

2.5 REFERENCE NO - 18/500258/FULL			
APPLICATION PROPOSAL			
The provision of a 3 unit accommodation building, car park and outdoor event space, the erection of 20 private residential dwellings, together with associated access, parking, highway works, drainage and landscaping.			
ADDRESS Land At Hill Farm Bobbing Hill Bobbing Kent ME9 8NY			
RECOMMENDATION Grant, subject to the further views of KCC Highways and Transportation and the comments of the Greenspaces Manager, completion of a s.106 agreement to secure the scheme as enabling development associated with Demelza Hospice, SAMMS payment of £301 per dwelling, and highways improvements as set out on the agreed drawings..			
SUMMARY OF REASONS FOR RECOMMENDATION			
Whilst the development is on land that has been specifically excluded from the Local Plan site allocations and is outside the built-up area boundaries, the development would provide funding towards enhanced facilities at, and the continued functioning of, Demelza House hospice. The application is therefore considered to be acceptable in principle only in as much as it is an enabling development towards a valuable community facility.			
REASON FOR REFERRAL TO COMMITTEE			
Parish Council objections; recommendation not in accordance with Local Plan policy, requires Member determination.			
WARD Bobbing, Iwade And Lower Halstow	PARISH/TOWN Bobbing	COUNCIL	APPLICANT Hill Farm and Demelza Hospice Care for Children AGENT DHA Planning
DECISION DUE DATE 09/05/18	PUBLICITY EXPIRY DATE 19/03/18		
RELEVANT PLANNING HISTORY (including appeals and relevant history on adjoining sites):			
App No	Proposal	Decision	Date
17/502156/FULL	Erection of 5no. 4 bedroom detached dwellings with associated vehicle parking and realignment of Rook lane cross over.	Granted.	19.9.2017
This application relates to redevelopment of part of the former Southern Water works site ,on the western side of Rook Lane opposite the current application site . The development is currently under construction.			
17/506010/FULL	Erection of a 74 suite Care Home (use class C2) with associated car parking, refuse and external landscaping.	Not yet determined	
This current application was deferred by Members at the meeting on 19 th July, having been recommended for approval by officers, for officers to engage in discussions with the applicant in respect of landscaping, air quality, highways, and other matters.			

MAIN REPORT

1.0 DESCRIPTION OF SITE

1.01 The application site forms the south-western corner of a much larger agricultural field, bordered by Rook Lane to the west, agricultural fields to the north and east, and houses fronting the A2 to the south. The very southwestern tip of the application site, adjacent to the A2 / Rook Lane junction, where there are no existing dwellings, extends to the A2.

- 1.02 The application site is irregularly shaped and extends to approximately 3.3ha (8.1 acres) in area.
- 1.03 Land levels vary considerably within the application site and the wider area. Levels generally slope up to the south and west (from 52m above datum in the centre of the site to ~56m adjacent to Rook Lane), and down to the north and east. However there is a sharp depression towards the centre of the site (dropping to 49m) on the southern end which rises to a crest beyond the site boundary and slopes down again to the rear of the houses on Bobbing Hill, and a noticeable rise along the eastern boundary towards the northern end of the site (rising to 54m).
- 1.04 There are clear uninterrupted views of the site from Rook Lane, but as a result of land levels and existing surrounding development there are limited views from the A2, Bobbing Hill, and Sheppey Way – current views from those locations are limited to the roof of the bungalow known as Merville (immediately northeast of Demelza House), Demelza House beyond that, and the rear of the houses closest to the A2 / Rook Lane junction. Views from Cold Harbour Lane are restricted by land levels (the verge is set much higher than the road at points) and existing hedgerows / mature planting.
- 1.05 The site lies approximately 2.9km from Sittingbourne High Street, and 1.6km from the centre of Newington.

2.0 PROPOSAL

- 2.01 The application seeks permission for the erection of a three-unit accommodation building for Demelza House; and 20 private residential dwellings; with associated parking, access, landscaping, drainage works; and highways improvements.
- 2.02 The proposed staff accommodation block will be positioned roughly opposite the existing site entrance for Demelza House. It will comprise a single-storey building constructed of red brickwork and slate roof, with areas of timber cladding and a green roof above an entrance porch. Externally the building will measure 28.7m long x 14m wide x 5.5m high (2.7m to eaves). Internally it will be divided into three self-contained flats (one two-bed flat and two one-bed flats) with a communal area around the main entrance. Each flat will have a small outdoor space and patio.
- 2.03 Adjacent to the accommodation block will be an 80-space car park and area of open space available for amenity use or as a space for Demelza to hold fundraising events.
- 2.04 The proposed houses will be arranged along a roughly southwest-northeast line, either side of a central estate road (with access points at either end of the site along Rook Lane). There will be a mix of six semi-detached units (clustered at the southern end of the site) and 14 detached units. The detached units will have private garages, and all of the proposed dwellings will have generous gardens (minimum 10m deep x 9m wide).
- 2.05 The houses will have a maximum ridge height of 9m, and will be of a relatively traditional design with steeply pitched roofs, red brickwork, and clay roof tiling, but with some modern features such as areas of vertical glazing, or metal roofs on some projecting elements. As noted above each house will have dedicated parking (on plot for the detached houses, and within parking barns for the semi-detached houses).
- 2.06 As part of the development it is proposed to construct a SUDS pond (roughly 45m x 32m) in the eastern corner of the site, to the rear of 50 to 60 Keycol Hill, and to improve the highway junction between Rook Lane and Keycol Hill. The highway

improvement works include realigning the approach to the junction when heading south along Rook Lane so that appropriate visibility splays can be achieved in all direction, widening the junction, installing pedestrian footpaths along both sides of Rook Lane, and grading/landscaping the verges.

- 2.07 The houses, accommodation block, and SUDS pond will all be surrounded by a planting strip (minimum three metres in width), which will contain native hedgerow and tree planting.
- 2.08 The submitted Planning Statement explains:
- 2.1.3 *Demelza...faces a continued shortage of nursing and care staff and finds it extremely difficult to attract and recruit staff to Kent. Likewise the existing parking provision and outdoor event space on site is inadequate in terms of amount and location.*
 - 2.1.5 *The residential development proposed is the minimum amount of development required to fund the proposed facilities and gift the land to Demelza. Likewise, following discussions with KCC Highways, as part of the proposed development, significant improvements are required to the Rook Lane/A2 Keycol Hill junction.*
 - 5.1.11 *There is a national shortage of nurses which is affecting hospices and NHS hospitals alike. The Demelza Kent base is routinely operating at 20%-30% understaffing in nurses...and is finding it extremely difficult to attract and recruit suitable and well-trained staff. One of the main reasons for Demelza Kent's difficulty in attracting staff is that potential nursing staff prefer to work in a London hospice which offers staff accommodation. Demelza is trying to address this shortage through supporting newly-qualified nurses in partnership with Canterbury College and others and through recruiting from abroad. However, without being able to offer staff accommodation, recruitment will always remain a very difficult issue for Demelza.*
 - 5.1.25 *The land that has been made available to Demelza will allow the charity not only the much-needed staff accommodation but also a car park for 80 cars and space for an outdoor event area.*
 - 5.1.27 *The provision of staff accommodation would enable Demelza to recruit much needed care staff and provide full time workers with living facilities. The hospice is a 24/7 service, and therefore would greatly benefit from having care team staff living adjacent to the site and readily available in the event of emergency situations.*
 - 5.1.29 *The increase in parking provision will help meet the existing and future parking needs of the site, and therefore reduce the number of cars which overspill onto Rook Lane. Likewise the surface material and location of the proposed car parking would make it accessible and easier for wheelchair users in comparison to the existing plastic gridding and gravel surface.*
 - 5.1.31 *The proposed 'event space' will allow Demelza to hold larger and regular events, and make the hospice itself the hub of fundraising activities.*

