

2.5 REFERENCE NO – 23/501167/REM		
PROPOSAL Approval of reserved matters (scale, design, layout, and landscaping being sought) for the erection of 231 dwellings (houses and apartments, C3 Use Class) with landscaping, associated highway works, including car parking and open space, pursuant to 16/508602/OUT for - Outline application for erection of up to 250 dwellings with all matters reserved except for access.		
SITE LOCATION Site A, Land at Preston Fields, Salters Lane, Faversham, Kent, ME13 8YD		
RECOMMENDATION Delegate to the Head of Planning to grant planning permission subject to appropriate safeguarding conditions, with further delegation to the Head of Planning to negotiate the precise wording of conditions, including adding or amending such conditions, in consultation with the Chair of Planning Committee.		
APPLICATION TYPE Major – Reserved Matters		
REASON FOR REFERRAL TO COMMITTEE Objection from Faversham Town Council		
Case Officer William Allwood		
WARD Watling	PARISH/TOWN COUNCIL Faversham Town	APPLICANT Redrow Homes Ltd AGENT Urbanissta Ltd
DATE REGISTERED 20/03/2023	TARGET DATE 19/06/2023	CASE OFFICER William Allwood
BACKGROUND PAPERS AND INFORMATION: https://pa.midkent.gov.uk/online-applications/		

1. **SITE LOCATION AND DESCRIPTION**

- 1.1. The site has outline planning permission (ref: 16/508602/OUT for up to 250 units with all matters reserved except access; granted with conditions and subject to a S106 Agreement, on the 14th February 2023.
- 1.2. The application site is part of the larger site that is split in to two parts; site A and B. Site A is the (application site); which is 10.34 ha in size and is situated between site B that borders the M2 motorway to the south and Canterbury Road (A2) to the north. West of the site are mainly detached two-storey houses fronting Ashford Road (A251) with rear gardens facing towards the application site and east of the site is Faversham Highway Depot with car parking for HGV vehicles and a Household Waste and Recycling Centre which is accessed from Salters Lane.
- 1.3. Part of the site lies immediately to the east of the Faversham Town Conservation Area and 82 metres to the east of Orchard Cottages, a pair of early C19 semi-detached Grade II listed buildings. Preston-Next-Faversham Conservation Area lies 48 metres to the east of the site. A commercial business is run from the land at Orchard Cottage supplying traditional building materials and training events. Access to that site is from the A2 and lies 14 metres from the western boundary of the application site. Cherry Tree Cottages – Grade II listed buildings - lie 53 metres to the north-east of the application site and on the opposite (northern) side of the A2.

- 1.4. It is also worth noting that since the original application for the outline (March 2018) was first considered, the upgrade of the A2 – A251 junction has been built out, together with the provision of a pavement along the southern side of the A2 from immediately to the west of the Preston Fields site, through the junction with the A251 (where a pedestrian and cycle phase is included in the new traffic signals) and onwards to the Abbey School entrance, facilitating safe pedestrian / cycle journeys from the site to Abbey School and locations on the northern side of the A2. Part of the funding for these improvements will come from this development, via the s106 agreement. In addition, a signal-controlled pedestrian crossing has now been provided on the A251, close to the roundabout giving vehicular access into the Perry Court development.
- 1.5. Part of the eastern boundary also adjoins what appears to be an inactive scrap metal yard and a small plot of land that is used as paddocks/open storage and Salters Lane. A short section of the eastern boundary also adjoins an Ambulance Station, which fronts onto the A2. The southern boundary of the application site adjoins agricultural fields that are within the same ownership as the application site. The wider surrounding area is characterised by open agricultural fields to the east, south and west. Suburban housing lies to the north of the site at a low-medium density. Beyond that, Faversham Town Centre is characterised by medium-high density housing and a mix of commercial uses. Abbey School – a Secondary Academy - lies 480 metres to the west of the application site.
- 1.6. The southern boundary of application site lies 252 metres to the north of the M2. There is an access track that crosses the 'blue land' from Salters Lane providing access to rear parking for a few of the properties fronting and close to Ashford Road. The land immediately to the south of the M2 is designated as an Area of High Landscape Value under Policy DM24 of the SBLP. Approximately 1.32km to the south of the site, and beyond the M2, lies the Kent Downs Area of Outstanding Natural Beauty (AONB). The site lies approximately one mile to the south of the Swale Special Protection Area (SPA), Special Area of Conservation and Ramsar site, which are designated on account of their ecological value.
- 1.7. The boundaries of the site largely consist of vegetation of varying heights, although some of the rear gardens of the Ashford Road properties have 1.8- to two-metre-high close boarded fences. A two-metre-high palisade fence runs along most of the eastern boundary of the site to secure the KCC Highways depot and the Household Waste and Recycling Centre. Where the site adjoins the A2, vegetation is sparse, and the site is open to views from that road.
- 1.8. There is currently one vehicular access to the application site, from Ashford Road (A251) that is used by the farmer to access the fields. There is a bus stop on the A2 immediately to the north of the application site.
- 1.9. The land levels vary markedly across the site. The site gently rises from north to south with a more significant slope from west to east where the land falls by approximately five metres. Salters Lane sits above the level of the application site by approximately five metres. The Orchard Cottage site also sits higher than the application site by approximately three metres. At the front (north) of the site, the height above Ordnance Datum (AOD) is typically in the range 19 to 21 metres, while where the site adjoins Salters Lane (in the south-eastern corner), the typical height AOD is 27 metres, but drops down to approximately 24 metres towards the centre of the site. Where the site adjoins Ashford Road (between Numbers 93 and 97), the height AOD is typically between 34 and 35 metres AOD.

- 1.10. The application site falls within a housing allocation that is included within the SBLP – Policy A16 which seeks to enable the provision of a minimum of 217 dwellings, and which is set out in full below.
- 1.11. A high-pressure gas pipeline crosses the site from east to west close to its southern boundary.

2. PLANNING HISTORY

16/508602/OUT - Land at Preston Fields, Salters Lane, Faversham
 Granted - 12.05.2022
 Outline application for erection of up to 250 dwellings with all matters reserved except for access.

21/500766/OUT - Land at Preston Fields (South), Salters Lane, Faversham
 Granted - 12.05.2022
 Outline application for the erection of up to 70 dwellings (all matters reserved) and land reserved for a link road connecting the A251 with Salters Lane.

23/500966/SUB - Land at Preston Fields, Salters Lane, Faversham

Granted 09.08.2023

Submission of details pursuant to condition 4 (Design Code) of application 16/508602/OUT.

3. PROPOSED DEVELOPMENT

- 3.1 Planning permission is sought for the Approval of Reserved Matters (scale, design, layout and landscaping being sought) for the erection of 231 dwellings (houses and apartments, C3 Use Class) with landscaping, associated highway works, including car parking and open space, pursuant to 16/508602/OUT for - Outline application for erection of up to 250 dwellings with all matters reserved except for access.
- 3.2 The scheme predominantly consists of 2 storey houses, with a small number of 2 ½ storey dwellings and 1 block of 2 ½ storey apartments. Several dwellings also have single storey detached garages. Dwellings predominantly consist of detached houses, but there are also some semi-detached houses, terraces, and maisonettes. The arrangement and orientation of dwellings has been carefully considered, to limit the impact upon existing surrounding dwellings, which are situated to the back or side on to the site boundaries. Parcels in the centre of the development form perimeter blocks to reduce the number of exposed boundaries. Development fronts out over public open space for natural surveillance and views. The proposal has a similar massing and density to the surrounding areas, and closely follows the outline application and approved design code.
- 3.3 The following obligations and s106 contributions were secured at the outline planning application stage under application 16/508602/OUT to include the following:
- Strategic Access Management and Monitoring Scheme SAMMS (SPA mitigation) - £281 per dwelling.
 - Secondary education –KCC have recently submitted an increased request of £4115 per house and £1029 per flat (the original request being £2359.80 per applicable house and £589.95 per applicable flat) and amounting to £1,028,750 assuming a development of 250 houses.
 - Libraries - £230.09 per dwelling.
 - Community learning - £60.43 per dwelling.

- Youth services - £55.55 per dwelling.
- Social care - £262.94 per dwelling.
- Bins - £92 per dwelling.
- NHS – £225,000 total
- Off-site highway contribution (M2 junction 7) - £53,200
- Off-site highway contribution (A2/A251 junction) - £87,900
- Discounted residents' tickets for bus travel (this will consist of the '7-Day Swale Megarider' ticket for six months to be provided for each dwelling, at a cost of £364 per dwelling).
- Off-site allotment - £40.00 per dwelling.
- Off-site formal Sport - £593.00 per dwelling.
- 3 wheelchair adaptable homes as part of the affordable housing requirement.
- Residential Travel Plan.
- 35% affordable housing with a 90:10 split between affordable rent and shared ownership, with proportionate mix spread across the site; three units of wheelchair adapted accommodation are also sought.
- Section 278 Agreement to require off-site highway works in respect of a pedestrian crossing at the A2, the delivery of a new footpath on the southern side of the A2 to connect the application site to the A251, and a bus shelter and paved waiting area to existing bus stop on A2 (east of the site), and localised carriageway widening to the A251.
- Provision and landscaping of, and on-going maintenance/management, of land to the south (edged in blue) as accessible, natural open space.
- Local Labour and Apprenticeships provisions are required, and the Economy and Community Services Manager advises that "...he anticipates training outcomes, largely within the context of apprenticeship opportunities provided". He also expects that the use of local labour and suppliers will be optimised; and
- A monitoring and administration fee.
- Regarding air quality mitigation measures, the sum of £225,513 has been calculated through a damage cost calculation process.
- Regarding the pavement link between the A251 and Abbey School – the applicant has agreed to provide this pavement (for a total length of approximately 500 metres), which would extend up to the existing vehicular access to the school from the access to the development site.

4. CONSULTATION

- 4.1 All immediate adjacent neighbours have been consulted, SBC Ward Councillors, relevant consultees from SBC and KCC, the Parish Council and National Consultees i.e., Environment Agency, etc. Two consultations have been carried out; first on 21/03/2023 when the application was first submitted and second on 25/07/2023 with respect to the amended and additional details required by various consultees.
- 4.2 Two rounds of consultation have been undertaken, during which letters were sent to neighbouring occupiers; a notice was displayed at the application site and the application was advertised in the local newspaper.. Full details of representations are available online.
- 4.3 8 letters of representation were received in relation to the consultation. Concerns / objections were raised in relation to the following matters: -
- Proposed positioning of the access and egress onto the main A2(Canterbury Road). During dark hours cars will have their headlights or even main beam

on and this will cause extreme lighting and flashing into neighbours Main Bedroom windows on St Catherines Drive.

