



DESIGN AND ACCESS STATEMENT



Hybrid Planning Application comprising: -

A Full Application for the Erection of 49 Dwellings and Associated Infrastructure, Landscaping and Open Space

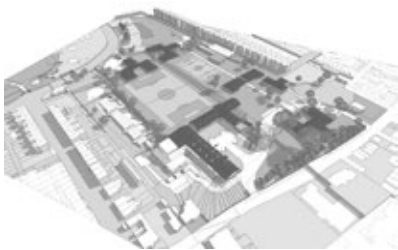
And



An Outline Application for the Erection of 102 Dwellings Including Detail Relating to Access, Layout and Landscaping (Scale and Appearance as Reserved Matters)

at

Land North of Old Ashford Road and South of Ashford Road, Lenham, Kent



Lee Evans Planning Ref: P3460

November 2016



Hybrid Planning Application

at

Land North of Old Ashford Road and South of Ashford Road (A20), Lenham

<i>Client</i>	<i>Broad Oak Motor Group Limited, EuroCanterbury, Broad Oak Road, Canterbury, Kent, CT2 7QH</i>
<i>Determining Authority</i>	<i>Maidstone Borough Council</i>
<i>Prepared by</i>	<i>Lee Evans Planning</i>
<i>Author</i>	<i>Nathan Anthony</i>
<i>Date</i>	<i>November 2016</i>
<i>Status</i>	<i>Submission</i>



Lee Evans Planning

St John's Lane, Canterbury, Kent, CT1 2QQ

tel: 01227 784444 fax: 01227 819102

email: townplanning@lee-evans.co.uk web: www.lee-evans-planning.co.uk

Table of Contents

1.0 Introduction

2.0 The Application Site

- 2.1 The Application Site
- 2.2 The Surrounding Context
- 2.3 Local Heritage

3.0 Proposed Development

- 3.1 The Developer (Phase 1)
- 3.2 Overarching Site Design (Phases 1 and 2)
- 3.3 Detailed 'Phase 1'
- 3.4 Outline 'Phase 2'
- 3.5 Drainage
- 3.6 Planning Obligations - Section 106 Agreement

1.0 INTRODUCTION

- 1.1 Lee Evans Partnership LLP has been commissioned by Broad Oak Motor Group Limited to prepare and submit a hybrid application for the erection of 151no. dwellings at land north of Old Ashford Road, Lenham.
- 1.2 This Design and Access Statement complements the Planning Statement and the Statement of Community Involvement, which also accompany the application.
- 1.3 The hybrid application will comprise both 'detailed' and 'outline' elements. The full 'detailed' element will cover the front (south) and part of the western segment of the site, and also the open spaces through the centre of the site, herein referred to as Phase 1. The 'outline' application element of the scheme will relate to the remainder of the site, herein known as Phase 2. The split between the two 'phases' is shown on drawing 700:P09.
- 1.4 The outline phases will, therefore, need to be the subject of future detailed or 'Reserved Matters' applications although some details are provided for consideration at this time. The matters to be considered at

this time are 'access', 'layout' and 'landscaping'. In summary, the hybrid application incorporates the following:

Phase 1, (49 dwellings) – Detailed with all Matters to be considered as part of this submission; and

Phase 2, (102 dwellings) - Outline but with matters of 'Layout', 'Access' and 'Landscaping' to be considered as part of this submission

- 1.5 The matters of 'external appearance' and 'scale' in phase 2, will remain indicative at this time.
- 1.6 This statement informs the Local Planning Authority and interested parties of the details of the proposal; first providing an assessment of the site's characteristics and context and then detailing the design process from conception to submission. This process has been influenced by members of the public, neighbours of the site and other interested parties, such as the Kent Downs AONB unit, who have contributed their views, comments and opinions. Pre-application consultation included a public consultation event and several meetings with the AONB unit.

1.7 Pre-application discussion has also taken place with Maidstone Borough Council planning officers. The initial feedback to this process is included in Appendix 1. The advice contained was influential in guiding the design of the proposals hereby considered.