5.1.33 *The existing A2 Keycol Hill / Rook Lane junction has poor visibility and is known locally as a very difficult junction. The proposed development seeks to improve this by re positioning and widening the junction. This will allow the junction to accommodate two-way vehicle movements, improve visibility and therefore significantly improve the safety of the existing junction.*

5.1.34 *As part of the overall scheme, SUDS techniques will be used to deal with surface water drainage generated by the development. By picking up surface water and allowing it to drain properly into a bespoke infiltration system will reduce the existing overland flooding into the lowest point of the existing properties to the north of Keycol Hill. This will have the benefit of reducing the regular occurrence of flooding in the gardens of the properties along Keycol Hill and the land behind.*

3.0 SUMMARY INFORMATION

	Proposed
Site Area	3.36 ha / 8.3 acres
Max. ridge height	5.5m (accommodation block) 9m (houses)
Max. no. of storeys	2
Parking spaces	80 for accommodation block/function area, and minimum 2 spaces per semi-detached dwelling / 3 spaces per detached dwelling.
No. of residential units	23 (inc. 3 staff units)
No. of affordable units	0

4.0 PLANNING CONSTRAINTS

4.01 The site is within an area of potential archaeological importance.

5.0 POLICY AND OTHER CONSIDERATIONS

National policy

5.01 The National Planning Policy Framework (NPPF), the updated version of which was published on 24th July 2018, and National Planning Practice Guidance (NPPG) encourage the provision of new dwellings in order to meet housing need, but also aims to restrict residential development within the countryside. Paragraph 8 of the NPPF states that there are economic, social, and environmental issues to be considered when trying to deliver sustainable development, of which social and environmental are particularly relevant here:

“b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and

c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land,

helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating”

- 5.02 Para. 15 of the NPPF sets out that development should be plan-led, with *“succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings.”* Further to this para. 38 sets out that *“local planning authorities should approach decisions on proposed development in a positive and creative way ... and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area.”*
- 5.03 Para. 83 of the NPPF aims to encourage the rural economy, commenting that planning decisions should enable *“the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings.”*
- 5.04 Para. 73 of the NPPF requires local planning authorities to *“identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years’ worth of housing against their housing requirement set out in adopted strategic policies.”* As set out below, however, this site was excluded from the Council’s housing land supply calculations for various reasons.
- 5.05 As noted above: para. 8 of the NPPF sets out that one element of sustainable development is ensuring the creation of *“strong, vibrant and healthy communities...with accessible local services that reflect the community’s needs and support its health, social and cultural well-being.”* Further to this para. 92 encourages Local Authorities to *“b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community; c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community’s ability to meet its day-to-day needs; d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.”*
- 5.06 Para. 112 of the NPPF refers to the use of agricultural land, stating:

“Local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.”

Local policy

- 5.07 Policies ST1 (sustainable development), ST2 (development targets for jobs and homes), ST3 (Swale settlement strategy), ST5 (Sittingbourne strategy), CP1 (strong, competitive economy), CP2 (sustainable transport), CP4 (good design), CP6 (community facilities), DM3 (rural economy), DM6 (managing transport impact), DM7 (vehicle parking), DM8 (affordable housing), DM14 (general criteria), DM19 (sustainable design and construction), DM21 (water, flooding, and drainage), DM25 (separation of settlements), and DM31 (agricultural land) of the adopted Swale Borough Local plan 2017 are relevant.

- 5.08 ST3 sets out the Swale Settlement Strategy, which is a hierarchy of the locations at which residential development should be located. The current application site sits within the lowest tier – locations within the open countryside – where *“development will not be permitted, unless supported by national planning policy and able to demonstrate that it would contribute to protecting and, where appropriate, enhancing the intrinsic value, landscape setting, tranquillity and beauty of the countryside, its buildings and the vitality of rural communities.”*
- 5.09 Policies CP3 and CP4 acknowledge that we need to provide a supply of high-quality dwellings, of a good standard of design, while providing appropriate parking (DM7) and ensuring that general amenity is not significantly harmed (DM14).
- 5.10 Of relevance is policy CP6, which aims to provide and protect community services and infrastructure:

“The Council will work with developers and other public agencies to identify deficiencies in infrastructure. Development proposals will, as appropriate:

1. *Deliver timely infrastructure, especially those forming part of the Local Plan implementation and delivery schedule;*
2. *Safeguard existing community services and facilities where they are viable or can be made so unless replacement facilities can be provided without leading to any shortfall in provision;”*

Strategic Housing Land Availability Assessment (SHLAA)

- 5.11 The Strategic Housing Land Availability Assessment (carried out in 2013/14 to inform the then emerging 2017 Local Plan) dismissed this site (site ref. SW/735) as a site not achieving Step 0 of the SHLAA process, i.e. it failed to meet the initial assessment criteria of being within or adjoining any of a number of listed settlements:

“Together with other sites at Bobbing it has been concluded that this site is located in the countryside away from any identified settlement and not identified as suitable for allocations. It is additionally considered to have a significant major adverse visual impact not capable of mitigation to levels where the benefit of development does not outweigh such impacts.” (LDF panel 19 May 2016, page 23.)

Swale Landscape Character and Biodiversity Appraisal (Jacobs, 2011)

- 5.12 The application site is located within the Iwade Arable Farmlands character area. The landscape Appraisal comments (my emphasis in **bold**):

“Iwade Arable Farmlands are very gently undulating rural landscapes that have been formed from the underlying geology of London clay and Bagshot beds... Traditionally these would have supported fruit production. However today cereal crops have mainly replaced the orchards and indeed this is the case throughout the area... The medium and large-scale fields provide for long views across the open arable landscape...”

Guidelines for the Iwade Arable Farmlands focus on restoring the rural environment whilst creating a landscape structure that will improve the area’s strength of character...

- *Restore the remaining landscape structure of woodland, hedgerow, remnant (or former) orchard, ditches and shelterbelts by looking for opportunities to create such features to restore a strong landscape structure. **Undertake targeted enclosures of open landscapes, screen plant and soften major transport routes and development using woodland blocks, shelterbelts and hedgerows.***
- *Conserve the distinctive landscape character of the valley and hills, covered by woodland, trees, pasture/ grassland and orchards, which form the eastern and northern landscape setting of the village of Newington.*
- ***Use local and vernacular materials appropriate to the location:** for boundaries - hedgerow, yellow and (some red) stock brick within villages, occasional railing and chestnut paling, for roofs – Kent-peg tiles (occasionally decorative banded) and occasional slate, corrugated iron sheets on rural outbuildings, for building walls - yellow and red (in older areas) stock brick, decorative banded tile hanging, some render and tarred weatherboarding on rural outbuildings. For new hedges and hedgerow trees - hawthorn, hazel, blackthorn, dog rose, field maple and dogwood, for mixed woodland or other planting - pedunculate oak, hornbeam, ash, hazel and field maple, additionally at lower levels, birch.”*

6.0 LOCAL REPRESENTATIONS

6.01 19 letters have been received from local residents, 17 of which object and two of which contain general comments. The issues raised can be summarised as follows:

- Should be determined by the planning committee;
- Council officers and Members have expressed support for the scheme prior to submission of this application;
- Land not identified/allocated for development;
- Will set a precedent for development of the rest of the field;
- The site is productive agricultural land;
- Impact on wildlife;
- What is to prevent the development from setting a precedent and expanding across the remainder of the field;
- The viability information must be scrutinised;
- The proposed junction improvements won't be sufficient, and it is a dangerous junction;
- The additional traffic from the development will negate the junction improvements;
- Local parking pressure will increase, with potential for anti-social parking;
- Will the houses have separate parking from the 80-space car park;
- The proposed houses will have 3/4 bedrooms, and devalue the “exclusive” 5/6 bed houses at Rooks View;
- Loss of property value in the wider area;
- No economic or community benefit to local residents;
- Loss of views from existing houses across the fields;
- Overlooking of existing properties, and loss of privacy;
- Noise, dust, and general disturbance from construction;
- Noise, smells, and general disturbance from fundraising events in the outdoor space;
- Flooding of existing properties during heavy rainfall;
- Has the drainage strategy been properly assessed;
- Pollution from additional traffic;
- Light pollution from additional dwellings;

- There is no street lighting on Rook Lane;
- Not enough notice of public consultation event;
- No need for additional staff at Demelza;
- The managing director of Demelza has told locals they have funding and space to build within the existing site;
- Submitted documents don't accurately reflect local sentiment expressed at the public consultation event;
- Demelza doesn't own the land;
- The accommodation block could be located elsewhere;
- More staff accommodation could be built, and fewer houses;
- Lack of local infrastructure to cope with additional housing;
- The site is remote from public transport; and
- Object to the Demelza branding being used on the 'promotional' material for the development because it suggests Demelza are responsible when the application is actually driven by developer, and being presented in a way to "tug at heart strings."

6.02 Councillor Lewin, Deputy Leader and Cabinet Member for Planning, has written to clarify that contrary to paragraph 2.4.3 of the Planning Statement he has not made a statement expressing support for the scheme, nor has he met the agents, DHA Planning, to discuss the scheme.

7.0 CONSULTATIONS

7.01 Bobbing Parish Council object to the scheme on the grounds that the development will have a negative impact on highway safety and amenity; may set a precedent for further development in the area; will have a cumulative impact with other nearby developments; and that Councillor's support of the scheme at pre-application stage constitutes predetermination.

7.02 Newington Parish Council (the neighbouring parish) object on the grounds that the site is not allocated and comprises grade 1 agricultural land; the scheme will have a negative impact on highway safety and amenity; may set a precedent for further development in the area; will have a cumulative impact with other nearby developments; and that Councillor's support of the scheme at pre-application stage constitutes predetermination.

7.03 Highways England, further to receipt of additional information in respect of the intended use of the event space, has no objection subject to conditions requiring submission of, and adherence to an Event Traffic Management Plan.

7.04 KCC Highways and Transportation comment that the submitted Transport Statement is robust and conforms to required standards. They note that the proposed junction improvements would allow two cars to pass safely; improve visibility sightlines for drivers; and allow the installation of pedestrian footpath from the A2 to the site. A road safety audit has been carried out for these items and no objections have been identified. The officers also note that modelling has been carried out for operation of the junction, and demonstrates that it would be well within capacity at peak AM and PM periods (it would have a Ratio to flow Capacity of 0.292 against an accepted operational limit of 0.85). The officers do, however, maintain a holding objection until a number of minor items have been addressed. The agent has submitted further drawings in respect of these requested changes, and I will update Members at the meeting in respect of KCC Highways and Transportation's further comments.

- 7.05 Natural England has no objection subject to securing the standard SAMMS payment of £301 per dwelling [or £6923 in total].
- 7.06 The Environment Agency has no objection subject to standard conditions and an informative, as set out below.
- 7.07 The KCC Flood officer has no objection subject to standard conditions.
- 7.08 KCC Ecology have no objection subject to conditions.
- 7.09 The KCC Public Rights of Way officer does not object.
- 7.10 The KCC Development Contributions officer has waived all of the standard contributions (towards education, adult education, libraries, etc.) in recognition that this is an enabling development.
- 7.11 Kent Police advise that the developer should contact them to discuss how the development can meet the Secured By Design standards.
- 7.12 The Council's Agricultural Consultant notes that officers have generally supported the proposals in pre-application discussions, and therefore does not consider there to be a need for him to provide detailed comments in respect of the loss of farmland.
- 7.13 The Council's Environmental Protection Team Leader has no objection subject to standard conditions in respect of a contamination survey (primarily to assess any impacts of pesticide use on the land) and noise / dust / working hours. These conditions are set out below.
- 7.14 The Council's Greenspaces Manager has not yet responded. I will update Members of his comments at the meeting.

8.0 BACKGROUND PAPERS AND PLANS

- 8.01 As referred to in the submitted Planning Statement: the applicants engaged in a series of pre-application discussions with Council officers and Members. These discussions originally proposed residential development of the entire field, which was strongly discouraged by officers in light of the (then emerging) Local Plan position in respect of the site's unallocated status. Discussions centred around the need for the staff accommodation block, as proposed, and officer's advice was that the only way such an enabling development could be supported was if the quantum of development was the minimum required to secure the staff accommodation, and through scrutiny of a full viability assessment (as has been submitted).
- 8.02 The current application is supported by a full suite of plans, drawings, and technical statements and, as above, a full viability assessment.

9.0 APPRAISAL

Principle

- 9.01 It must first be acknowledged that the site lies outside of the built-up area boundary and is not allocated for development under the adopted Local Plan. The principle of residential development is therefore generally unacceptable under both Local and National planning policy and guidance.