- Regarding the exit road onto A251, residents were told no traffic could use the proposed exit onto the A251 as there was a major gas pipe underneath and only buried ten feet. If that is the case, how is it possible to use this as an exit when the pipe cannot be moved.
- The plans seem to indicate a significant amount of private land has been taken from the rear gardens on Ashford Road. There is an existing line of boundary demarcation post and wire fence to the rear of properties on Ashford Road, which the developer/architects have ignored. Developer's fencing directly in some of the rear garden.
- Mature Walnut tree within a property boundary that seems to be scheduled for felling. Aside from being private property, this would lead to a significant loss of privacy, overlooking, and nuisance.
- Boundaries should be observed there would be no detriment or loss of privacy, but this is not reflected in the plans.
- With all the additional extra traffic coming and going this will also create more noise and air pollution
- There is a concern with a risk of accidents with this turning so close to the Preston Park entrance, these puts are boundaries at risk of a vehicle striking against neighbour boundaries, The A2 is already heavily congested and gridlock at certain times of the day this will only add to the misery of noise, pollution, and health.
- Unwanted development.
- Salters Lane has never been identified as access or egress to the Redrow site this would dissect the Lane rather than being a means to serve either site should the application be formalised, application 21/5000766 now refers to a link road between the A251 and Salters Lane. The Lane currently has rural lane designation, with most of its entirety being single carriageway along with only a handful of passing points being carved out by vehicles, and also has a weakened bridge with a weight limit currently applied. The application has also not shown any indication of traffic flow and how this could affect the lane.
- Badgers set, this is a very active set that has only been hampered with the introduction of security fencing, with the set now not being able to access the fields that the animals once roamed freely,
- Trees that form G20, trees were identified during the application and correspondence between Highways and that they do not form as part of the curtilage of the site with boundary lines being realigned as part of this process. The trees referred to were planted as a feature of planting when the M2 was introduced and provide an invaluable habitat along with noise suppression to the M2 to all neighbours. Any reduction to these trees would need to demonstrate that noise pollution to properties would be negated should Highways decide to allow any reduction of these trees.
- Further clarification about the planned landscaping in the report, would like confirmation that any existing planting that falls within our fenced boundary in rear garden(s) of Ashford Rd will not be removed. Would like reassurances that this will not damage the growth or alter the existing height planting, they are just cutting it back to the boundary line. Also that there are no plans to make any changes to the existing boundary lines of our properties. Otherwise, this would lead to a significant loss of privacy, security to the rear of our garden and overlooking by the new houses planned. If the current position and height of our planting remains, then have no objections.
- We are told there is increased demand for 'affordable housing'. So where is the employment to sustain this? Some may work from home, others will increase demand on transport links, the main casualty being increased road traffic. The new A251/A2 junction routinely tails back already.

- Where are the increased services: schools, medical etc for an increased local population?
- Object to development on such scale extending the town into its historically rural landscape, dating back to Roman times, and now on a scale comparable with growth around the development of the railway.
- Loss of prime agricultural land, and local market garden amenity (1940-60 according to historic aerial photography).
- Awful trend of urbanisation along the A2 through Swale from Rainham eastwards.
- Blurs historic village boundaries in a pervasive manner similar to the sprawl of cities like London.
- Increased pressure on water supply, sewerage, and drainage all within a natural valley. Although drainage amelioration has been designed, excess is scheduled to be pumped east along the Canterbury Road, with no further explanation.
- Adjustment to housing layout, appears more dull and orderly to previous plan.
- Housing category names and styles bear no relationship to this area.
- Lack of detail about buildings: sustainable & energy efficient design / construction / materials; rainwater harvesting; heating / cooling methods; heat recovery, ventilation. Light and shade, passive methods.
- Traffic from this location will adversely affect already crowded road conditions on to which this area will feed.
- In the event of fire, there are insufficient access / egress points for adequate public safety.
- This is almost the last vestige of a rural view that most people travelling by or from Faversham see along the A2. It is currently resonant of a 'rural' town. Its loss will be a massive blow to the environment.
- There are good soils on the site, should not even be considered for housing. They take hundreds of thousands of years to form and are a precious resource.
- The local council(s) should strongly and actively resist such development if they are accurately to reflect the electorate's mood and wishes.
- Despair at the nature of the whole planning process. It is not based on the people's wishes.
- Worst potential developments for Faversham, extremely sad and angry about it.

4.4 Faversham Town Council commented on the application: -

- It is noted in the drainage strategy that green design features such as rainwater harvesting, green roofs and rain gardens have all been discounted as potential features. The Drainage Strategy simply states they are either not appropriate for the site or there is no scope for them within the scheme. There is no rational or justification for such elements not to be included.
- As a greenfield site, the design does include the scope for green design features to be incorporated. Furthermore, there is no attempt at including any other features such as integrated P.V panels, or other elements that reduce carbon use, or contribute to superior energy performance. This is a standard design that does not exceed building standards and makes no positive contribution to reducing carbon on site or creating a climate resilient development.
- Whilst the principle of residential development is supported, the lack of design consideration for green design features and creating a climate resilient development requires a reconsideration. The Town Council made this clear in the representation of the consented outline application. We would recommend either the application is withdrawn and amended or is refused.

- Considering the Borough Council has declared a climate emergency, it would be inappropriate to grant permission for development on a greenfield site that fails to demonstrate how the design mitigates impact of climate change or creates a climate resilient development. National policy and guidance, Local Plan policy and emerging Neighbourhood Plan policy all make clear this should be an integral part of new development.
- Conditions 33 and 34 of the outline consent made clear further details to be submitted and agreed. Having considered the submitted documents, including plans and technical reports it is noted in the drainage strategy that there are surface water SuDS features, three attenuation ponds and four below ground cellular attenuation storage tanks proposed. However, the Planning Layout plan reference A-1002 001-D includes all hard landscaped area details as either non-permeable asphalt or Marshalls Keyblock. Having confirmed with Marshalls, Keyblock is non-permeable. Any proposed hard landscaped areas must be permeable. The plans should be amended to include details of permeable hard-landscape surface materials to be provided throughout the development.
- The Town Council welcomes the inclusion of E.V charging for all new dwellings and the contribution for visitor parking also.
- The retention of trees and existing hedgerows is supported. The incorporation of new street and garden trees is also supported, together with the wildflower seed areas in the street.
- Details on the proposed landscape plans only appear to show a slim wildflower meadow planting buffer strip between the existing and proposed development. Given that the proposed boundary treatment is panel fencing it is unclear how this would provide natural screening to the proposed development. However, with hedging and existing trees to be retained it will create a wildlife corridor.
- The Town Council support the principle of the design code in trying to identify the character of the area and respond through the proposed design. However, fundamentally the proposed development fails to take into consideration carbon reduction, green design or creating climate resilient communities.
- To support active travel the development should also include adequate secure, covered cycle storage as part of the development. The Town Council supports the linear traffic free active travel route that forms part of the SuDS system in the development.
- Improvement to the A2/A251 junctions were noted providing improving access to the centre of town via Forbes Road. Members invite the developers to liaise with the Town Council to further improve active travel to the station and centre of town.
- To improve active travel, members request cycle/pedestrian access onto Salters Lane.
- The Town Council support the distribution of proposed affordable homes across the site. It is important that the proposed development has a tenure blind layout, and members were disappointed that affordable/social housing was positioned next to the existing refuse site at Salters Lane.

- The Town Council support the provision of affordable and social rent. However, the provision of 90% differs from the identified need. The AECOM Housing Needs Assessment for the Neighbourhood Plan shows a requirement of 66% affordable rent not the proposed 90% and a 34% affordable ownership need. It is recommended that the affordable housing provision be reconsidered.
- Provide increased capacity to deliver local GP service.
- The importance of adequate infrastructure for schools, health, shops for the residents of these houses should be noted.

The latest Faversham Town Council comments are included as Appendix 1 to this Report.

4.5 Ospringe Parish Council – consulted on second round, were not consulted first time.

4.6 Letters of representation were received in relation to the second consultation. The following additional concerns/ comments were raised in relation to the following matters: -

1 letter of objection to the application on the second round of consultations with the following additional grounds: -

- I object to the latest plans from Redrow as the development shown will overshadow and block light from a residential dwelling that is being constructed at the bottom of the garden at number 81 Ashford Road. The current plans shown by Redrow are out of date and do not include this dwelling although it received full planning permission from Swale Borough Council in March 2022 and building regulations approval in June this year. Previous plans by Redrow, to which I had no objection, have shown gardens running along the boundary with the back gardens of properties on the Ashford Road but the latest plans show houses very close to the boundary edge with number 81 Ashford Road.

(Case Officer comment: Planning approval was granted for an Annexe structure within the garden of the property in 2022. The nature of an Annexe building is that its occupation is ancillary to the use of the host dwelling as a single-family property and is not an independent dwelling.)

5. **REPRESENTATIONS**

SBC Conservation: - Original commentary

Brief review of the site layout plan, the materials plan, the enclosure plan and the massing (i.e., storey-heights) plan, that the overall design quality of the scheme is not as good as it perhaps ought to be, particularly given its location, in part, directly adjacent to a southern finger of the Faversham Conservation Area.

The proposed use of concrete roof tiles at the northern entrance to the scheme and adjacent the boundary of the conservation area is disappointing, and I would suggest the use of clay roof tiles and/or natural slate ought to be used on the more visually sensitive edges of the application site.

The proposed use of close boarded fencing on the walk-through from the application site to the Marchant Grove scheme (within the Faversham Conservation Area) is also poor. A 1.8m high brick wall should be used at this location in association with the proposed landscaping to

either side of the footpath to create a more attractive transition from one site through to the other. Again, referencing the enclosures plan, clarification is needed on the space shown between the rear boundary treatments to the housing plots and what appears to be a parallel/secondary line of fencing. Maybe this is explained by comparison with another plan, but the enclosures plan should make sense.

