#### Planning (Listed Buildings and Conservation Areas) Act 1990

Section 66 General duty as respects listed buildings in exercise of planning functions:

(1) In considering whether to grant planning permission or permission in principle for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Section 69 Designation of conservation areas:

(1) Every local planning authority— (a) shall from time to time determine which parts of their area are areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance, and (b) shall designate those areas as conservation areas.

(2) It shall be the duty of a local planning authority from time to time to review the past exercise of functions under this section and to determine whether any parts or any further parts of their area should be designated as conservation areas; and, if they so determine, they shall designate those parts accordingly.

(3) The Secretary of State may from time to time determine that any part of a local planning authority's area which is not for the time being designated as a conservation area is an area of special architectural

or historic interest the character or appearance of which it is desirable to preserve or enhance; and, if he so determines, he may designate that part as a conservation area.

(4) The designation of any area as a conservation area shall be a local land charge.

Section 71 Formulation and publication of proposals for preservation and enhancement of conservation areas.

(1) It shall be the duty of a local planning authority from time to time to formulate and publish proposals for the preservation and enhancement of any parts of their area which are conservation areas.

(2) Proposals under this section shall be submitted for consideration to a public meeting in the area to which they relate.

(3) The local planning authority shall have regard to any views concerning the proposals expressed by persons attending the meeting.

Section 72 General duty as respects conservation areas in exercise of planning functions:

(1) In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of] any of the provisions mentioned in subsection

(2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.



### **National Planning Policy Framework (NPPF)**

The NPPF sets out the government's planning policies and how they should be applied. It provides the national framework for conserving and enhancing the historic environment, including conservation areas.

### **National Planning Practice Guidance (NPPG)**

The NPPG sets out government's guidance on how the act and national planning policy should be applied.

### **Adopted Local Plan- Bearing Fruits 2031: The Swale Borough Local Plan (2017)**

Relevant objectives and policies within the local plan include:

Policy ST 1 Delivering sustainable development in Swale.  
To deliver sustainable development in Swale, all development proposals will, as appropriate:..... 8. Achieve good design through reflecting the best of an area's defining characteristics; 9. Promote healthy communities through:..... maintaining the individual character, integrity, identities and settings of settlements; 12. Conserve and enhance the historic environment by applying national and local planning policy through the identification, assessment and integration of development with the importance, form and character of heritage assets (including historic landscape

Policy CP 4 Requiring good design.  
All development proposals will be of a high quality design that is appropriate to its surroundings. Development proposals will, as appropriate:... 2. Enrich the qualities of the existing environment by promoting and reinforcing local distinctiveness and strengthening sense of place; 5. Retain and enhance features which contribute to

local character and distinctiveness;... 8. Be appropriate to the context in respect of materials, scale, height and massing; 9. Make best use of texture, colour, pattern, and durability of materials; 10. Use densities determined by the context and the defining characteristics of the area; 11. Ensure the long-term maintenance and management of buildings, spaces, features and social infrastructure.

Policy DM 32 Development involving listed buildings.  
Development proposals, including any change of use, affecting a listed building, and/ or its setting, will be permitted provided that:

1. The building's special architectural or historic interest, and its setting and any features of special architectural or historic interest which it possesses, are preserved, paying special attention to the: a. design, including scale, materials, situation and detailing; b. appropriateness of the proposed use of the building; and c. desirability of removing unsightly or negative features or restoring or reinstating historic features.
2. The total or part demolition of a listed building is wholly exceptional, and will only be permitted provided convincing evidence has been submitted showing that: a. All reasonable efforts have been made to sustain existing uses or viable new uses and have failed; b. Preservation in charitable or community ownership is not possible or suitable; and c. The cost of maintaining and repairing the building outweighs its importance and the value derived from its continued use.
3. If as a last resort, the Borough Council is prepared to consider the grant of a listed building consent for demolition, it may, in appropriate circumstances, consider whether the building could be re-erected elsewhere to an appropriate location. When re-location is not possible and demolition is permitted, arrangements will be required to allow access to the building prior to demolition to make a record of it and to allow for the salvaging of materials and features.

Policy DM 33 Development affecting a conservation area.