Enabling development

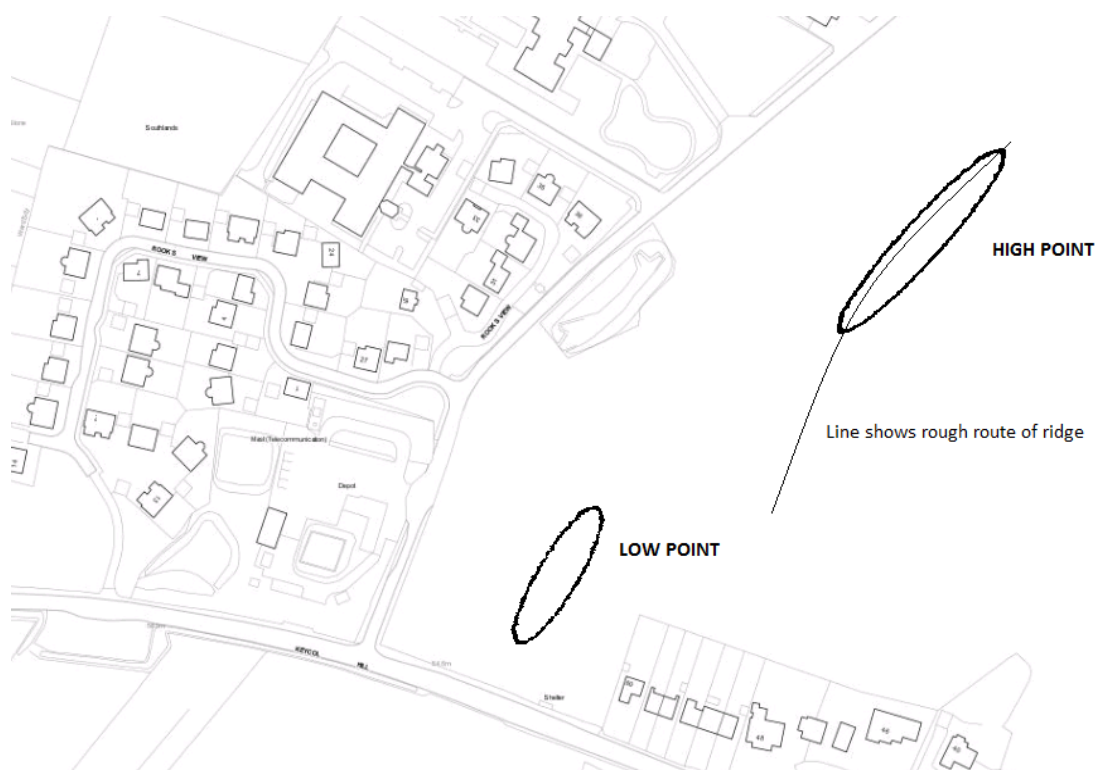
- 9.02 However, what must be considered is the enabling element of the proposal, i.e. the provision of staff accommodation for Demelza Hospice and an external events spaces and a car park for 80 vehicles to provide over-spill for the hospice, funded by the erection of the 20 dwellings. The term “enabling development” is not a statutory definition. It generally refers to situations in which development that would otherwise be unacceptable is considered acceptable because it would facilitate benefits that outweigh that harm. Enabling development is most commonly used to help repair important listed buildings which would otherwise be left to ruin (for example SW/06/0150, which granted consent for construction of one 6 bedroom house and four 2 bedroom cottages to fund repairs to Provender House), but this does not preclude it from occurring in instances such as this.
- 9.03 What the Council must consider is i) whether the benefits to be gained from the provision of a staff accommodation block for Demelza and the other proposed facilities outweighs the harm arising from the erection of 20 dwellings within the countryside (including the harm arising from not securing standard developer contributions to mitigate impacts on infrastructure and services), and ii) whether the development is legitimately an enabling scheme.
- 9.04 In respect of item ii) above, the applicant’s agent has provided a full viability assessment clearly setting out the costs involved and profit to be generated. Officers have not found any significant discrepancies with the viability assessment, and consider it to be a sound document. The assessment states that 20% profit on the residential element is targeted – this is the standard minimum profit which the majority of developments nationwide seek to secure before developers will even contemplate breaking ground, and below which they struggle to secure funding/loans to proceed. Officers do not dispute this aspect, and it should be noted that Government guidance accepts 20% as a reasonable minimum level. The document then sets out the build costs for each element of the scheme, which officers consider to be reasonable. When taking all costs into account the developer will take a final profit (after construction of Demelza’s accommodation block, event space, and car parking area) of 11%, considerably below the standard minimum profit.
- 9.05 Whilst it could be argued that the developer could take an even lower profit it must be borne in mind that without a certain profit margin developments simply do not go ahead. Below the current projected profit level it is likely that the developer will struggle to recoup their costs, and the project would be a non-starter. In this regard officers are confident that this is the minimum level of development required to ensure the Demelza development is funded.
- 9.06 Some local residents have noted that, according to the Charity Commission, Demelza has funds in the bank and land to the rear of their existing buildings on which they could expand. I questioned the agent on this aspect, and they commented:

“As set out in the planning statement, Demelza Kent has investigated the available options to deliver the parking, event space and accommodation facilities on site. However the key reasons preventing this are cost and the physical constraints of expanding on site. As a charity not funded by the NHS, Demelza relies almost solely on the generosity of supporters to pay for its services. Furthermore, the existing site has not got the adequate space for the proposed facilities on site, and there is a need for sufficient separation between the existing and proposed development to ensure no impact on the primary day to day work of the charity.”

- 9.07 I consider this to be a reasonable response, and note that the existing Demelza site is somewhat constrained by land levels and existing supporting buildings / amenity space around the main building.
- 9.08 With regard to the arguments in respect of the need for the development and the viability assessment I am comfortable that the scheme is necessary and reasonable. The scheme needs to be secured through a section 106 agreement, however, and I recommend that strict trigger points for provision of the Demelza elements are set within that agreement. It seems appropriate in my opinion to require construction and handover of the Demelza element before first occupation of any the market housing, as the 'benefit' has then been accrued before there is any opportunity for slippage or change of ownership of the land that may affect the wording (and therefore enforcement) of the agreement (not that there is any suggestion or suspicion that this is likely, but rather a guarantee that the benefits will be provided). The development is *only* acceptable because of the planning gain from supporting the hospice (as it is otherwise contrary to policy) so this needs to be unequivocally secured before the dwellings are sold otherwise there is a risk (again, not that there is *any* suggestion or expectation of impropriety by the applicant) that the Council could end up with new houses in the countryside and no community benefit.
- 9.09 Consideration of item i) as set out in 9.03 – whether the harms arising from the development justify the gain for Demelza – is a much broader issue, which requires consideration of the wider scheme.

Layout

- 9.10 The site layout has been carefully considered to locate the Demelza element in an appropriate location to properly service their requirements; it is directly to the front of the existing buildings and therefore provides a clear and functional link between the two sites. Of particular note is that the position of the accommodation block means that it will be obscured in views from the east by a high point in the land.



- 9.11 In similar regard the southern part of the site was identified by officers in pre-app discussions as the least visually sensitive part of the larger field, as this southwestern corner of the larger area is screened to some extent by land levels and existing development. It also makes sense to locate new development close to existing development rather than spreading the built form across a larger area. The ridge running roughly N-S to the east of the application site (see illustration above) will screen the majority of views from Bobbing Way and Coldharbour Lane of the proposed houses, while a low point within the application site boundary will result in some of the houses being set down and thus less imposing, in my opinion.
- 9.12 The layout of the houses is, in my opinion, sensible. The development runs on a roughly N-S alignment, with good spacing between the properties and more than adequate space for parking and gardens. The development would not appear cramped and equates to a density of approximately 11 dwellings per hectare (taking only the residential development area into consideration); there is space outside of the plots for soft landscaping and planting; and space on each plot for bin storage and cycle parking.
- 9.13 The adopted Landscape Character SPD (see 5.10 above) advises that the Council should be aiming to restore rural landscape features and create “a landscape structure that will improve the areas strength of character.” In this regard (and whilst I fully accept that erection of dwellings is generally an intrusive feature in the rural landscape) I consider the proposed scheme to offer positive gains for the wider landscape. A lot of the housing will be obscured in long distance views by land levels (as set out at the site description above), and therefore primary views from key vantage points such as Bobbing Hill or Sheppey Way (especially close to McDonalds) will be of the 3m-deep boundary planting belt that wraps around the edge of the development. This new planting will, in my opinion, positively contribute to the hilltop woodland areas/features identified within this character area, and enforce field boundaries (where previously fields have been opened up and destroyed historic patterns), as required by the SPD.

Design

- 9.14 The proposed buildings are, in my opinion, of a good standard of design. The accommodation block has a low roof ridge, which will help to reduce its visual impact, and makes use of traditional local materials. The entrance porch will feature a sedum/green roof, which whilst only a small element of the scheme, will add interest to the building and contribute very modestly to its sustainable credentials. The proposed dwellings feature traditional Kentish design features, including tall, steeply pitched roofs, catslide roofs, and weatherboarded elevations. The use of large areas of glazing and small areas of metal cladding will add modern touches to the properties that will, in my opinion, enhance the overall character and quality of the development as a whole.
- 9.15 The success of the development will depend upon it being constructed in accordance with the submitted details, and the conditions below will ensure that officers have control over the elevations and external materials. Subject to these conditions I have no serious concerns in this regard, and consider this to be a development with the potential to be an exemplar of good design within the Borough.