The lack of any significant variation in the proposed storey heights (as is very apparent from viewing the street scenes drawing) together with limited variation in eaves and ridge height and overall roof form will lead to a degree of visual monotony in the new townscape to be created. Street scenes B-B and D-D are particularly problematic in this respect, but all could do with some reconsideration and improvement. Even just using 2.5 or 3 storey units on corners/road junctions would go some way to addressing this concern, but ideally, we should be expecting a wider range of storey heights from 1 up to 3, and a greater variety of roof forms (some incorporating dormers) would go a long way to creating a more acceptable standard of design needed to achieve the necessary quality of distinctiveness. Given the traditional design approach being taken, it is perhaps surprising that only the A2 road frontage units incorporate chimneys, given how much chimneys can contribute to roofscape interest and the quality of townscape more generally.

Further commentary

Drawing no. A 001 Rev. D has now been superseded by a Rev. F version. Whilst this revision brings some positive changes in relation to my previously stated concerns (most notably the removal of the visitor parking spaces from within the green corridor area, the changes do not go far enough to address my concerns in terms of achieving a meaningfully visually strong and effective green corridor spine throughout the scheme. As previously indicated a hedgerow running from adjacent the northern end car park down to the main (wider) section of green corridor would go a long way to addressing the previously stated concerns in this respect. The compliance document does indicate that there some marked design improvements over the original submission, but it seems to me that the reserved matters scheme is not of as high a design standard as we could reasonably expect based on the final iterations which were being made to the design code, two example of this being in the limited variation in storey height and the still very limited use of chimneys in an overall design approach based on an Arts & Crafts typology where chimneys are a consistent design feature, and typically a key architectural element.

(Case Officer comment: The green corridors have been substantially amended and widened to incorporate commends made by the Conservation and Design Team which are reflected in the July resubmission. A tree lined boulevard has been provided to reinforce the green character of this northern part of the site. Details of chimneys, tile hanging details and other material enhancements are also shown on the submitted materials plan.)

Mid Kent Environmental Health: - Air Quality

Relative to the above reserved matters an air quality Technical Note by Royal Hoskoning DHV on 31st January 2023 has been submitted. Environmental Health have reviewed the documents within the 23/501167/REM reserved matters but can only see the attached technical note. Looking at the outline application there was a substantial damage cost amount equating to £255,513 in another technical note dated 21st Feb 2017. This was broken down into Part A and B amounts, but this is not mentioned within the reserved matters.

The recent AQ technical note, that shows an amount of £24,800.

If this amount is the smaller amount being used, then we would like to ask for more details related to the cost of measures and that green infrastructure is not included in the mitigation damage cost amount.

Would like to see more in the provision of mitigation measures to promote active travel and reduce single car use, this could include the provision of subsidised train and bus tickets for all new residents. In addition to this, we would recommend that a monitoring strategy is included in the travel plan which provides reports on progress, and that these reports be submitted to the Environmental Health team.

(Case Officer comment: This is covered off in the s106 Agreement secured at the outline planning application stage)

SBC Housing: -

Site A Land at Preston Fields that proposes the delivery of 231 dwellings, including 81 s106 affordable homes. This application is pursuant to 16/508602/OUT with Schedule 4 of the s106 setting out the requirements for the affordable housing delivery on this part of the development. As such, comments for this REM application will refer to this schedule for Site A.

35% of the total number of dwellings on Site A have been offered as 81 affordable homes which is in accordance with the s106. The unit types and sizes are detailed in the Accommodation Schedule on planning layout - A1002_01_Planning Layout_Final_REV C Plan, and it is accepted that these homes have been provided as a reasonable and proportionate mix to the open market homes that will meet the broad needs of all households on the Council's Housing Register. The location of the affordable homes also appears to be well integrated within the development and evenly spread cross the site.

90% (73 units) should be provided as affordable/social rented housing with the remaining 10% (8 units) as shared ownership. This has not been set out in the REM application documents, therefore a suggested tenure split is detailed in the table below (green columns).

10% of the affordable homes should be delivered to M4(3) standard with the remaining affordable housing being built to M4(2) standard housing. It is welcomed that all nine flats in Block A (plots 170-178) are offered as M4(3) adapted housing, with the remaining 72 homes provided to M4(2) standard.

The table below details the mix of the 81 affordable homes with a suggested tenure split (two green columns), although if required this can be reviewed in partnership with the chosen Registered Provider.

Type/Size	Total	Private	Affordable	90% Rent	10% SO	M4(3)	M4(2)
1BF-2P (Block A)	3	0	3	3		3	
1B-Spey (flat)	12	0	12	8	4		12
2BF-3P (Block A)	6	0	6	6		6	
2BH	6	0	6	6			6
2BH+Study	41	41	0				
3BH	64	36	28 (5P)	26	2		28
3BH + Study	24	24	0				
4BH	61	35	26 (6P)	24	2		26
5BH	14	14	0				
TOTAL	231	150	81	73	8	9	72

If the total number of homes, or the mix of types of dwellings change through the planning process, a revised reasonable and proportionate of affordable homes will need to be further agreed with the Council, with the correct tenure split also applied of 90% affordable rented and 10% shared ownership housing.

Swale BC is a non-stock holding authority; therefore, a Registered Provider (RP) will be required to deliver the affordable homes on this site. I am happy to provide a list of Registered Providers and work in partnership to enable the delivery of the affordable homes ensuring a good and balanced mix is made available to prospective occupiers.

I can confirm that Swale's Housing Register demonstrates a need for all types and sizes of accommodation for those in housing need in the Faversham area, including adapted homes.

KCC Highways: - Original Comments

It is recognised that this is a reserved matters application to consider the detailed layout of this part of the wider Preston Fields development, as the principle of providing the 231 dwellings contained in this scheme for site A which has been permitted through the granting of Outline planning approval reference SW/16/508602/OUT. That application was supported by a Transport Assessment at the time to consider the highway impacts on the local road network and was accepted at that stage.

Looking at the specific details of the proposed scheme and submitted documents, I have several items that I would like addressed in order to allow me to properly assess the application, and amendments made to respond to concerns that I shall raise:

In general, the form of parking meets Swale District Councils adopted standards, as these accept the use of tandem parking arrangements and consequently, parking spaces no longer have to be independently accessible. It is considered that the reliance on tandem parking spaces proposed for this development comply with Swale's adopted standard.

The following items to address:

46 Visitor parking spaces have been provided and, on the whole, this has been distributed well along the primary and secondary routes around the development however there seems to be a high proportion located at the entrance to the site which are not positioned directly

nearby any dwellings, equally, there does not seem to be many around the Western section between plots 187 and 206.

Plots 72, 98, 138, 146, 216 have 2 spaces allocated however there is a distance in front of these that is likely to encourage parking for additional vehicles. This space will need to be reduced to ensure vehicle will not be inclined to use this area leading to overhang. It is recommended that the garage is brought forward.

There is a heavy reliance on rear parking in 'hidden courts' some of which are located a distance to the dwellings. Plots 27-58 all rely on courtyard style parking, and this will likely lead to drivers parking on the footway/verge directly in front of these properties. There are several visitor spaces located in the vicinity of these plots, that are closer than the allocated spaces and therefore are likely to be used by residents as opposed to intended visitors.

I note that Swale Borough Council would locate this development within the edge of town criteria whereby 4 & 5 bed dwellings require 3 parking spaces. The 4 and 5 bed units have only been provided with 2 spaces plus a garage, but garages are not counted towards the provision unless in town centre locations with controls to prevent on-street parking. Plots where there are 2 spaces have been offset by the provision of an additional space in a garage however this is not acceptable. Garages included within this development will be in addition to the required parking allocation. The following plots will need to be amended to address this; 1, 2, 15, 22, 27, 28, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 63, 69, 70, 71, 72, 84, 85, 86, 98, 99, 107, 109, 110, 119, 121, 122, 123, 124, 128, 135, 137, 138, 144, 145, 146, 158, 159, 160, 161, 164, 165, 190, 192, 193, 194, 195, 196, 197, 200, 210, 211, 212, 213, 218, 220, 227, 228, 231.

Swept path drawings have been submitted alongside a refuse plan which demonstrates tracking for a 11.4m freighter however there are some areas where manoeuvring is tight to parking bays and kerb lines. This is particularly evident around plot 10, should a vehicle be parked in the allocated space, this could lead to vehicle strike and is tight to the kerb line on Through Lane. The visitor parking bays located opposite 83 and 87 on the Tertiary Route will need to be relocated as the tracking shows vehicle overrun.

Speed restraint features are required every 60m to provide a target speed of 20mph, where carriageway bends are too shallow to encourage lower speeds. The section of road between Block A and 148 is straight over a length of around 100m, so will not accord with the design guidance. A suitable feature will be needed to shorten the uninterrupted distance. The section between 133 and 126 have slight deflection however this may not be enough to contribute towards target speeds and therefore an additional feature should be included.

Although it has been indicated that cycle storage has been provided by means of a shed in the rear gardens, it must be demonstrated that this space is sufficient to accommodate a minimum of 1 cycle per bedroom.

A plan should be provided to specify the areas to be proposed for adoption. A suitable extent would include the spine road and the shared surface access roads, but not the shared private driveway areas.

Revised Highways comments

I refer to your consultation dated 20th July 2023 in respect to the above planning application following the submission of amended plans and additional information to address the comments made in the Local Highway Authority's previous response.

I have reviewed the content of the Parking Justification Note and consider that the parking provision does comply with the minimum parking standards described in the adopted Swale Borough Council parking standards document, and together with the amendments made to the layout drawings I would no longer raise objection to the level of parking proposed on the development. It is noted that additional on-street parking has been provided to address several the concerns previously raised regarding the spread of visitor spaces around the site and to mitigate the distance between hidden courtyard parking and the associated dwellings.

The updated refuse vehicle swept path analysis has demonstrated that the development can be satisfactorily serviced, and amendments have been made to the layout to provide speed restraint measures at the appropriate distances to accord with the requirements of Kent Design Guide for a target speed of 20mph.

Following subsequent discussions with the applicant, further amended plans have been received to demonstrate compliance with the Section 106 Agreement requirement for provision of the A251 southern access road to meet local distributor road standards and safeguarding of a future link through to Salter Lane. Drawing numbers PFF-PPC-00-XX-DR-C-2097 P1 S106 Link Road Alignment-A3 and PFF-PPC-00-XX-DR-C-2096 P0 TRO Lining Arrangement-A1 have now been submitted to address this and I am satisfied that the proposed amendments to the link road would satisfy the requirement. This stipulated that any of the development access road constructed on the alignment of the safeguarded route would need to be constructed to a minimum width of 6.7m and include a 3m wide footway/cycleway on its northern side. The amendment does now comply with the S106 planning obligation, and I understand that the full suite of layout drawings for the development will now be updated to reflect these changes.