1.8 A request for a Screening Opinion pursuant to section 5(2) of The Town and Country Planning (EIA) Regulations 2011 has been submitted on behalf of the applicant. This was considered under the Council reference 16/504855/ENVSCR and the decision was reached that an EIA for the proposals hereby considered was not required. The decision notice is attached at Appendix 2.

1.9 Matters relating to relevant planning policy considerations and all planning related issues including highway, arboricultural and drainage details are addressed in the accompanying Planning Statement.

1.10 In line with National Planning Practice Guidance this statement is provided in conjunction with the formal application and will discuss the site context, the design approach to the scheme and matters of access.

1.11 This Statement describes the site and places it in the context of the wider area in **Section 2**.

1.12 A description of the proposed development is contained in **Section 3**.

2.0 APPLICATION SITE

2.1 The Application Site

2.1.1 The application site is roughly rectangular in shape and covers an area of approximately 5.2ha. It is an agricultural field isolated by surrounding roads from other agricultural fields in the surrounding area and is currently leased by the applicant to a local farmer.

2.1.2 The site is located between the A20 to the north and Old Ashford Road to the south and adjoins the built up area of Lenham village to the west. To the immediate west is the Lenham Community Centre and Medical Centre, and the recently completed 12no. dwelling development by Rogate, all accessed off Groom Way. The North Downs AONB is to the north on the opposite side of the A20. To the east are several residential properties that front Old Ashford Road, behind which is a small field. Beyond these are the industrial buildings that make up the Ashmill Business Park.



Fig.1 Application Site in Context (courtesy of Google Earth)

2.1.3 The southern boundary comprises sporadic hedging and a small number of trees along its length but it is predominantly open to views from Old Ashford Road. The northern boundary of the site has significantly more existing vegetation including mature trees and a shrub belt. This, and a grassed verge, separates the site from the A20. An established hedge

line and a fence runs along the west boundary of the site, beyond which Groom Way runs parallel, from north to south.



Fig.2 Groom Way and application site from Old Ashford Road (courtesy of Google Earth)

2.1.4 The east edge of the site is marked by a mature hedge along the shared boundary with the adjacent residential property. Behind (to the north of) this property, the adjacent field is largely open to the application site.

2.1.5 An Arboricultural Report, which accompanies the planning application, has been completed by Ben Larkham Associates dated 9 December 2015. This categorises and rates all trees on the site or adjoining the boundaries of the site. Other than the trees identified in this report and the hedges referenced above, there is no flora of note.

2.1.6 Despite its flat appearance, the site level drops approximately 5m from north to south. This direction of land fall is consistent within the surrounding area, with a more noticeable rise in topography to the north on the North Downs. This is shown on LaDell Wood plan 2378-16-B-1 (as seen in Appendix 3 and submitted with this application).

2.1.7 A public right of way runs through the centre of the site from Old Ashford Road to the A20. No pedestrian access is provided along the north side of Old Ashford Road so users of the right of way are required to use the footpath on the southern side of the road and cross over on to the site. The right of way continues across the site, over the A20 and extends northwards up the slope of the Kent Downs. Areas of interest include the North Downs Way and the Chalk Cross.



Fig.3 View north along public right of way towards A20 and AONB



Fig.4 View of Community Centre and Health Centre from within Site



Fig.5 View of Ashmill Business Park from within Site

2.1.7 The Local Plan Proposals Map indicates that the site falls within a Special Landscape Area and is close to the 'Rural Settlement' boundary. It is not subject to any other special designations. The Kent Down AONB is shown located to the north, on the opposite side of the A20.