Amenity

- 9.16 I recognise local concern and objection in respect of the development, however it must be noted that loss of views and loss of property value are not planning considerations. Nevertheless I do not consider that the development would give rise to any serious amenity issues for the existing surrounding residents.
- 9.17 There will be substantial separation between existing and proposed dwellings, as set out below, which will ensure that opportunities for overlooking, overshadowing, or loss of privacy are at an absolute minimum:
- minimum 16m flank to flank with 60 Keycol Hill;
 - minimum 50m between proposed houses and existing houses on Rooks View;
 - minimum 26m between proposed houses and proposed houses at former Southern water site (not yet constructed).
- 9.18 There will be some noise and disturbance during the construction period, but this is common to all developments and is generally short lived. It is not a matter on which the Council could justifiably refuse planning permission, and I note (see paragraph 7.13 above) that the Environmental Protection Team Leader has no objection (subject to conditions). I appreciate neighbour concerns in respect of noise and disturbance from events held at the new open space, but these will be infrequent (in clarifying this aspect to Highways England, Demelza have stated 4-6 events per year) such as to not give rise to disturbance for more than a few days a year, which I do not consider to be significant. The condition below restricts the number of events that can be held on the land (unless otherwise agreed by the Council) and therefore provides confidence that the frequency of events will not increase without proper consideration of the impacts.
- 9.19 The scheme includes the construction of a SUDS pond in the eastern part of the site. As set out within the submitted D&A and drainage strategy this will be of a significant amenity benefit to the existing residents on Keycol Hill as it will store surface water runoff and prevent it from rushing unobstructed into their rear gardens as it does at present, and also has potential biodiversity benefits. The continued maintenance and functioning of this pond is secured by conditions set out below.

Highways

- 9.20 I note significant local concern in respect of traffic and parking, with particular reference to the inadequacy of the Rook Lane/A2 junction and high levels of parking within the area when Demelza have events. This scheme seeks to address both of those concerns in that substantial improvements to the junction are proposed (and secured by conditions below) and the accommodation block is surrounded by an 80 space car park that will take the majority of visitor parking for Demelza off the highway. In this regard, whilst I appreciate resident's concerns, I do not share them and consider the scheme to be acceptable.
- 9.21 The residential element of the scheme is over-provided for in terms of vehicle parking. The semi detached houses each have two spaces within communal car ports, which is in accordance with current adopted Kent Vehicle Parking Standards; the detached houses have space on plot for a minimum of three vehicles each (not including the proposed garages); and 11 visitor spaces are provided across the development. I note that KCC Highways and Transportation have no objection to this aspect, and consider parking to be acceptable.
- 9.22 The proposed junction improvements will be of a significant benefit to local residents, in my opinion, making access to and from the A2 quicker, easier, and safer. (It should also be noted, in my opinion, that there is direct access to the Keycol roundabout from Rook Lane via Bobbing Hill. This may not be as convenient for local residents but it avoids the problems of the existing junction without significant diversion.) KCC Highways and Transportation have no objection to the scheme as a whole (subject to minor amendments to the layout, for which amended drawings have been received and I will update Members on their further comments at the meeting) and whilst I note local concern I do not consider that there are any justifiable highways grounds on which to refuse this scheme, especially in light of the substantial junction improvements (to be secured by the s106) that will be brought forward as part of this development.
- 9.23 Highways England have not objected in terms of the impact of the development upon the strategic highways network (which includes the A249 and the M2), subject to conditions set out below to ensure any events at the Demelza site re appropriately managed in terms of traffic. In this regard, I have no serious concerns myself, and do not consider that the Council could justifiably refuse permission on highways grounds.

Ecology

- 9.24 The site is currently an agricultural field and was, at the time of my site visits, largely empty from the crop having been collected. There are no notable habitat features on the site itself (although I note the existing balancing pond adjacent to the site which could serve as habitat for reptiles) and therefore little potential for any serious harm to local wildlife. The proposed SUDS pond will provide additional habitat potential. I note that the County Ecologist has no objection subject to the conditions set out below, and I therefore have no serious concerns on this aspect.
- 9.25 The development includes a 3m planting strip around the perimeter of the site. I raised the potential for widening this to 5m but, after discussions with the agent, agree that to do so would result in the built sections of the scheme being more cramped and somewhat degrading the spacious and attractive nature of the scheme as it stands. This buffer strip will provide substantial new habitat potential for wildlife as well as

softening views of the development from the east and the rear of the houses on Keycol Hill. The landscaping scheme conditions below secure this planting.

Building for Life

- 9.26 I have assessed the development against Building for Life 12 (as agreed by the Local Plan Panel on 25.04.18), and consider that it scores 9 out of 12, but with acknowledgement that one category was not applicable, and two categories were 50/50 in terms of positive and negative elements. Overall, however, I consider this to be a good score, and believe that the negative elements are no so unacceptable as to require amendment. My assessment is appended to the end of this report.

Other matters

- 9.27 As noted by some local residents: the site lies on Grade 1 agricultural land, which is considered to be the most productive and fertile. Policy DM31 of the adopted Local Plan states that *“development on agricultural land will only be permitted where there is an overriding need that cannot be met on land within the built-up area boundaries,”* and para. 112 of the NPPF advises seeking to first use areas of lower quality farmland in preference. In considering this application I believe that there is an overriding need, and that need can only be met from this site. Whilst some agricultural land will be lost as a result of this development the total area is not significant and the remainder of the wider field will still be available for farming. I do not consider refusal on this ground would be justified at appeal.
- 9.28 Taking the above into account, aside from the fact that the development will be on land outside the built up area and thus contrary to policy in principle, I do not consider that there would be such harm arising from it as to outweigh the benefits to a valuable community facility as to justify refusal of planning permission. I appreciate that the nature of Demelza’s work can be an emotive topic, but in considering this application I have put that to one side and taken a factual approach to the issue of a community facility requiring additional services which are proposed to be accommodated in a manner contrary to policy. In that regard I consider that the Council has performed its duty to properly weigh the issues, and by presenting the case to planning committee this has been done in a transparent manner.

The Conservation of Habitats and Species Regulations 2017

- 9.29 The application site is located within 6km of The Medway Estuary and Marshes Special Protection Area (SPA) which is a European designated sites afforded protection under the Conservation of Habitats and Species Regulations 2017 as amended (the Habitat Regulations). SPAs are protected sites classified in accordance with Article 4 of the EC Birds Directive. They are classified for rare and vulnerable birds and for regularly occurring migratory species. Article 4(4) of the Birds Directive (2009/147/EC) requires Member States to take appropriate steps to avoid pollution or deterioration of habitats or any disturbances affecting the birds, in so far as these would be significant having regard to the objectives of this Article.
- 9.30 Residential development within 6km of any access point to the SPA has the potential for negative impacts upon that protected area by virtue of increased public access and degradation of special features therein. The HRA carried out by the Council as part of the Local Plan process (at the publication stage in April 2015 and one at the Main Mods stage in June 2016) considered the imposition of a tariff system to mitigate impacts upon the SPA (£301 per dwelling on developments of 10 or more units, as

ultimately agreed by the North Kent Environmental Planning Group and Natural England) – these mitigation measures are considered to be ecologically sound.