Development (including changes of use and the demolition of unlisted buildings or other structures) within, affecting the setting of, or views into and out of a conservation area, will preserve or enhance all features that contribute positively to the area's special character or appearance. The Borough Council expects development proposals to:

1. Respond positively to its conservation area appraisals where these have been prepared;
2. Retain the layout, form of streets, spaces, means of enclosure and buildings, and pay special attention to the use of detail and materials, surfaces, landform, vegetation and land use;
3. Remove features that detract from the character of the area and reinstate those that would enhance it; and
4. Retain unlisted buildings or other structures that make, or could make, a positive contribution to the character or appearance of the area.

Policy DM 34 Scheduled Monuments and archaeological sites

1. Development will not be permitted which would adversely affect a Scheduled Monument, and/or its setting, as shown on the Proposals Map, or subsequently designated, or any other monument or archaeological site demonstrated as being of equivalent significance to scheduled monuments. Development that may affect the significance of a non-designated heritage asset of less than national significance will require a balanced judgement having regard to the scale of any harm or loss and the significance of the heritage asset.
2. Whether they are currently known, or discovered during the Plan period, there will be a preference to preserve important archaeological sites in-situ and to protect their settings. Development that does not achieve acceptable mitigation of adverse archaeological effects will not be permitted.
3. Where development is permitted and preservation in-situ is not justified, the applicant will be required to ensure that provision will be made for archaeological excavation and recording, in advance of and/or during development, including the necessary post-excavation

study and assessment along with the appropriate deposition of any artefacts in an archaeological archive or museum to be approved by the Borough Council.

### **Swale Borough Council Key Supplementary Planning Guidance**

Swale Borough Council Planning and Development Guidelines No 2: Listed Buildings – A Guide for Owners and Occupiers.

Swale Borough Council No 3: The Conservation of Traditional Farm Buildings.

Swale Borough Council Planning and Development Guidelines No 8: Conservation Areas.

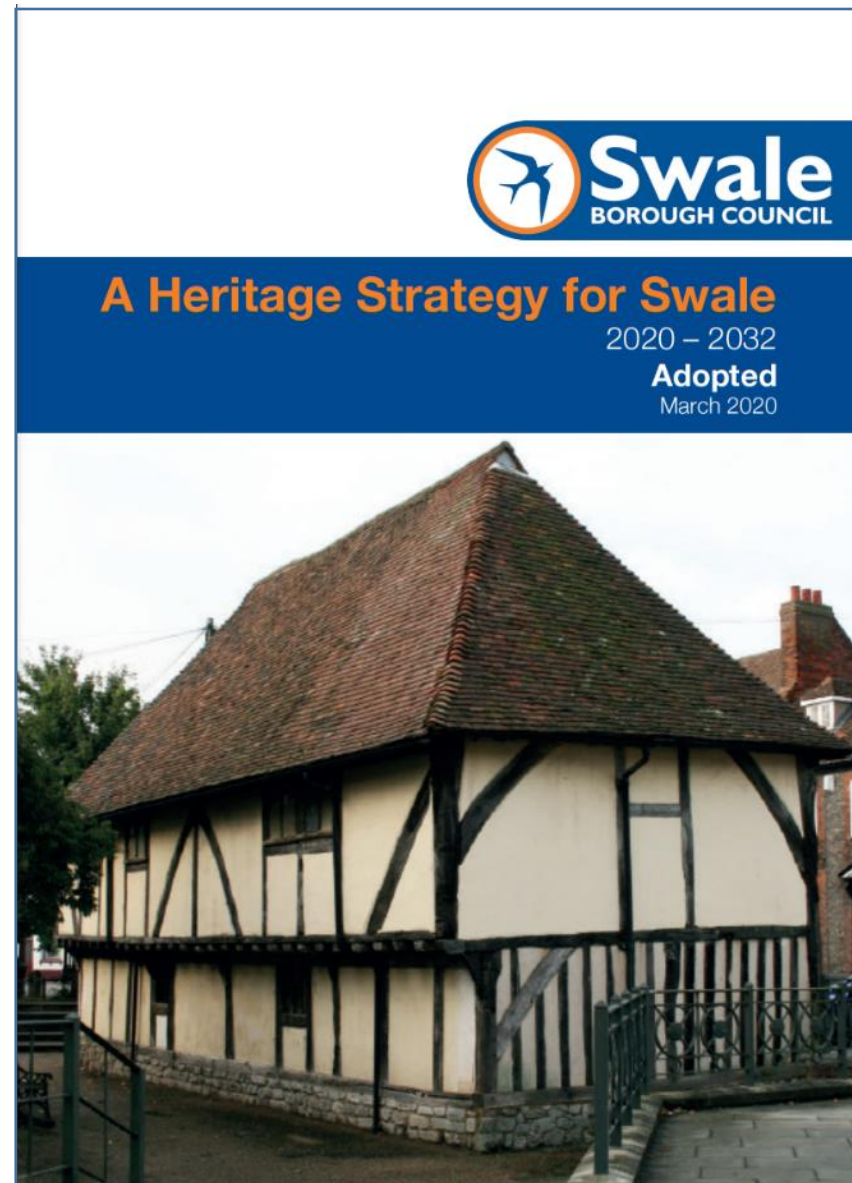
### **Swale Borough Council Heritage Strategy 2020-2032**