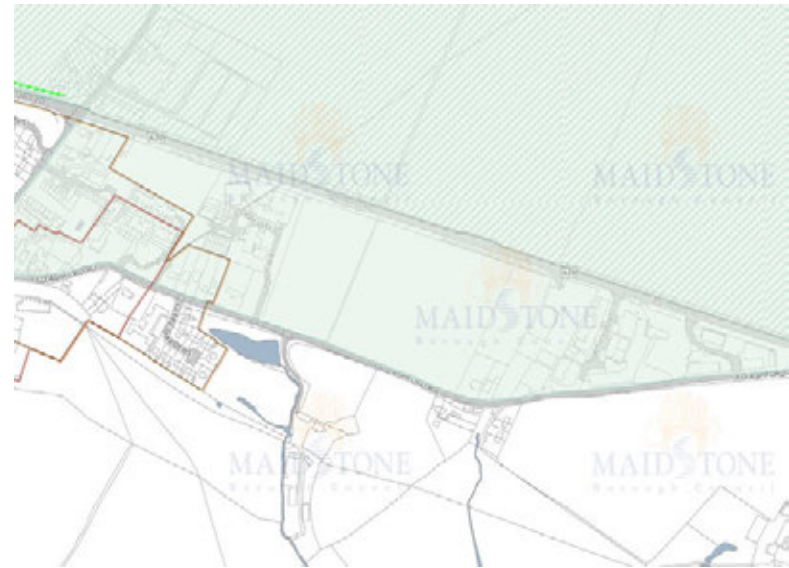


Fig.6 Extract from Proposals Map (courtesy of Maidstone Borough Council)

2.1.8 Environment Agency maps show the site to be located within Flood Zone 1. The site is over 1ha in size and in line with planning application requirements, a Flood Risk Assessment has been submitted with this application, and is considered further in the Planning Statement.

2.2 Surrounding Context

2.2.1 The land to the immediate north, south, east and west has been discussed above. It is important to note the built form that exists to both

sides (east and west) of the application site, and also the roads to the north and south, which combined serve to effectively enclosing the land. This is well illustrated in Figure 1 above.

2.2.2 It is important to also acknowledge the Area of Outstanding Natural Beauty beyond the A20 to the north. The site is in a landscape with one, non-statutory statutory designation; East Lenham Vale Landscape Character Area. The Maidstone Landscape Character Assessment 2013 states:

The key features relevant to this site and the surrounding landscape are:

This is a unified landscape where the consistently undulating topography, frequent woodland blocks and hedgerow enclosed fields provide a coherent pattern of elements. There are few visual detractors, and warehouses and a business park along the A20. Despite significant loss of historic hedgerow boundaries and shaws, a good hedgerow network and frequent woodland blocks remain.”. “Whilst some trees are over mature and there are some gaps in hedgerows, the overriding condition of the remaining hedgerows, woodland and the built environment is good.

2.2.3 The Summary of Actions includes the objectives to:

- *Conserve the undeveloped foreground and rural setting of the Kent Downs AONB.*
- *Conserve and enhance hedgerows and tree belts and restore hedgerow boundaries and field headlands where practicable.*
- *Restore historic hedgerow and shaw pattern where opportunities arise.*
- *Conserve the defined boundary between Lenham’s compact settlement and the surrounding rural area.*

2.2.4 A more detailed appraisal of the surrounding landscape is provided in the Landscape Visual Impact Assessment dated July 2016 by LaDell Wood.

Surrounding Footpath and Transport Network

2.2.5 The surrounding land comprises a number of publicly accessible routes including a national trail that runs along Pilgrims Way to the north within the AONB, several public rights of way and a restricted byway. The latter runs through the application site, from Old Ashford Road to the point where it connects with the aforementioned national trail. These can be seen in figure 7 (purple are public footpaths and blue is byway).

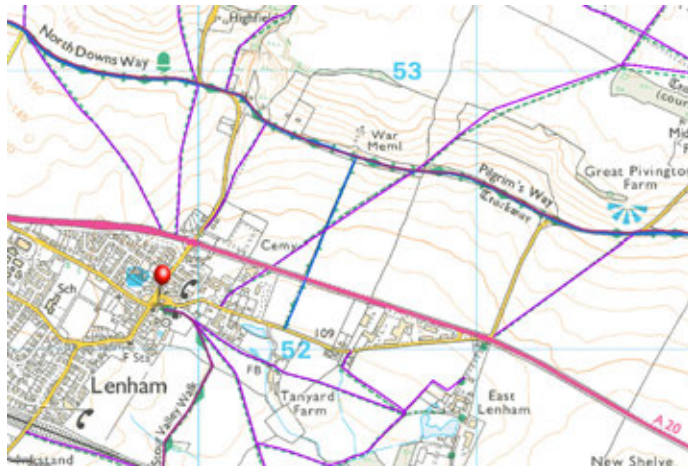


Fig.7 Extract from Explore Kent Map (courtesy of Kent County Council)