- 9.31 However, the recent (April 2018) judgement (*People Over Wind v Coillte Teoranta*, ref. C-323/17) handed down by the Court of Justice of the European Union ruled that, when determining the impacts of a development on protected area, “*it is not appropriate, at the screening stage, to take account of the measures intended to avoid or reduce the harmful effects of the plan or project on that site.*” The development therefore cannot be screened out of the need to provide an Appropriate Assessment (AA) solely on the basis of the agreed mitigation measures (SAMMS), and needs to progress to consideration under an AA.
- 9.32 In this regard, whilst there are likely to be impacts upon the SPA arising from this development, the scale of development, the proposed landscape and biodiversity enhancements to be provided as part of the scheme, and the mitigation measures to be implemented within the SPA from collection of the standard SAMMS tariff (secured by the s106) will ensure that these impacts will not be significant or long-term. I therefore consider that, subject to mitigation, there will be no adverse effect on the integrity of the SPA.
- 9.33 It can be noted that the required mitigation works will be carried out by Bird Wise, the brand name of the North Kent Strategic Access Management and Monitoring Scheme (SAMMS) Board, which itself is a partnership of local authorities, developers and environmental organisations, including SBC, KCC, Medway Council, Canterbury Council, the RSPB, Kent Wildlife Trust, and others. (<https://birdwise.org.uk/>)

Developer Contributions / Infrastructure

- 9.34 Developments of 11 or more dwellings are normally subject to a raft of standard developer contributions towards local services and amenities. In this instance, however, it has been agreed that no contributions will be sought for this scheme so that all of the profits can go towards funding the Demelza development. This has been agreed by the relevant authorities (KCC, Highways Agency, etc.). The only contribution that has been actively sought, and to which the applicant has agreed, is the standard payment towards mitigation of the SPA/SSSI (as noted at 9.29 above). This has been included within the draft s106 agreement.

10.0 CONCLUSION

- 10.01 This application seeks to erect 20 residential dwellings (with associated parking, landscaping, and SUDS pond) as an enabling development to fund erection of a block of staff accommodation, car park, and outdoor event space for Demelza House hospice. The application site lies outside of the built up area boundary in an area where the erection of housing is contrary to policy.
- 10.02 Further to my assessment above, however, I consider that the development would not be so harmful as to outweigh the benefits to Demelza (i.e. attracting and retaining staff) as to justify refusal of planning permission.
- 10.03 I therefore recommend that permission should be granted, subject to signing of a section 106 agreement to secure the Demelza portion of the development.

11.0 RECOMMENDATION – GRANT Subject to the the further views of KCC Highways and Transportation, the comments of the Greenspaces Manager, the signing of a suitably-worded Section 106 agreement and the following conditions:

- 1) The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which the permission is granted.

Reason: In pursuance of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

- 2) No development shall take place other than in accordance with the following drawings (all prefixed 15.076):

04, 05, 06, 07, 08 rev. A, 09 rev. A, 10 rev. A, 11 rev. A, 12 rev. A, 13, 14, 15, 16, and 17.

Reason: For the avoidance of doubt.

- 3) No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i. the parking of vehicles of site operatives and visitors
- ii. loading and unloading of plant and materials
- iii. storage of plant and materials used in constructing the development
- iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- v. wheel washing facilities
- vi. measures to control the emission of dust and dirt during construction
- vii. a scheme for recycling/disposing of waste resulting from demolition and construction works.

Reason: In the interests of the amenities of the area and highway safety and convenience.

- 4) No construction work in connection with the development shall take place on any Sunday or Bank Holiday, nor on any other day except between the following times:

Monday to Friday 0730 – 1900 hours, Saturdays 0730 – 1300 hours unless in association with an emergency or with the prior written approval of the Local Planning Authority.

Reason: In the interests of residential amenity.

- 5) No development beyond the construction of foundations shall take place until details in the form of samples of external finishing materials to be used in the construction of the development hereby approved have been submitted to and approved in writing by the Local Planning Authority, and works shall be implemented in accordance with the approved details.

Reason: In the interest of visual amenity.

Contamination

- 6) No development shall take place until the following components of a scheme to deal with the risks associated with contamination of the site shall have been submitted to and approved, in writing, by the local planning authority:

A) A preliminary risk assessment which has identified:

- i) all previous uses
- ii) potential contaminants associated with those uses
- iii) a conceptual model of the site indicating sources, pathways and receptors
- iv) potentially unacceptable risks arising from contamination at the site.

B) A site investigation, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

C) A remediation method statement (RMS) based on the site investigation results and the detailed risk assessment (2). This should give full details of the remediation measures required and how they are to be undertaken. The RMS should also include a verification plan to detail the data that will be collected in order to demonstrate that the works set out in the RMS are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

D) A Closure Report is submitted upon completion of the works. The closure report shall include full verification details as set out in 3. This should include details of any post remediation sampling and analysis, together with documentation certifying quantities and source/destination of any material brought onto or taken from the site. Any material brought onto the site shall be certified clean;

Any changes to these components require the express consent of the local planning authority. The scheme shall thereafter be implemented as approved.

Reason: To minimise the risks from any potential contamination.

Highways

- 7) No occupation of the development hereby permitted will occur until an Event Management Plan has been submitted to and approved in writing by the Local Planning Authority (who shall consult with Highways England).

Reason: To ensure that events do not result in avoidable congestion on the A249 Trunk Road and to ensure that the A249 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

- 8) All events shall be carried out in accordance with the approved Event Management Plan unless otherwise agreed in writing by the Local Planning Authority (who shall consult with Highways England).

Reason: To ensure that events do not result in avoidable congestion on the A249 Trunk Road and to ensure that the A249 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980, and to satisfy the reasonable requirements of road safety.

- 9) All Events shall be monitored and evaluated at the end of each calendar year and the Event Management Plan shall be updated accordingly and agreed in writing by the Local Planning Authority (who shall consult with Highways England).

Reason: To ensure that events do not result in avoidable congestion on the A249 Trunk Road and to ensure that the A249 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980, and to satisfy the reasonable requirements of road safety.

- 10) The car parking spaces and car barns shown on the approved drawings (see condition 2 above) shall be kept available for such use at all times and no permanent development, whether permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking or re-enacting that Order) or not, shall be carried out on the land so shown (other than the erection of a private garage or garages) or in such a position as to preclude vehicular access thereto; such land and access thereto shall be provided prior to the occupation of the dwelling(s) hereby permitted.

Reason: Development without adequate provision for the parking or garaging of cars is likely to lead to car parking inconvenient to other road users.

- 11) Prior to the occupation of the dwellings hereby approved, the proposed estate road, footways, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, access, carriage gradients as appropriate, shall be constructed and laid out in accordance with details to be submitted and approved by the Local Planning Authority in writing before their construction begins. For this purpose plans and sections indicating as appropriate the design, layout, levels, gradients, materials and method of construction shall be submitted to the Local Planning Authority.

Reason: To ensure that the roads are constructed and laid out in a satisfactory manner.

- 12) Prior to the first occupation of any of the buildings hereby permitted the highways improvement works shown on drawings 15.076 05 and 12420-H-01 rev. P3 (as shown in the submitted DHA Transport Statement) shall be completed in accordance with constructional/technical details to be agreed by the Local Planning Authority in consultation with Kent Highways & Transportation.

Reason: In the interest of highway safety and amenity.

Drainage

- 13) No development shall take place until a detailed sustainable surface water drainage scheme for the site has been submitted to (and approved in writing by) the local planning authority. The detailed drainage scheme shall demonstrate that the surface water generated by this development (for all rainfall durations and intensities up to and including the climate change adjusted critical 100 year storm) can be accommodated and disposed of within the curtilage of the site without increase to flood risk on or off-site as per the principles set out in the Flood Risk Assessment undertaken by DHA dated November 2017. The drainage scheme shall also demonstrate that silt and pollutants resulting from the site use and construction can be adequately managed to ensure there is no pollution risk to receiving waters.