In addition, a Traffic Regulation Order plan has been submitted to include waiting restrictions along this section of road. These will need to be implemented prior to occupations to prevent on-street parking becoming established along the route, particularly given the width of the road and the rear courtyard parking allocated to the apartment block A that faces onto this road. Vehicle ownership levels must be influenced by parking availability from the outset, as it will be difficult to introduce restrictions after occupations have taken place and behaviours established. A planning obligation will be required to secure the implementation of the waiting restrictions.

While drawing PFF-PPC-00-XX-DR-C-2097 P1 does also indicate the possible future link road alignment through the safeguarded land to Salters Lane, at this time it is not possible to confirm exactly where the connection will be. As this current reserved matters application does not cover the wider development area that included the southern site approved by application reference 21/500766/OUT, the alignment has been contained within the red line boundary of the application extents. The indicative layout plan attached to the S106 Agreement for the combined developments envisaged the alignment connecting to Salters Lane through the southern site. In order not to prevent this scenario from being delivered, the remaining land to the south of the alignment shown on drawing PFF-PPC-00-XX-DR-C-2097 P1, up to the red line application boundary will need to be kept available.

On the assumption that the full set of application drawings are updated to correspond with the link road design show on drawing PFF-PPC-00-XX-DR-C-2097 P1, and it is confirmed that an alignment of the possible future link road could still route into the southern site, then I would be satisfied that all matters have now been addressed.

Consequently, I confirm that provided the following requirements are secured by condition or planning obligations not covered by the consent under outline application 16/508602/OUT, then I would raise no further objection on behalf of the local highway authority:

- No dwelling to be occupied until an application for a Traffic Regulation Order has been made to introduce waiting restrictions as shown on drawing PFF-PPC-00-XX-DR-C-2096 P0, and the restrictions introduced in accordance with the application decision.

SBC Travel Officer: -

Generally, more detailed drawings are required, particularly of the roads, junctions and pathways.

To this end, please confirm that all crossing points are raised and when at junctions, are brought in line with the desire line. Every crossing must also incorporate tactiles to ensure safety of all pedestrians.

The earlier application utilised LTN2/08, this has been superseded by LTN1/20. Please see Section 14 of this Transport Note.

Please also see the Faversham LCWIP that has been adopted by Swale Borough Council and Kent County Council.

The design of the Canterbury Road junction included a shared path. This is no longer an acceptable solution - footpaths along roadsides are for pedestrians.

Please amend the design to include a footpath and separate cycle track. The same principals should be applied to the Ashford Road junction

Both the major and minor access roads throughout the site should have segregated cycle tracks as stipulated in LTN1/20.

Please ensure that the short Green Links are a minimum of 3m wide so they can be utilised by cyclists and pedestrians

Please provide cycle access to Salters Lane in the southeast corner of the site. Please see Chapter 8 of LTN1/20 for traffic-free route design guidance.

Please ensure the green link to the development to the west is 3m wide so that it can be utilised by cyclists and pedestrians.

There appears to be no submission of a Travel Plan. Assuming this is in draft now, please note that with the site being on the outer edge of Faversham, more work needs to be done to encourage mode shift and the following actions should be included:

The application of these initiatives will create a stronger community and a more attractive place to live.

- Free Bikeability Sessions (including ebikes)
- Free guided introductory town walks
- Low cost ebike cycle hire onsite from the communal areas
- Low cost cargo bike hire
- Access to interest free Annual Season Ticket loans – bus & train
- Shopping trolley provided for each home
- Funded Liftshare subgroup
- Promotion of the Kent Connected App

(Case Officer comment - these matters are covered at the outline planning stage via the s106 Agreement)

KCC Waste Management: -

This development will border our Household Waste Recycling Centre (HWRC) situated to the northern end of Salters Lane and its junction with the A2 London Road. The HWRC sits behind and is joined to the KCC Highways Depot which is directly accessed from the London Road.

Whilst we do not wish to raise objection to the proposal, there are concerns, that can hopefully be addressed, regarding the proximity of our existing operation to the proposed residential development. We seek these to minimise any potential disturbance to those who will be our "new neighbours".

The primary issue is to ensure the development provides both visual and sound screening. Whilst our activity is generally not one that generates sustained or excessive noise disturbance, there are times during HGV and waste container manoeuvring when this will be so. In addition, there is a steady stream of householders and site related operations including full waste containers being removed and empty ones delivered all accessing the site via Salters Lane. This section of highway is single track with passing places and any intensification of use will require additional safety measures to be introduced. These potentially would be either widening the road at this point, provision of additional passing bays or a combination of both.

Further, Developer Contributions raised through the construction of these new dwellings is earmarked for "Waste services" and will provide for capacity improvements, either at this site or to existing or new HWRC facilities with the Swale Borough Council administrative area.

(Case Officer comment - these matters are covered at the outline planning stage via the s106 Agreement).

Environment Agency: -

No Objections, subject to Informative.

Natural England: -

Natural England has no comments to make on this reserved matters application.

Historic England: -

Historic England provides advice when our engagement can add most value. In this case we are not offering advice. This should not be interpreted as comment on the merits of the application.

Southern Water

No discharge of foul sewerage from the site shall be discharged into the public system until offsite drainage works to provide sufficient capacity within foul network to cope with additional sewerage flows are complete. Southern Water is currently in process of designing and planning delivery of offsite sewerage network reinforcements. As previously advised Southern Water seeks to limit the timescales to a maximum of 24 months from a firm commitment of the development.

The Council's Building Control officers or technical staff should be asked to comment on the adequacy of soakaways to dispose of surface water from the proposed development.

The submitted drainage details indicate SuDS to be maintained within private ownership and maintenance.

Mid Kent The Health and Safety Executive: -

Do Not Advise Against, consequently, HSE does not advise on safety grounds, against the granting of planning permission in this case.

Lower Medway Int. Drainage Board

The site is outside the drainage district of the Lower Medway Internal Drainage Board, and we understand that the preferred method of surface water disposal is via infiltration and foul water for the development will discharge via pumping to the east along Canterbury Road and connect to the existing public foul water network. As such, the development does not impact on the Board's interests or fall within its remit, and we expect Kent County Council acting as Lead Local Flood Authority to comment.

Notwithstanding that, the Board welcomes the proposals for SuDS features and the consideration of their maintenance. We encourage above ground features wherever possible as they are easier to maintain and provide amenity and habitat. We also welcome that water up to a 1 in 100-year storm event including 45% climate change will be attenuated within the curtilage of the site in the proposed drainage system and that consideration has been given to exceedance events i.e., that flows will be conveyed away from any properties to minimise risk.

KCC Minerals and Waste: -

Advise that the County Council has no minerals or waste management capacity safeguarding objections or comments to make regarding these proposals.

NHS - NHS (SWALE)

Dealt with at the Outline Planning stage, and contributions secured as set out in paragraph 3.3 of this Report.

Asset Engineer (Pipelines)

No comments received.

KCC Ecology

We have reviewed the ecological information and we advise that sufficient ecological information has been provided but we advise that additional information is required demonstrating what ecological enhancement features will be incorporated into the site.

The submitted information has confirmed the presence of an active outlier badger sett, 8 species of foraging/roosting bats and two species of reptile within the adjacent site. It has detailed there is potential for breeding birds and dormouse within the site. With the exception of badgers, a precautionary mitigation approach has been proposed to avoid impact on protected/notable species and we advise that we are satisfied that the proposed approach is appropriate. We have provided further details on the ecological mitigation as part of application 23/503442/SUB.

Lighting

Nocturnal species including at least 8 species of foraging bats and badger are present within the site and therefore there is a need to ensure that the lighting design minimises impacts from light spill. We note that as part of application 16/508602/OUT condition 18 requires a lighting plan as such we are satisfied that details on the proposed lighting is not required as part of this application. We highlight that the Bat Conservation Trust/Institute of Lighting Professional's 'Guidance Note 08/23 Bats and Artificial Lighting at Night' 1 should be consulted in the lighting design of the lighting scheme.

Designated Sites

The development includes proposals for new dwellings within the zone of influence (6km) of the Swale Special Protection Area, Special Protection Area) and Wetland(s) of International Importance under the Ramsar Convention (Ramsar Site). Swale Borough Council will need to ensure that the proposals fully adhere to the agreed approach within the North Kent Strategic Access Management and Monitoring Strategy (SAMMS). This is to mitigate for additional recreational impacts on the designated sites and to ensure that adequate means are in place to secure the mitigation before first occupation. A decision from the Court of Justice of the European Union has detailed that mitigation measures cannot be taken into account when carrying out a screening assessment to decide whether a full Appropriate Assessment is needed under the Habitats Directive. Therefore, we advise that due to the need for the application to contribute to the North Kent SAMMS, there is still a need for an appropriate assessment to be carried out as part of this application.

Ecological Enhancements

We advise that we provided detailed comments as part of application 23/503442/SUB. As detailed within that submission we recommend that a plan is submitted, as part of this application, demonstrating where all the integrated ecological enhancement features will be located.

Kent Police: -

No further comments to make.

KCC Developer Contributions

Dealt with at the Outline Planning stage, and contributions secured as set out in paragraph 3.3 of this Report.

UK Power Networks

No comments received.

Parks And Open Spaces

Dealt with at the Outline Planning stage, and contributions secured as set out in paragraph 3.3 of this Report.

Green Spaces Manager: -

Public Open Space secured as part of the Outline planning permission.

SBC Trees: -

Advises that from an arboricultural perspective the proposed layout would appear to respect the arboricultural constraints the existing trees pose and provided the scheme follows the tree protection measures as outlined in the submitted arb report by Aspect Arboriculture, dated July 23, Rev B, then I have no principal objections.

In terms of the landscaping for the development the submitted landscape drawings by Lloydbore show a balanced mix of native and non-native planting that is considered acceptable for the proposed development layout.

To ensure compliance, the landscaping details together with the tree protection measures are to be conditioned should you be minded approving the application.

KCC Flood and Water Management

Advise that Kent County Council as Lead Local Flood Authority have reviewed the updated Drainage Strategy and accompanying hydraulic modelling and are generally satisfied that our previous comments have been addressed. As such, we have no objection to the approval of reserved matters.

We note that the network design for the south catchment does not match Drainage Strategy drawing provided, however, we acknowledge that the contributing area is consistent and as such would expect that the drainage network can be accommodated within the proposed layout. At detailed design stage we would expect for the modelled network to fully match the drainage layout drawing.