2.2.6 Figure 8 provides an indication of bus stop locations throughout Lenham. These provide regular services to the wider area including Maidstone, Ashford and Canterbury.



Fig.8 Extract from Explore Kent Map (courtesy of Kent County Council)

2.2.7 The A20 (Ashford Road) provides direct access to Junction 8 of the M20 motorway at Hollingbourne, which is situated approximately 6 miles (9.6 km) to the east and to Junction 9 of the motorway on the north eastern periphery of Ashford. The international passenger station at Ashford provides direct connections by rail to France and the rest of the continent via the high speed rail link.

2.2.8 Lenham also possesses its own local railway station, which provides routes 6 days a week to inter alia Ashford, Maidstone and London. The station is located at the south west edge of the village, less than 1 mile from the application site, which would equate to approximately 15 minutes of walking, or less by bicycle.

2.2.9 A more detailed appraisal of the transport options in and around Lenham is provided in the Transport Assessment dated 29 September by Monson Engineering.

Surrounding Settlements

2.2.10 The site is on the eastern boundary of the built area of Lenham village. It is 10.5km east south east of the eastern boundary of the urban edge of Maidstone and 11.5km north west of the western boundary of the urban edge of Ashford. The village of Harrietsham is 3km to the west, and Charing is 5km to the east south east, both accessed via the A20.

2.2.11 Maidstone and Ashford offer all the services and facilities expected of large urban centres including expansive retail and leisure facilities, restaurants and cafes and also tourist and cultural attractions. They also act as regional transport hubs, including the international passenger station at Ashford, discussed above. Both are easily accessible from Lenham via private and public modes of transport.

Lenham – An Area for Growth

2.2.12 Lenham is identified in the draft Local Plan as playing a key role in the growth of the borough. It is one of five rural service centres, the second

tier in the settlement hierarchy after Maidstone only, and is also identified as one of three ‘future locations for housing growth’ due to its capacity for new development on the basis of its strong existing infrastructure and service and facility portfolio. Given Lenham’s status, the suitability of the site for development, and the sizeable contribution that it makes towards the borough’s housing target (151 dwellings), it is considered that the land at Tanyard Farm is one of the foremost sites for housing delivery.

2.2.13 Lenham has been subject to significant development over the years including the Lenham Storage Company site, the Ashmill Business Park and the recent Community and Medical Centres on Groom Way. The centre of the village of Lenham is approximately 0.35km from the site.

2.2.14 There is a primary school (Lenham Primary), and secondary school (Swadelands), at Lenham. The village also offers a wide range of other facilities and amenities. These include grocery stores, a public house, a takeaway, restaurants, a bank, a church, petrol station, outdoor sports fields with a children’s play area and as mentioned, the new community and medical centres.

2.2.15 The Ashmill Business Park comprises a wide selection of small and medium scale industrial/warehouse/office units with associated parking and loading areas, and external storage zones. The majority of buildings offer warehouse/workshop/industrial space with adjoining office accommodation in two-storey height buildings.

Strategic and Sustainability Assessments

2.2.16 Lenham has been extensively reviewed in terms of its position in the wider Borough settlement hierarchy and is considered by Maidstone Borough Council to be a key rural service centre. A 2016 Sustainability Appraisal of the Maidstone Local Plan commissioned by the Council and completed by Aecom states as follows:

Lenham is identified as a rural service centre and as such, has the key services and community facilities expected of one. The village performs best in terms of education facilities, with a primary school and nursery school located on the same site, and as the only village to have a secondary school within the village boundary. Transport links to Maidstone town centre and other retail and employment centres by bus and rail are good. There is a local aspiration for housing development in the village to sustain the thriving village centre and local businesses in

general. The need for housing is centred on young people to ensure long term sustainability.