Reason: To ensure the development is served by satisfactory arrangements for the disposal of surface water and to ensure that the development does not exacerbate the risk of on/off site flooding. These details and accompanying calculations are required prior to the commencement of the development as they form an intrinsic part of the proposal, the approval of which cannot be disaggregated from the carrying out of the rest of the development.

14) No building hereby permitted in any phase shall be occupied until an operation and maintenance manual for the proposed sustainable drainage scheme is submitted to (and approved in writing) by the local planning authority. The manual at a minimum shall include the following details:

- A description of the drainage system and its key components
- An as-built general arrangement plan with the location of drainage measures and critical features clearly marked
- An approximate timetable for the implementation of the drainage system
- Details of the future maintenance requirements of each drainage or SuDS component, and the frequency of such inspections and maintenance activities
- Details of who will undertake inspections and maintenance activities, including the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage system throughout its lifetime

The drainage scheme as approved shall subsequently be maintained in accordance with these details.

Reason: To ensure that any measures to mitigate flood risk and protect water quality on/off the site are fully implemented and maintained (both during and after construction).

15) No building on any phase (or within an agreed implementation schedule) of the development hereby permitted shall be occupied until a Verification Report pertaining to the surface water drainage system, carried out by a suitably qualified professional, has been submitted to the Local Planning Authority which demonstrates the suitable operation of the drainage system such that flood risk is appropriately managed, as approved by the Lead Local Flood Authority. The Report shall contain information and evidence (including photographs) of earthworks; details and locations of inlets, outlets and control structures; extent of planting; details of materials utilised in construction including subsoil, topsoil, aggregate and membrane liners; full as built drawings; and topographical survey of 'as constructed' features.

Reason: To ensure that flood risks from development to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems.

16) Where infiltration is to be used to manage the surface water from the development hereby permitted, it will only be allowed within those parts of the site where information is submitted to demonstrate to the Local Planning Authority's satisfaction that there is no resultant unacceptable risk to controlled waters and/or ground stability. The development shall only then be carried out in accordance with the approved details.

Reason: To protect vulnerable groundwater resources.

Landscaping

- 17) Notwithstanding the details provided on drawing JEC/473/100, no development beyond the construction of foundations shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include existing trees, shrubs and other features, planting schedules of plants, noting species (which shall be native species and of a type that will encourage wildlife and biodiversity), plant sizes and numbers where appropriate, means of enclosure, hard surfacing materials, details of the bank profiles of the SUDS pond, and an implementation programme.

Reason: In the interests of the visual amenities of the area and encouraging wildlife and biodiversity.

- 18) All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed in writing with the Local Planning Authority.

Reason: In the interests of the visual amenities of the area and encouraging wildlife and biodiversity.

- 19) Upon completion of the approved landscaping scheme, any trees or shrubs that are removed, dying, being severely damaged or becoming seriously diseased within five years of planting shall be replaced with trees or shrubs of such size and species as may be agreed in writing with the Local Planning Authority, and within whatever planting season is agreed.

Reason: In the interests of the visual amenities of the area and encouraging wildlife and biodiversity.

Other

- 20) The external event space (as shown on drawing 15.076 06) shall not be used for more than 10 events in any year unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of local amenity.

- 21) Notwithstanding the provisions of Class A, Part 2, Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) no gates, fences, walls or other means of enclosure shall be erected or provided in advance of any wall or any dwelling fronting on a highway.

Reason: In the interests of visual amenity.

- 22) Any other conditions recommended by Kent Highways and the Council's Greenspaces Manager (I will update Members at the meeting).

The Council's approach to this application:

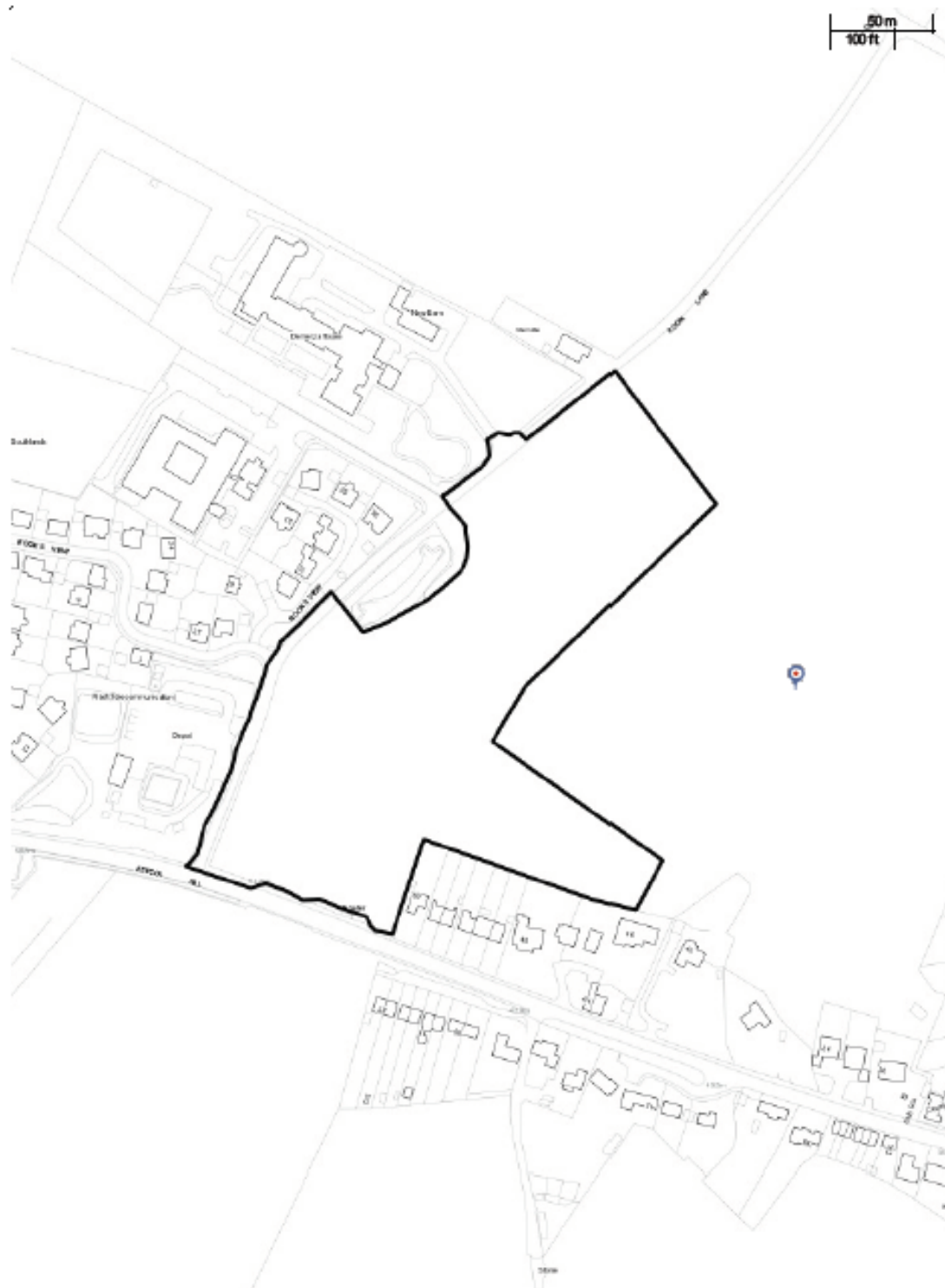
In accordance with paragraphs 186 and 187 of the National Planning Policy Framework (NPPF), the Council takes a positive and proactive approach to development proposals focused on solutions. We work with applicants/agents in a positive and proactive manner by:

Offering pre-application advice.