This response has been provided using the best knowledge and information submitted as part of the planning application at the time of responding and is reliant on the accuracy of that information.

6. **DEVELOPMENT PLAN POLICIES**

Bearing Fruits 2031: The Swale Borough Council Local Plan 2017

- ST1 Delivering Sustainable Development in Swale
- ST2 Development Targets for Jobs and Homes 2014-2031
- ST3 The Swale Settlement Strategy
- CP2 Promoting Sustainable Transport
- CP3 Delivering a Wide Choice of High-Quality Homes
- CP4 Requiring Good Design
- CP7 Conserving and Enhancing the Natural Environment – Providing for Green Infrastructure
- A16 Land at Preston Fields, Faversham
- DM6 Managing Transport Demand and Impact
- DM7 Vehicle Parking
- DM8 Affordable Housing
- DM14 General Development Criteria
- DM17 Open Space, Sports, and Recreation Provision
- DM19 Sustainable Design and Construction
- DM21 Water, Flooding and Drainage
- DM24 Conserving and Enhancing Valued Landscapes
- DM28 Biodiversity and Geological Conservation
- DM29 Woodlands, Trees, and Hedges
- DM34 Scheduled Monuments and Archaeological Sites

Neighbourhood Plans-

The Faversham Neighbourhood Plan (FNP) is in the process of being formulated. The FNP is currently at Regulation 14 stage, where the Plan would have *limited weight* as a material planning consideration. Further, Swale Borough Council ran a Regulation 16 consultation from Monday 04th September 2023 for a period of 6-weeks.

The Faversham Neighbourhood Plan policies that require limited consideration in respect to this application:

- FAV2: Housing Development
- FAV3: Residential Mix and Standards
- FAV4: Mobility and Sustainable Transport
- FAV5: Critical Road Junctions

FAV6: Footpaths, Bridleways and Cycleways

FAV7: Natural Environment and Landscape

FAV8: Flooding and Surface Water

FAV9: Air Quality

FAV10: Sustainable Design and Character

FAV11: Heritage

FAV12: Health, Recreation and Community

FAV13: Local Green Space

FAV14: Local Renewable Energy Schemes

Swale BC Supplementary Planning Guidance/Documents

- Developer Contributions (2009)
- Parking Standards (2020)
- Swale's Landscape Character and Biodiversity Appraisal (2011)
- Faversham Characterisation Study (2021)
- Swale Landscape Assessment (2019)

7. **ASSESSMENT**

7.1.1 This application is reported to the Committee because the Faversham Parish Council has objected to proposal. Considering these comments, the Committee is recommended to carefully consider the following points: -

- The Principle of Development
- Size and Type of Housing
- Affordable Housing
- Landscape and Visual
- Heritage
- Archaeology
- Design of the Proposed Development
- Ecology
- Transport and Highways
- Air Quality
- Community Infrastructure
- Open Space
- Flood Risk, Drainage and Surface Water
- Contamination
- Living Conditions
- Sustainability / Energy

Principle

- 7.2.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 sets out that the starting point for decision making is the development plan unless material considerations indicate otherwise.
- 7.2.2 The National Planning Policy Framework (NPPF) provides the national policy context for the proposed development and is a material consideration of considerable weight in the determination of the application. The NPPF states that any proposed development that accords with an up-to-date local plan should be approved without delay. At the heart of the NPPF is a presumption in favour of sustainable development and for decision-taking this means approving development that accords with the development plan. It must however be noted that the Swale Local Plan is out of date.
- 7.2.3 The application site lies within land that has been allocated for housing under Policy A16 of the adopted Local Plan - Bearing Fruits 2031: Swale Borough Local Plan 2017. The principle of housing development on this land has therefore been clearly established and matters in relation to the loss of Best and Most Versatile agricultural land were previously considered at the time of the Local Plan allocation, and have been subject to thorough review at the public examination to the Local Plan.

Size and Type of Housing

- 7.3.1 The Local Plan requires the mix of tenures and sizes of homes provided in any development to reflect local needs. The Local Plan requires developments to achieve a mix of housing types, which reflect that of the Strategic Housing Market Assessment and as such proposals for new housing on major schemes should seek to achieve the following mix for a scheme of 231 dwellings, as set out in Policy CP3 of the adopted Local Plan: -
- 1 bedroom – 16 dwellings
 - 2 bedrooms – 83 dwellings
 - 3 bedrooms – 97 dwellings
 - 4+ bedrooms – 35 dwellings
- 7.3.2 The proposed development provides the mix of dwelling types and sizes proposed as follows:
- 1 bedroom – 15 dwellings
 - 2 bedrooms – 59 dwellings
 - 3 bedrooms – 84 dwellings
 - 4+ bedrooms – 73 dwellings
- 7.3.3 The mix of housing size and types is considered acceptable as it provides for a range of options within the site itself using the context and characters of the area to determine density as set out in Policy CP3 of the Local Plan.

Affordable Housing

- 7.4.1 The NPPF sets out the requirement for setting appropriate affordable housing levels for new development based on up-to-date evidence. Through policy DM 8, the Local Plan requires 35% of the total number of dwellings on Site A; in this regard, 81 dwellings have been offered as affordable homes, which is in accordance with the s106 Agreement.

7.4.2 The following tenure type for affordable housing will be incorporated within the scheme: -

Type/Size	Total	Private	Affordable	90% Rent	10% SO	M4(3)	M4(2)
1BF-2P (Block A)	3	0	3	3		3	
1B-Spey (flat)	12	0	12	8	4		12
2BF-3P (Block A)	6	0	6	6		6	
2BH	6	0	6	6			6
2BH+Study	41	41	0				
3BH	64	36	28 (5P)	26	2		28
3BH + Study	24	24	0				
4BH	61	35	26 (6P)	24	2		26
5BH	14	14	0				
TOTAL	231	150	81	73	8	9	72

7.4.3 The Swale BC Affordable Housing Enablement Manager has assessed the proposals and has advised that they are happy that the affordable dwellings are the types, sizes and tenures already agreed and that all nine flats will be delivered to M4(3) wheelchair user dwelling standard, with the remaining houses to M4(2) accessible and adaptable dwelling standard.

7.4.4 The proposals are therefore considered consistent with the provisions of Policy DM 8 of the adopted Local Plan, together with emerging Policies FAV 2 and FAV 3 of the Faversham Neighbourhood Plan.

Landscape and Visual

7.5.1 The NPPF requires decisions to ensure that development is '*sympathetic to... landscape setting*'. Paragraph 109 of the NPPF states that the planning system should contribute to and enhance the natural and local environment by "Protecting and enhancing valued landscapes, geological conservation interests and soils". Policy DM24 of the adopted Local Plan states that 'The value, character, and tranquillity of the Borough's landscapes will be protected, enhanced and, where appropriate, managed.' For non-designated landscapes (Preston Fields) Policy DM24 states that they will be protected and enhanced and planning permission will be granted subject to 'the minimisation and mitigation of adverse landscape impacts...'

7.5.2 At a National Level, the site lies within the North Kent Plain (National Character Assessment) and is within the 'Eastern Fruit Belt' as identified by the Kent Landscape Character Assessment (2004). On a local level, the site is identified as being within the Faversham and Ospringe Fruit Belt by the Swale Landscape Character and Biodiversity Appraisal (2011). Key characteristics of this landscape type that are relevant to the application site are:

- Gently undulating landscape that steadily climbs southwards;
- Mixed geology of head brickearth, Thanet beds drift, clay-with-flints and chalk;
- Small to medium-scale orchards and large open arable fields;
- mature fragmented hedgerows supplemented with post and wire fencing;
- Motorways, A and B roads, narrow winding lanes.

- 7.5.3 The guidelines for the Faversham and Ospringe Fruit Belt encourage the conservation and reinforcement of the landscape and built form and go on to recommended types of trees and shrubs as well as finishing materials for buildings.
- 7.5.4 The application site does not hold a landscape designation but the supporting text to Policy A16 (housing allocation) notes that the site makes a positive contribution to the heritage setting of the town and its rural setting and views. A green corridor is shown along the centre of the site and an area of open space and SuDs feature provided to the north of the site to retain an open aspect from the A2 and to integrate with the Conservation Area; play areas and further SuDS features are also found to the south and southeast of the site.
- 7.5.5 It is therefore considered that the proposal is consistent with the provisions of paragraph 109 of the NPPF and Policy DM24 of the adopted Local Plan; it is also considered that the proposals are consistent with Policy FAV7 of the emerging Faversham Neighbourhood Plan.

Heritage, including Archaeology.

- 7.6.1 The NPPF states that local planning authorities should identify and assess the particular significance of any heritage asset and consider the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits that may arise and this is endorsed by the Local Plan.
- 7.6.2 The key heritage assets in respect of this site and upon which the development might have an impact are as follows:
- Non-designated heritage assets – potential archaeological finds (Roman, Saxon, Prehistoric);
 - Designated heritage assets – Faversham Conservation Area, Preston-Next-Faversham Conservation Area,
 - Designated heritage assets - Listed buildings: - Orchard Cottages, Gazebo, Former Cherry Tree Public House, Cherry Tree Cottages, Outhouse attached to the right of No. 3 Cherry Tree Cottages, The Windmill Public House, and Thatched Cottages
- 7.6.3 Most of the listed buildings close to the site, and noted above, are located on the opposite (northern) side of the A2 to the application site.
- 7.6.4 The significance of each heritage asset must be considered as part of the planning process. Significance is defined in the NPPF as the value of a heritage asset to this and future generations because of its heritage interest. This interest may be archaeological, architectural, artistic, or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.
- 7.6.5 The outline application 16/508602/OUT considered matters of the impacts of the development on heritage assets, including archaeology, in great depth, and concluded that the proposed development would preserve the setting of adjoining listed building's, together with protecting the character and appearance of nearby Conservations Area, and lastly, subject to securing appropriate mitigation for archaeological findings by way of planning conditions, which would protect the setting of on-site archaeology.

- 7.6.6 The proposals are therefore considered to comply with the provisions of Policies DM32, DM33 and DM34 of the adopted Local PLAN, and the relevant sections of the NPPF. Further, it is considered that the proposals are consistent with emerging Policy11 – Heritage - of the Faversham Neighbourhood Plan.
- 7.6.7 In considering the impact of this proposal upon designated heritage assets, Officers have had regard to the Council's obligations pursuant to the Planning (Listed Building and Conservation Areas Act) 1990.