2.2.17 The site has been positively appraised by Maidstone Borough Council during the SHLAA, SHEDLAA and Local Plan drafting process (reference MX-11).

2.2.18 The site was considered in detail during the Council's 2014 SHEDLAA process (see Appendix 3). This stated:

The site is close to existing development in Lenham. There is no evidence that connection to services would be a constraint on development.

The site is within walking distance (approximately 0.35km) of Lenham Square which provides a range of shops and facilities. Lenham itself benefits from a primary and secondary school as well as the medical centre and community centre (next to the site) and railway station (connections to Ashford and London).

Development here would constitute a logical extension to the village. The site is immediately adjacent to the existing built up area of the village and is particularly well located relative to the community centre, medical centre and village square.

This site is considered appropriate for residential development and could also deliver some small scale office/workshop floorspace as part of a mixed use scheme if appropriate. The site could deliver up to 155 new homes (at a development density of 30dph).

- 2.2.18 Maidstone Borough Council's own Sustainability Appraisal of potential housing sites across the Borough considered the application site (see Appendix 4). The site generally scored very well against the criteria applied to all sites; these included *Accessibility to the existing centre and services, Accessibility to outdoor facilities and greenspace, Economy, Transport and Accessibility, Air quality and causes of climate change, Land use, landscape and the historic environment, Flood Risk, and finally Biodiversity and Green Infrastructure.*

2.3 Local Heritage

- 2.3.1 Local heritage has been considered by the applicant and to this end a detailed heritage and archaeology desk based assessment was commissioned. The resulting report was produced by Canterbury Archaeological Trust and accompanies this application. The following extracts provide a description of heritage features of interest.

Heritage Assets

The PDA does not affect or impact upon any World Heritage sites, Registered Battlefields, Conservation Areas or Registered Parks and Gardens. Historic Landscape Characterisation has been checked on-line and is described as Downland.

The mortuary and lock-up located at no. 2 Faversham Road, approximately 400m west of the PDA, is a Scheduled Ancient Monument of early eighteenth-century date (TQ 85 SE 182; Scheduled Ancient Monument No. 1005138). This however is not in danger of being impacted upon by the proposed development.

The PDA lies approximately 140m outside from the designated conservation area for Lenham (TQ 85 SE 124).

Tanyard farmhouse is a Grade II listed property dating to the late eighteenth or early nineteenth century. The building is located approximately 100m to the south and overlooks the PDA (TQ 95 SW 79; List Entry No. 1344265).

Archaeology

Evidence for activity dating to varying phases of the prehistoric period are recorded within and in the vicinity of the PDA. A concentration of Mesolithic flint artefacts found as surface finds is recorded from a field to the south-west at Court Farm, and this spread of material is known to extend into the PDA. Evidence for activity relating to the Iron Age is more widespread, with scattered finds from the area including within the PDA, but there is stronger evidence of possible settlement activity further to the west and southeast.

Evidence from archaeological investigation at Lenham Community Centre strongly indicates that linear features of Romano-British date recorded on the site are likely to extend within the PDA. This proven evidence for modification of the land during this period, combined with potential industrial activity to the south-west and the scattering of metal detector finds and other material across the area points to there being settlement activity of this date, as yet to be identified, close by.

Although Anglo-Saxon activity is recorded in the vicinity of the PDA, remains of this date are most likely to be centred further to the west, within the core of the village itself.

Medieval activity within the PDA, should it be present, is most likely to relate to agricultural activity or land use rather than settlement, which similarly was more likely centred further west. The potential for archaeological remains of this date to be encountered within the PDA is considered to be low to moderate.

There is little evidence that significant post-medieval or modern activity within the PDA...The potential for post-medieval and modern archaeological remains to be encountered within the PDA is considered to be low to moderate.