Where possible, suggesting solutions to secure a successful outcome.
As appropriate, updating applicants/agents of any issues that may arise in the processing of their application.

In this instance the application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the Committee and promote the application.

NB For full details of all papers submitted with this application please refer to the relevant Public Access pages on the council's website.
The conditions set out in the report may be subject to such reasonable change as is necessary to ensure accuracy and enforceability.



	<p>18/500258/FULL - Land at Hill Farm, Bobbing Hill, Bobbing ME9 8NY Scale: 1:2500 Printed on: 6/8/2018 at 16:05 PM by AngelaA</p>	<p>© Astun Technology Ltd</p>
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APPENDIX 1

Swale Borough Council Building for Life Checklist

The table below illustrates the relationship between the twelve questions and the NPPF and NPPG.

Building For Life 12 Question	Links with the National Planning Policy Framework (2012)	Links with Planning Practice Policy Guidance (2014)*
Integrating into the neighbourhood		
1. Connections	9, 41, 61, 75	006, 008, 012, 015, 022
2. Facilities and services	38, 58, 70, 73	006, 014, 015, 017
3. Public transport	9, 17, 35	012, 014, 022
4. Meeting local housing requirements	9, 47, 50	014, 015, 017
Creating a place		
5. Character	17, 56, 58, 60, 64	006, 007, 015, 020, 023
6. Working with the site and its context	9, 10, 17, 31, 51, 58, 59, 118	002, 007, 012, 020, 023
7. Creating well defined streets and spaces	58	008, 012, 021, 023
8. Easy to find your way around	58	022
Street and home		
9. Streets for all	35, 58, 69	006, 008, 012, 022, 042
10. Car parking	39, 58	010, 040
11. Public and private space	57, 58, 69	006, 007, 009, 010, 015, 016, 018
12. External storage and amenity	58	040

Using this checklist

Please refer to the full Building for Life document (<http://www.udg.org.uk/sites/default/files/publications/BFL12COMPLETED.pdf>) when assessing development proposals.

For each of the criteria and questions listed below you should provide a brief comment as to whether or not the matter has been addressed / considered fully within the submissions.

Not all developments will be able to meet all criteria. This may be due to site-specific circumstances, or matters outside of the applicant’s control. In such instances applicants should explain why criteria can’t be met, and officers can weight their assessment / comment accordingly.

SITE ADDRESS: Land at Hill Farm, Bobbing (Demelza scheme).

Ref: 18/500258/FULL.

1. CONNECTIONS

ITEM	COMMENT	(SBC use) ✓/✗
1a Where should vehicles come in and out of the development?	Access at both ends of development, in sensible positions.	✓
1b Should there be pedestrian and cycle only routes into and through the development?	Not large enough to warrant.	✓
1c Where should new streets be placed, could they be used to cross the development site and help create linkages across the scheme and into the existing neighbourhood and surrounding places?	Links adequately with Rook View, and improves ped. links to A2.	✓
1d How should the new development relate to existing development?	Sits adjacent to existing development.	✓

2. Facilities and services

ITEM	COMMENT	(SBC use) ✓/✗
2a Are there enough facilities and services in the local area to support the development? If not, what is needed?	Rural location with very limited facilities. Less than 2km into Sittingbourne though.	✗
Where new facilities are proposed: 2b Are these facilities what the area needs?	N/A	N/A
2c Are these new facilities located in the right place? If not, where should they go?	N/A	N/A
2d Does the layout encourage walking, cycling or using public transport to reach them?	N/A – but provides new ped. links to A2 which will help connectivity to wider area.	✓

3. Public transport

ITEM	COMMENT	(SBC use) ✓/✗
3a What can the development do to encourage more people (both existing and new residents) to use public transport more often?	Limited potential.	N/A
3b Where should new public transport stops be located?		N/A

4. Meeting local housing requirements

ITEM	COMMENT	(SBC use) ✓/✗
4a What types of homes, tenure and price range are needed in the area (for example, starter homes, family homes or homes for those downsizing)?	Enabling development so needs to generate high income from larger dwellings	✓
4b Is there a need for different types of home ownership (such as part buy and part rent) or rented properties to help people on lower incomes?	Is a need in wider Borough, but mix fits in with requirements of enabling development.	✓
4c Are the different types and tenures spatially integrated to create a cohesive community?	N/A	N/A

5. Character

ITEM	COMMENT	(SBC use) ✓/✗
5a How can the development be designed to have a local or distinctive identity?	Good design, with traditional Kentish features inc. steep roofs, weatherboarding.	✓
5b Are there any distinctive characteristics within the area, such as building shapes, styles, colours and materials or the character of streets and spaces that the development should draw inspiration from?	Will be of a similar scale and design to the properties at Rook View.	✓

6. Working with the site and its context

ITEM	COMMENT	(SBC use) ✓/✗
6a Are there any views into or from the site that need to be carefully considered?	Yes. Land levels and placement of buildings makes use of levels to screen some views.	✓
6b Are there any existing trees, hedgerows or other features, such as streams that need to be carefully designed into the development?	No. Open field	✓
6c Should the development keep any existing building(s) on the site? If so, how could they be used?	N/A	N/A

7. Creating well defined streets and spaces

ITEM	COMMENT	(SBC use) ✓/✗
7a Are buildings and landscaping schemes used to create enclosed streets and spaces?	Yes. Buildings face onto the estate road.	✓
7b Do buildings turn corners well?	Yes.	✓
7c Do all fronts of buildings, including front doors and habitable rooms, face the street?	Where appropriate.	✓

8. Easy to find your way around

ITEM	COMMENT	(SBC use) ✓/✗
8a Will the development be easy to find your way around? If not, what could be done to make it easier to find your way around?	Yes.	✓
8b Are there any obvious landmarks?	No, but not necessary as small development.	✓
8c Are the routes between places clear and direct?	Yes.	✓

9. Streets for all

ITEM	COMMENT	(SBC use) ✓/✗
9a Are streets pedestrian friendly and are they designed to encourage cars to drive slower and more carefully?	Small development and no through road so speeds likely to be low.	✓
9b Are streets designed in a way that they can be used as social spaces, such as places for children to play safely or for neighbours to converse?	As above, but not specifically.	✗

10. Car parking

ITEM	COMMENT	(SBC use) ✓/✗
10a Is there enough parking for residents and visitors?	Yes.	✓
10b Is parking positioned close to people's homes?	Yes.	✓
10c Are any parking courtyards small in size (generally no more than five properties should use a parking courtyard) and are they well overlooked by neighbouring properties?	Yes.	✓
10d Are garages well positioned so that they do not dominate the street scene?	Yes.	✓

11. Private and public spaces

ITEM	COMMENT	(SBC use) ✓/✗
11a What types of open space should be provided within this development?	Gardens very large so limited need, but large open space for Demelza could be made available as a play area for local children.	✓
11b Is there a need for play facilities for children and teenagers? If so, is this the right place or should the developer contribute towards an existing facility in the area that could be made better?	As above.	✓
11c How will they be looked after?	N/A	N/A

12. External storage and amenity areas

ITEM	COMMENT	(SBC use) ✓/✗
12a Is storage for bins and recycling items fully integrated, so that these items are less likely to be left on the street?	Yes.	✓
12b Is access to cycle and other vehicle storage convenient and secure?	Yes.	✓