Character and appearance

- 7.7.1 The National Planning Policy Framework attaches great importance to the design of the built environment and that design should contribute positively to making places better for people. The Local Plan reinforces this requirement.
- 7.7.2 Drawing on reference from the approved Design Code for the site, the following guidance is provided:

Context

- 7.7.3 Faversham is an historic market town located to the east of the Borough of Swale.
- 7.7.4 The application site is in a highly sustainable location on the southern edge of Faversham. There are frequent bus services along Ashford Road and the nearest train station is a 10-minute walk away. Faversham enjoys a main-line railway connection to London Victoria and St Pancras stations. Shops, restaurants, and facilities of Faversham town centre are within walking distance of the site, as well as other local establishments. Footpaths are provided surrounding the site, and there is the opportunity to connect onto the existing Public Right of Way located off Canterbury Road.
- 7.7.5 The 18th and 19th century residential areas are laid out in a planned and ordered fashion and dealt with the demand for housing. They are characterised by generally wide streets of predominantly narrow terrace houses arranged in the most efficient way. Adapting to increased private car ownership, the streets are now lined with parked cars. Later 20th century development blocks are influenced by increased car use and ownership. In these areas the street networks are less regular, often including roads that meander and turn into cul-de-sacs, creating a less legible overall street network. The design of these winding streets also leads to many areas where the street frontage is faced by rear gardens.
- 7.7.6 The wider townscape of Faversham lies to the north of the site. Land to the east and west comprises a mixed agricultural landscape of scattered farmsteads and rural lanes. The following paragraphs appraise the local townscape and characteristics that can inform the development at Preston Fields.

'Faversham has developed from a small Creekside settlement to one of the larger towns in Kent, well connected and thriving. Its early organic development gave way to more formally planned development during the Victorian era. This expansion can clearly be seen in the well-structured urban plan, with tight-knit streets running alongside each other to create easily legible and well-articulated neighbourhoods. In the latter half of the 20th century, the effect of car use on town planning becomes increasingly apparent, as the newer streets become more open and broken up, leading to rapid growth and urban sprawl. Streets that

would once have been well ordered now meander through low-density housing estates.'
Faversham Characterisation Study.

Constraints

- Draw back development from the route of the underground gas main;
 - Draw development back from noise, movement associated with the M2 and A2;
- As noted in the Faversham Characterisation Study April 2021

'Though the M2 Motorway crosses the area from east to west, it makes surprisingly little impression on the wider landscape, as it is mainly hidden within cuttings and/or bordered by established trees.'

- Set development back from the northern site boundary with the A2 (Canterbury Road) and implement a soft but active edge to the development;
- Consider views towards the site from the east (public footpath and Salters Lane) and draw development back from Salters Lane;
- Provide new buffer planting to the north eastern site boundary to ensure screening and a development offset from the adjacent Faversham Household Waste Facility;
- Ensure built development has regard to the vernacular character of Faversham and Kent

Opportunities

- Opportunity for two points of access, one with Ashford Road (A251) and one with Canterbury Road (A2).
- The topography of the site provides the potential for gravity based sustainable drainage techniques;
- Opportunity to retain existing trees and hedgerows within the site and around the site boundaries where practicable to help assimilate development into the receiving landscape;
- Create a strong landscape framework to reinforce the existing trees and hedgerows and support biodiversity; to include new native tree, hedgerow, structural and amenity planting with local provenance and in-line with landscape character guidance;
- Opportunity to create a soft built edge between new development and countryside to the east and south (including the SLA) through a landscape buffer;
- Provide a strong green linkage through the development to connect potential open spaces to the north and south of the scheme. Priority should be given to pedestrian and cycle movements;
- Opportunity to deliver housing that will complement the existing settlement edge in terms of building heights, detailing and materials so that the development is seen as a continuation of the townscape edge;
- Internal vehicular and pedestrian routes can encompass new street trees, ornamental shrubs and native hedgerows to further enhance the onsite Green Infrastructure provision and improve biodiversity.'

Block Pattern

- 7.7.7 The block pattern comprises development blocks typically 50m in depth. The alignment reflects the natural topography of the site such that the blocks will have a prevailing east-west aspect in response to the site contours. At the eastern and western edges, the block pattern

secures existing rear gardens and private spaces. Along Salters Lane, to the south and addressing Canterbury Road are proposed frontages. Long cul-de-sacs should be avoided. Short cul-de-sacs will be accommodated within in larger blocks. Where possible, vehicular access should be provided around the whole perimeter block.

1. Development blocks will be broadly arranged in a distorted grid layout to respond to topography and context
2. Development blocks broadly rectilinear for efficiency
3. All development blocks should have active edges on four sides

Building Typologies

- 7.7.8 Informed by location, the pattern and grain, the prevailing built form would be of lower density forms such as the detached house. To provide for a balanced community there will also be terraces, semi-detached houses and flats, maisonettes. In accordance with the Coding Plan, the greater variety of dwelling types would be accommodated into the site. Lower density forms (a greater number of detached houses) would be along the green corridor and to the northern edge (Canterbury Road).

Detached Houses / Single Storey Houses

Appropriate considering the edge of town location, particularly along the green corridor, Salters Lane and adjacent to the northern area of open space.

Semi Detached Houses

Appropriate within the development areas and along the principal and secondary roads.

Terraced Houses

Appropriate within the development areas where their urbanising form would not detract from the edge of town location.

Flats and Maisonettes

Limited by height constraints on the site and normally expected around the urban centre. Important to achieving a balanced community.

Materials

- 7.7.9 Informed by the context appraisal and the built form guiding principles, the palette should apply to the built form across the whole site. The proposals are for a predominantly red/orange brick scheme, with red, russet, and brown roof tiles. Grey (artificial slate) roof tiles, render and timber cladding/ decoration are accent materials. Consistent with the facade design principles, elevations should be typically plain comprising a predominant or single material (brick or render) with a second material used as an accent. Render should be applied to the whole of the elevation(s) or gable. All building materials should be durable and age well.

Car Parking

- 7.7.10 Car parking should be designed so as not to detract from the overall quality of the public realm. This can be achieved through the siting and design of buildings and considered landscaping

proposals. Anti-social parking should be mitigated through design. Trees, bollards, and planting can be used to control parking.

On Plot Parking

- Car parking should be predominantly provided behind the building line;
- Where frontage parking is provided, landscape strips should soften the appearance of parking spaces;
- Surface materials for driveways should complement the streetscape in colour and materials; and
- Detached garages should be perceived as ancillary to the dwelling, integral garages should not dominate the principal elevation.

Courtyard Parking

- Shared parking courts will be provided for groups of dwellings such that they are convenient, safe and secure in order to encourage use and discourage anti-social parking on surrounding streets;
- Car parking areas of four or more spaces should be broken up by planting such as landscape strips, planting beds and trees; and
- Courtyards should be well lit and benefit from passive surveillance from surrounding dwellings.

Visitor Parking

- Visitor parking will be provided close to key spaces;
- A limited number of on street parking could be incorporated into the carriageway, streets could be widened at appropriate locations to accommodate parking; and
- Landscaped strips should break up the appearance of multiple parking spaces.

Cycle Parking

- Cycle parking will be provided as an integral component of both the public realm and on private plots.

Typologies

7.7.11 1 Low density edge: Predominantly low density detached dwellings

1i Low density edge - Canterbury Road

1ii Low density edge - Salters Lane

Low density suburban block form with informal character

Block type Informal

Target density range: 20-25 dph

Target plot ratio < 0.5

Building typology Predominantly detached with variety of individual dwelling types

2 Suburban edge: Mixed with short terraces (3-4 dwellings), semi-detached houses, flats and some detached houses

Low density suburban block form with informal character

Block type Generally formal perimeter block (linear pattern)

Target density range: 25-40 dph

Target plot ratio >0.5

Building typology Predominantly terraced / semi-detached houses; some flats and detached dwellings

- 7.7.12 The approved Design Code has informed the proposed layout and form of this development, subject to this Approval of Reserved Matters application, and is considered consistent with the provisions of the Site Allocation under Policy A16 *Land at Preston Fields* of the adopted Local Plan, together with associated Policies CP3, DM7 and DM14, the emerging Policies FAV 2 and FAV 10 of the Faversham Neighbourhood Plan, and the National Planning Policy Framework.

Trees

- 7.8.1 The NPPF recognises the contribution of trees to the intrinsic character and beauty of the countryside. The Local Plan requirement is recognised through Policy DM 29 of the Local Plan.
- 7.8.2 The application is supported by an Arboricultural Method Statement, together with planting plans.
- 7.8.3 The Swale BC Tree Officer advises that from an arboricultural perspective the proposed layout would appear to respect the arboricultural constraints the existing trees pose and provided the scheme follows the tree protection measures as outlined in the submitted arb report by Aspect Arboriculture, dated July 23, Rev B, then there are no principal objections. In terms of the landscaping for the development the submitted landscape drawings by Lloydbore show a balanced mix of native and non-native planting that is considered acceptable for the proposed development layout. To ensure compliance, the landscaping details together with the tree protection measures are to be conditioned should the Council be minded approving the application.

(Case Officer comment: The landscaping details and tree protection measures are referenced as Approved plans)

Ecology

- 7.9.1 The Conservation of Habitats and Species Regulations 2017 ('the Habitats Regulations') affords protection to certain species or species groups, commonly known as European Protected Species (EPS), which are also protected by the Wildlife and Countryside Act 1981. This is endorsed by Policies CP 7 and DM 28 of the Local Plan, which relates to the protection of sites of international conservation importance including Special Areas of Conservation (SAC), Special Protection Areas (SPA) or Ramsar Sites.
- 7.9.2 Under the Natural Environment and Rural Communities Act (2006), the authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions for the purpose of conserving biodiversity. Furthermore, the NPPF states at paragraph 174 that 'the planning system should contribute to and enhance the natural environment by minimising impacts on biodiversity and delivering net gains in biodiversity where possible'. The NPPF states at paragraph 180 that 'if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or as a last resort, compensated for then planning permission should be refused.'