3.0 PROPOSED DEVELOPMENT

3.0.1 The application hereby submitted seeks planning permission for a hybrid scheme (part outline and part detailed) comprising the erection of 151 dwellings, with associated infrastructure including internal roads and footpaths, public open spaces and play areas, private gardens and landscaping buffers on land between the A20 and Old Ashford Road.

3.0.2 For the purposes of the planning application the outline and detailed elements can be seen to split the site into two 'phases'. Though it is anticipated that the detailed element will come forward for development first no definitive sequence of or timeline for development is proposed. The two phases are not to be considered in isolation and a detailed landscaping scheme across the whole of the planning application site is hereby proposed, showing a cohesive development.

3.0.3 The two phases are considered in more detail below but will provide, in summary:

Phase 1 – A detailed element of the application providing 49no. one, two, three and four bed dwellings all with car parking. All units will be two storeys.

Phase 2 – The outline element of the scheme providing for 102no. one, two, three, four and five bed dwellings. All units will have dedicated parking in bays. Visitor parking bays are also proposed. All units will be two storeys.

3.0.4 The design process has had input from various sources including pre-application feedback from Maidstone Borough Council officers, Kent County Council Highways officers, the Kent Downs AONB team and the comments from various groups (including Lenham Parish Council) at the public consultation, hosted by the design team acting on behalf of the client.

3.0.5 We would refer the Local planning Authority to the Applicants' Statement of Community Involvement (SCI) which details the pre-application stakeholder engagement process. This was carried out in February 2016 and took the form of a public exhibition at the Lenham Community Centre, Groom Way. This event gave interested parties the opportunity to advise of concerns, aspirations and ideas that would assist the Design Team of Lee Evans Partnership LLP, CPD Architecture and Rogate. The detailed responses are considered in the SCI and the Planning Statement, both of which accompany this application.

3.0.6 The consultation responses highlighted, inter alia, strong opinions with regard to the impact upon views from the AONB and Pilgrims Way. Similar concerns were also raised by the AONB unit. These views have been considered at length, particularly in discussions with AONB officers, and have, as a result, heavily influenced the layout and landscaping scheme. Open spaces through the site have been widened and the landscaping scheme has been made more robust and is now submitted as a detailed matter across the whole application site where previous iterations of the proposals considered landscaping as a Reserved Matter.

3.0.7 The views and comments of interested parties, therefore, provided the context in which the Design Team began work; attempting to provide a form of development that was appropriate in terms of density, height, appearance, layout, landscaping, parking provision and mix of house types.

3.0.8 The design response also took account of the pre-app feedback from Maidstone Borough Council, in particular the following:

The application site has been included within the MBC Local Plan Regulation 18 Consultation 2014 document under Site reference H1 (29)

and has been recommended for residential development for an approximate yield of 155 units subject to certain criteria, including,

- 1. The hedgerow and line of trees along the northern and southern boundaries of the site will be enhanced in order to protect the setting of the Kent Down AONB, and to provide a suitable buffer between new housing and the A20 Ashford Road and Old Ashford Road.*
- 2. The function of the restricted byway KH433 is to be retained, and consideration given to the safety of future users and occupiers of the development.*
- 3. Access will be taken from Old Ashford Road only.*
- 4. Development will be subject to the results of a phase 1 one ecological survey.*
- 5. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the A20 Ashford Road.*
- 6. Provision of publicly accessible open space as proven necessary, and/or contributions.*
- 7. Appropriate contributions towards community infrastructure will be provided, where proven necessary.*
- 8. Contributions will be sought towards extending the 30mph speed limit to the site access.*

...1. Views to be provided through the site from the south towards the North Downs, with particular reference made to a view of the chalk cross located on the Downs.

3.0.9 The design for this site has also been developed in a manner that continues the principles established at the Groom Square site adjacent to this proposal.