The Council has developed a borough-wide heritage strategy to help it, along with key stakeholders and other interested parties, to protect and manage the historic environment in Swale in a positive and sustainable way, on a suitably informed basis.

A key element of the strategy is setting out the Council's overall vision and priorities, which it is hoped will align with the vision and priorities of local communities and local amenity societies as far as possible, in order that the strategy can be widely supported.

The strategy sets out a series of proposals in the associated initial 3-year action plan which are aimed at enabling the positive and sustainable management of different elements of the borough's historic environment for the foreseeable future. Priority is given to those parts of the borough's historic environment which are already suffering from, and at risk from negative change, and/or which face significant development pressure, threatening their special character. The proposed set of actions will involve joint project working with

amenity societies and/or volunteers from the community wherever this is possible.



## APPENDIX 5

### Bibliography

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John Newman, *The Buildings of England North East and East Kent* (2013)

Kent County Council, *South east Archaeological Research Framework* [www.kent.gov.uk](http://www.kent.gov.uk)

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Kent County Council, *The historic parks and gardens of Kent (Kent Gardens Compendium)* (unpublished 1996)

Kent County Council and Kent Conservation Officers Group, *Highway Works and Heritage Assets: the Kent Protocol for Highway Works in Relation to Designated Heritage Assets* (2011)

LUC, *Swale Local Landscape Designation* (October 2018)

Jacobs, *Swale Landscape Character and Biodiversity Appraisal* (2011)

Swale Borough Council and Kent County Council, *Rural Lanes Study* (1996-97)

#### Historic England Publications

Historic England Good Practice Advice Notes (GPAs) provide advice on good practice and how national policy and guidance should be applied.

GPA1: *The Historic Environment in Local Plan Making* (March 2015)

GPA2 - *Managing Significance in Decision-Taking in the Historic Environment* (March 2015)

GPA3 – *The Setting of Heritage Assets* (December 2017)

Historic England Advice Notes (HEANs) include detailed, practical advice on how to implement national planning policy and guidance.

HEAN 1: *Conservation Areas: Designation, Appraisal and Management* (Feb 2019)

HEAN 2: *Making Changes to Heritage Assets* (February 2016)

HEAN 9: *The Adaptive Reuse of Traditional Farm Buildings* (October 2017)

HEAN 10: *Listed Buildings and Curtilage* (February 2018)

HEAN 12: *Statements of Heritage Significance* (October 2019)

HEAN 16: *Listed Building Consent* (June 2021)

*Streets For All* (May 2018)

For further information contact:

Swale Borough Council Planning Services 01795 417850

[www.Swale.gov.uk](http://www.Swale.gov.uk)

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The Street circa 1900. The house on the left has been demolished

This Conservation Area Character Appraisal was prepared by:

**Peter Bell Historic Building Consultancy** Peter@Bell.uk.com

on behalf of:

**Swale Borough Council**

**Swale House, East Street, Sittingbourne, Kent ME10 3HT**



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