- 7.9.3 National planning policy aims to conserve and enhance biodiversity and encourages opportunities to incorporate biodiversity in and around developments. Under the Natural Environment and Rural Communities Act (2006), "every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of these function, to the purpose of conserving biodiversity".
- 7.9.4 In terms of the Local Plan Policy DM 28 sets out that development proposals will conserve, enhance, and extend biodiversity, provide for net gains where possible, minimise any adverse impacts and compensate where impacts cannot be mitigated.
- 7.9.5 KCC Ecology have reviewed the ecological information and we advise that sufficient ecological information has been provided but we advise that additional information is required demonstrating what ecological enhancement features will be incorporated into the site.
- 7.9.6 The submitted information has confirmed the presence of an active outlier badger sett, 8 species of foraging/roosting bats and two species of reptile within the adjacent site. It has detailed there is potential for breeding birds and dormouse within the site. Except for badgers, a precautionary mitigation approach has been proposed to avoid impact on protected/notable species and we advise that we are satisfied that the proposed approach is appropriate. Further details on the ecological mitigation have been provided as part of application 23/503442/SUB.

Lighting

- 7.9.7 Nocturnal species including at least 8 species of foraging bats and badger are present within the site and therefore there is a need to ensure that the lighting design minimises impacts from light spill. KCC Ecology note that as part of application 16/508602/OUT condition 18 requires a lighting plan as such we are satisfied that details on the proposed lighting is not required as part of this application. We highlight that the Bat Conservation Trust/Institute of Lighting Professional's 'Guidance Note 08/23 Bats and Artificial Lighting at Night' 1 should be consulted in the lighting design of the lighting scheme. Designated Sites
- 7.9.8 The development includes proposals for new dwellings within the zone of influence (6km) of the Swale Special Protection Area, (SPA) and Wetland(s) of International Importance under the Ramsar Convention (Ramsar Site). Swale Borough Council will need to ensure that the proposals fully adhere to the agreed approach within the North Kent Strategic Access Management and Monitoring Strategy (SAMMS). This is to mitigate for additional recreational impacts on the designated sites and to ensure that adequate means are in place to secure the mitigation before first occupation. A decision from the Court of Justice of the European Union has detailed that mitigation measures cannot be taken into account when carrying out a screening assessment to decide whether a full Appropriate Assessment is needed under the Habitats Directive. Therefore, we advise that due to the need for the application to contribute to the North Kent SAMMS, there is still a need for an appropriate assessment to be carried out as part of this application.

Ecological Enhancements

- 7.9.9 We advise that we provided detailed comments as part of application 23/503442/SUB. As detailed within that submission we recommend that a plan is submitted, as part of this application, demonstrating where all the integrated ecological enhancement features will be located.

(Case Officer comment: Details pursuant to lighting and ecological enhancement are subject to conditions associated with the approved outline planning approval 16/508602/OUT; in addition, the SAMMS contribution is secured under the S106 Agreement in association with the above outline approval. The LPA have consulted Natural England on the HRA/ AA and have clarified the SAMMS position as set out above.)

Transport and Highways

- 7.10.1 The NPPF promotes sustainable patterns of development and expects land use and transport planning to work in parallel to deliver such. A core principle of the NPPF is that development should:

“Actively manage patterns of growth to make the fullest use of public transport, walking and cycling and to focus development in locations which are sustainable.”

- 7.10.2 The NPPF also states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

- 7.10.3 Local Plan policy promotes sustainable transport through utilising good design principles. It sets out that where highway capacity is exceeded and/ or safety standards are compromised proposals will need to mitigate harm.

- 7.10.4 In response to the amended proposals, KCC Highways advised the following:

I refer to your consultation dated 20th July 2023 in respect to the above planning application following the submission of amended plans and additional information to address the comments made in the Local Highway Authority’s previous response.

I have reviewed the content of the Parking Justification Note and consider that the parking provision does comply with the minimum parking standards described in the adopted Swale Borough Council parking standards document, and together with the amendments made to the layout drawings I would no longer raise objection to the level of parking proposed on the development. It is noted that additional on-street parking has been provided to address a number of the concerns previously raised regarding the spread of visitor spaces around the site and also to mitigate the distance between hidden courtyard parking and the associated dwellings.

Following subsequent discussions with the applicant, further amended plans have been received to demonstrate compliance with the Section 106 Agreement requirement for provision of the A251 southern access road to meet local distributor road standards and safeguarding of a future link through to Salter Lane. Drawing numbers PFF-PPC-00-XX-DR-C-2097 P1 S106 Link Road Alignment-A3 and PFF-PPC-00-XX-DR-C-2096 P0 TRO Lining Arrangement-A1 have now been submitted to address this and I am satisfied that the proposed amendments to the link road would satisfy the requirement. This stipulated that any of the development access road constructed on the alignment of the safeguarded route would need to be constructed to a minimum width of 6.7m and include a 3m wide footway/cycleway on its northern side. The amendment does now comply with the S106 planning obligation, and I understand that the full suite of layout drawings for the development will now updated to reflect these changes.

In addition, a Traffic Regulation Order plan has been submitted to include waiting restrictions along this section of road. These will need to be implemented prior to occupations in order to prevent on-street parking becoming established along the route, particularly given the width of the road and the rear courtyard parking allocated to the apartment block A that faces onto this road. Vehicle ownership levels must be influenced by parking availability from the outset, as it will be difficult to introduce restrictions after occupations have taken place and behaviours established. A planning obligation will be required to secure the implementation of the waiting restrictions.

While drawing PFF-PPC-00-XX-DR-C-2097 P1 does also indicate the possible future link road alignment through the safeguarded land to Salters Lane, at this time it is not possible to confirm exactly where the connection will be. As this current reserved matters application does not cover the wider development area that included the southern site approved by application reference 21/500766/OUT, the alignment has been contained within the red line boundary of the application extents. The indicative layout plan attached to the S106 Agreement for the combined developments envisaged the alignment connecting to Salters Lane through the southern site. In order not to prevent this scenario from being delivered, the remaining land to the south of the alignment shown on drawing PFF-PPC-00-XX-DR-C-2097 P1, up to the red line application boundary will need to be kept available.

On the assumption that the full set of application drawings are updated to correspond with the link road design show on drawing PFF-PPC-00-XX-DR-C-2097 P1, and it is confirmed that an alignment of the possible future link road could still route into the southern site, then I would be satisfied that all matters have now been addressed.

Consequently, I confirm that provided the following requirements are secured by condition or planning obligations not covered by the consent under outline application 16/508602/OUT, then I would raise no further objection on behalf of the local highway authority:

- No dwelling to be occupied until an application for a Traffic Regulation Order has been made to introduce waiting restrictions as shown on drawing PFF-PPC-00-XX-DR-C-2096 P0, and the restrictions introduced in accordance with the application decision. Reason: To protect the reasonable residential amenities and highway safety of the locality.*

Air Quality

7.11.1 The importance of improving air quality in areas of the borough has become increasingly apparent over recent years. Legislation has been introduced at a European level and a national level in the past decade with the aim of protecting human health and the environment by avoiding, reducing, or preventing harmful concentrations of air pollution.

7.11.2 The NPPF states that the planning system should contribute to and enhance the natural and local environment by preventing new/existing development from contributing to or being put at unacceptable risk from, or being adversely affected by, inter alia, unacceptable levels of air pollution. It also requires the effects of air pollution and the potential sensitivity of the area to its effects to be considered in planning decisions. The Planning Practice Guidance on Air Quality states that:

“whether or not air quality is relevant to a planning decision will depend on the proposed development and its location. Concerns could arise if the development is likely to generate air quality impact in an area where air quality is known to be poor. They could also arise

where the development is likely to adversely impact upon the implementation of air quality strategies and action plans and/or, in particular, lead to a breach of EU legislation.....”.

- 7.11.3 The Local Plan at Policy DM 6 sets out that development proposals will integrate air quality management and environmental quality into the location and design of, and access to development and in so doing, demonstrate that proposals do not worsen air quality to an unacceptable degree.
- 7.11.4 The applicant has undertaken an Air Quality Assessment in support of this proposal, this has been reviewed by the Council and advises that the proposed development will provide the following mitigation measures as part of the design:
- Provision of a pedestrian / cycle path through the areas of formal and informal Public Open Space connecting the A251, A2 and Salters Lane;
 - Provision of a travel plan welcome pack available to all new residents online and as a booklet, containing information and incentives to encourage the use of sustainable transport modes from new occupiers;
 - Travel Plan measures to promote and establish sustainable models of transport which will help in reducing potential air quality impacts such as;
 - Travel notice board to provide information on public transport, walking and cycling routes, car sharing, bike hire scheme;
 - Welcome packs with the above information;
 - Initiative to promote walking and cycling;
 - Initiatives to promote public transport; and
 - Initiative to promote car sharing.
 - Adequate provision of secure cycle storage;
 - Electric Vehicle Charging Infrastructure (charging point);
 - Provision of a travel plan coordinator to oversee the travel plan process and undertake monitoring;
 - Provision of green infrastructure, in particular trees, to absorb dust and other pollutants;
 - Encouragement by the Travel Plan Coordinator for residents to sign up to the Kentjourneyshare website. This initiative is part of the Liftshare network which identifies opportunities for residential in the local area to car share when travelling to work;
 - Mitigation Measure Detailed in Framework Travel Plan such as;
 - ~ Walking to school club to promote safe journeys to local schools; and
 - ~ Discounted bus tickets for residents.
 - Reducing NOx emissions with Air Source Heat Pumps (ASHPs). Heat pumps reduce greenhouse gas emissions by at least 20% compared with a gas boiler, even when running on emissions-intensive electricity. This reduction can be as large as 80% with cleaner electricity. Despite not reducing PM emissions, they are preferred over gas boilers.
- 7.11.5 The provision of the above measures is expected to more than cover the calculated £24,800 damage cost and is therefore considered to be sufficient to offset the increase in emissions generated by the development.

- 7.11.6 The above measures, secured as part of the S106 Agreement in the Outline planning application 16/508602/OUT, are therefore consistent with the provisions of Policy DM6 of the adopted Local Plan, in terms of mitigating air quality impacts caused by this development.

Open Space

- 7.12.1 Policy DM17 of the Local Plan sets out that new housing development shall make provision for appropriate outdoor recreation and play space, including urban parks, children's play areas, open space for sport, allotments or community gardens proportionate to the likely number of people who will live there. This space should be fully accessible all year round and therefore is generally not appropriate for Sustainable Urban Drainage Systems such as stormwater ditches.
- 7.12.2 The Public Open Space provision as set out within the application amounts to 2.5ha (6.17 acres); this area of open space is contained outside of the proposed SUDs areas, which amounts to 0.41ha (0.41 acres).
- 7.12.3 The public open space provisions are set out within the S106 agreement secured at the outline planning application stage, under reference 16/508602/OUT, and as set out in paragraph 3.3 of this Report.

Flood Risk, Drainage and Surface Water

- 7.13.1 The NPPF states that local planning authorities should ensure that flood risk is not increased elsewhere and that any residual risk can be safely managed. This is reflected in policy DM 21 of the Local Plan.
- 7.13.2 Kent County Council as Lead Local Flood Authority have advised that Kent County Council as Lead Local Flood Authority have reviewed the updated Drainage Strategy and accompanying hydraulic modelling and are generally satisfied that our previous comments have been addressed. As such, KCC as LLFA have no objection to the approval of reserved matters. The LLFA note that the network design for the south catchment does not match Drainage Strategy drawing provided, however, the LLFA acknowledge that the contributing area is consistent and as such would expect that the drainage network can be accommodated within the proposed layout. At detailed design stage the LLFA would expect for the modelled network to fully match the drainage layout drawing.

Contamination

- 7.14.1 The NPPF states that local planning authorities should ensure that the site is suitable for its new use taking account of various matters, including pollution arising from previous uses.
- 7.14.2 IMid Kent Environmental Protection have reviewed the decision notice for 16/508602/OUT which includes conditions for contaminated land. Those conditions are not required to be completed for the reserved matters stage and are standalone conditions that will be completed 16/508602/OUT planning reference.

Living Conditions

Existing residents

- 7.15.1 The Local Plan requires that new development has sufficient regard for the living conditions of neighbouring occupiers.

- 7.15.2 As set out in Section 1 – *Site Location and Description* – to this Report, this provides an analysis of the context of the site in relationship to its boundaries. The key connection of the site is in respect of properties to the west off Ashford Road; typically, these properties have 50m. long gardens to the east and forming the common boundary with the application site. The only exception to this rule is where Planning permission was granted for an Annexe structure within the garden of the property at Ashford Road in 2022. The nature of an Annexe building is that its occupation is ancillary to the use of the host dwelling as a single-family property and is not an independent dwelling. There are no other properties in Ashford Road or around the other boundaries of the site, which would be prejudiced in terms of the living conditions of neighbouring occupiers.

Future residents

- 7.15.3 New development is expected to offer future occupiers a sufficient standard of accommodation and to have regard to the Government's minimum internal space standards for new dwellings. These proposals have been assessed against the DCLG Technical housing standards – nationally described space standard and are acceptable in this context.

Sustainability / Energy

- 7.16.1 Policy DM 19 of the Local Plan requires development proposals to include measures to address climate change.
- 7.16.2 Measures set out within the Air Quality section of this Report deal with Sustainability and Energy matters.

Conclusion

- 7.17.1 The application site forms part of the Allocated Site A16 Land at Preston Fields, Faversham as identified within the Adopted Local Plan. Swale Borough Council currently has less than 5-years housing supply, and therefore the delivery of this site for 231 new homes would make a significant contribution to the housing delivery situation. In addition, this allocated site makes a valuable contribution towards meeting identified housing need, particularly affordable housing,
- 7.17.2 Whilst acknowledging the comments and observations of third parties and the Faversham Town Council, many of these refer to the principle of development, which has also been secured by virtue of the outline planning approval 16/508602/OUT. In addition, the s106 Agreement secured under the above outline permission seeks to mitigate any adverse impacts of development on this Allocated site.
- 7.17.3 Finally, and whilst acknowledging the status of the emerging Faversham Neighbourhood Plan (FNP), this application would not prejudice the future consideration of the FNP as an allocated site within the Adopted Swale Local Plan.
- 7.17.4 The application for the Approval of Reserved Matters is therefore recommended for APPROVAL, subject to conditions as set out.

CONDITIONS

1. Approved Plan numbers:

Planning Statement & Statement of Community Involvement

Heritage Impact Assessment

PC4334 Preston Fields Faversham_Air Quality_Technical Note_July2023

A1002_01_Rev H_Planning Layout_Black White

A1002_01_REV H_Planning Layout_Final Layout_COLOUR 30.08.23

A1002_04_Site Location Plan

A1002_07_Rev E_Materials Plan

A1002_08_Rev E_Enclosure Plan

A1002_09_Rev E_Character Area Plan

A1002_10_Rev E_Occupancy Plan

A1002_11_Rev E_Massing Plan

A1002_12_Rev E_Parking Plan

A1002_13_Rev E_Affordable Housing Plan

A1002_14_Rev E_Refuse Plan

A1002_15_Rev D M4-3 -APARTMENT PLANS

A1002_16_Rev D M4-3 -APARTMENT ELEVATIONS

A1002_17_Rev F_POS Area Plan

A1002_18_Rev E_Street Scenes A-E

A1002_19_Rev E_Gas Easement Plan

A1002 - HOUSE TYPE BROCHURE REV E - 30.08.23

1002_Design Justification Statement_Rev C 30.08.23

6150-LLB-EA-E1-DR-L-0003-S4-P04_Planting Plan

6150-LLB-EA-E2-DR-L-0004-S4-P0_Planting Plan

6150-LLB-EA-E3-DR-L-0005-S4-P04_Planting Plan

6150-LLB-EA-E4-DR-L-0006-S4-P04_Planting Plan

6150-LLB-EA-E5-DR-L-0007-S4-P03_Planting Plan

6150-LLB-EA-E6-DR-L-0008-S4-P04_Planting Plan

6150-LLB-EA-E7-DR-L-0009-S4-P04_Planting Plan

6150-LLB-EA-E8-DR-L-0010-S4-P03_Planting Plan
6150-LLB-EA-E9-DR-L-0011-S4-P03_Planting Plan
6150-LLB-EA-E10-DR-L-0012-S4-P04_Planting Plan
6150-LLB-EA-E11-DR-L-0013-S4-P03_Planting Plan
6150-LLB-EA-E12-DR-L-0014-S4-P06_Planting Plan
6150-LLB-EA-E13-DR-L-0015-S4-P07_Planting Plan
6150-LLB-EA-E14-DR-L-0016-S4-P03_Planting Plan
6150-LLB-EA-E15-DR-L-0017-S4-P03_Planting Plan
6150-LLB-EA-E16-DR-L-0018-S4-P03_Planting Plan
6150-LLB-EA-E17-DR-L-0019-S4-P03_Planting Plan
6150-LLB-EB-E1-DR-L-0020-S4-P05_Planting Plan
6150-LLB-EB-E2-DR-L-0021-S4-P04_Planting Plan
6150-LLB-EB-E3-DR-L-0022-S4-P04_Planting Plan
6150-LLB-EC-E1-DR-L-0023-S4-P04_Planting Plan
6150-LLB-EC-E2-DR-L-0024-S4-P05_Planting Plan
6150-LLB-ED-E1-DR-L-0002-S4-P07_Play Equipment Plan
6150-LLB-ED-E1-DR-L-0002-S4-P08_Play Equipment Plan
6150-LLB-ED-E1-DR-L-0025-S4-P06_Planting Plan
6150-LLB-EC-E3-DR-L-0026-S4-P01_Planting Plan
6150-LLB-RP-L-0003-S0-P01_Play Equipment Specifications
6150-LLB-ZZ-ZZ-DR-L-0001-S4-P18_Indicative Site Landscape Masterplan
PFF-PPC-00-XX-DR-C-0201 P9 External Levels Strategy-A1L
PFF-PPC-00-XX-DR-C-0301 P12 Highways Review-301
PFF-PPC-00-XX-DR-C-0302 P12 Highways Review-302
PC-00-XX-DR-C-0303 P12 Highways Review-303

PRE-PPC-00-XX-RP-C-0016 Preston Fields TechNote - KCC Highways rev 1

Parking Justification Note (Preston Fields) V1.0

PFF-PPC-00-XX-DR-C-0297 P0 S106 Salters Lane Connection Layout-A3

PFF-PPC-00-XX-DR-C-2095 P0 Link Road Future Junction-A3

PFF-PPC-00-XX-DR-C-0304 P12 Tracking Plans-304

PFF-PPC-00-XX-DR-C-0305 P12 Tracking Plans-305

PFF-PPC-00-XX-DR-C-0306 P12 Tracking Plans-306

PFF-PPC-00-XX-DR-C-0210 P5 Drainage Strategy-A1L

PRE-PPC-00-XX-RP-C-0010 Preston Fields Site A Drainage Strategy Rev 1.4 Complete

PRE-PPC-00-XX-RP-C-0019 Preston Fields TechNote - KCC LLFA

PRE-PPC-00-XX-RP-C-0018 Preston Fields TechNote - Southern Water

10327 2023-08-24 RGM - Basin Central M5-60

10327 2023-08-24 RGM - Basin North M5-60

10327 2023-08-25 RGM - CS2 Tank M5-60 1-30

10327 2023-08-25 RGM - CS2 Tank M5-60 1-100

10327 2023-08-25 RGM - CS3 Tank M5-60 1-30

10327 2023-08-25 RGM - CS3 Tank M5-60 1-100

10327 2023-08-25 RGM - CS4 Tank M5-60 1-30

0327 2023-08-25 RGM - CS4 Tank M5-60 1-100

10327 2023-08-25 RGM - CS5 Tank M5-60 1-30

0327 2023-08-25 RGM - CS5 Tank M5-60 1-100

10327 2023-08-52 RGM - Basin South M5-60

11362_AMS.001 Rev C

UE0520_PrestonFldsSiteA_EcIA_5_230830

UE0520_PrestonFldsSiteA_PEA_5_230830

UE0520_PrestonFlds_PSR_5_230830

2. No dwelling to be occupied until an application for a Traffic Regulation Order has been made to introduce waiting restrictions as shown on drawing PFF-PPC-00-XX-DR-C-2096 P0, and the restrictions introduced in accordance with the application decision.

Reason: In the interests of residential amenity and highway safety.

3. Notwithstanding the provisions of Class B & C of Part 1, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no additions or alterations of any roof any dwellings in respect of plots 1 – 10 (inclusive) and 213 – 231 (inclusive) shall be carried out, the subject of this permission.

Reason: To safeguard the amenities of the area and setting of adjacent listed buildings and Faversham and Preston-next Faversham Conservation Areas, by enabling the Local Planning Authority to consider whether planning permission should be granted for enlargement of these dwellings

4. A monitoring strategy shall be included in the travel plan which provides progress reports on the proposed measures and that these reports be submitted to the Local Planning Authority, in consultation with the Environmental Health team.

Reason: To enable the appropriate monitoring of the Travel Plan.