3.1 The Developer (Phase 1)

3.1.1 The developer of Phase 1 is Rogate, a Canterbury based company who have acquired a good reputation for both the design and the quality of the schemes they have developed and are considered to be one of the leaders of the premium housing market in Kent. Rogate has recently completed the scheme in Groom Square, Lenham and details of other schemes they have developed can be found on their web site www.rogate.co.uk

3.1.2 The development at Groom Square comprised 12no. dwellings and was completed in early 2016. The design was produced to provide two distinct areas delivering mixed unit sizes within the relatively modest development. This was intended to blend more seamlessly with the varied house sizes found in Lenham.

3.1.3 3no. four bedroom dwellings are located along Old Ashford Road following the existing grain of development found there. 9no. three bedroom houses are located around a green at the centre of the site.

3.1.4 The majority of the car parking is provided within a centralised parking court accessed from Groom Way. The units are all two storey and finished with a variety of vernacular materials including tile hanging, brickwork and timber boarding. Comments from both the local community and the planning committee at time of submission and completion confirm that this scheme represents an excellent example of the type of development we should expect in Kent. It is the intention to repeat this high quality design and finish at the site hereby considered.

3.2 Overarching Site Design (Phases 1 and 2)

3.2.1 As has been discussed, this hybrid application consists of both detailed (phase 1) and outline (phase 2) information. However, matters of access, layout and landscaping are submitted in detail for consideration by the LPA across the entirety of the proposed development. This effectively leaves just matters of scale and appearance for later consideration via reserved matters application for Phase 2. The proposed development is shown on drawings 700:P033 and 700:P1.



Access

3.2.2 Due to the higher speeds and volume of traffic on the A20 compared to Old Ashford Road it was agreed with all parties that vehicular access to the site should be from the latter. No vehicular access is proposed from the A20.

3.2.3 The main vehicular access is off Old Ashford Road, approximately half way along the southern boundary of the site near to the existing pedestrian access that marks the start of the existing byway. As can be seen from figure 9 this in turn leads onto the proposed internal road

system, which provides access to parking to the front of properties and rear parking courts. This main access point will be to adoptable standards, providing two lanes at the point of entry to prevent vehicles having to wait on Old Ashford Road, and with visibility splays appropriate to the speed limit and in accordance with highway standards.

3.2.4 There are also 8no. secondary accesses to parking areas that will serve the 16no. dwellings that front Old Ashford Road. These will be 3m in width and will have visibility splays in accordance with highway standards and appropriate to the speed limit of Old Ashford Road.



Fig.9 Site Access - Pedestrian routes in blue and vehicle access routes in orange

3.2.5 Traffic calming measures are proposed within the site at sections of road where higher speeds could be achieved. These will include narrowed sections of road, raised tables and changes of materials (which could include stone setts or block paving as a departure from the predominant tarmac).

3.2.6 It is proposed that the primary roadway will be adopted whilst the secondary sections, primarily those serving courtyard parking areas, will not be adopted. This can be seen more clearly on LaDell Wood drawing 2378/16/B/4.

3.2.7 Pedestrian access will be provided at various points around the site periphery. A new 1.8m wide footpath is proposed on the north side of Old Ashford Road. At present the only footpath along this stretch of Old Ashford Road is on the south side and pedestrians wishing to access the site at the byway must cross over. The new footpath, which will run along the full length of the southern boundary of the site, will provide pedestrian access to the site and all new properties fronting Old Ashford Road, thus negating the need for crossing and thereby improving highway safety.

3.2.8 The southern boundary will comprise a pedestrian access at the main road entrance to the site and an access between plots 12 and 13, which

will extend into the heart of the development and connect to the network of footpaths within. The 8no. access points to those properties fronting Old Ashford Road will be shared surfaces, suitable for pedestrian use.

3.2.9 A further pedestrian access will be provided along the west boundary of the site. This will serve as a link to the Lenham Community Centre and Medical Centre to the immediate west. Drawing 700:P01 shows the continuation of the footpath into adjacent land (beyond the application site boundary) for indicative purposes only. The applicant will provide the footpath up to their ownership boundary, at which point its continuation into neighbouring land is a civil matter to be considered between the applicant and other landowners.

3.2.10 A pedestrian link is also proposed to the north boundary of the site. This will be a formalisation of the existing byway link that continues over the A20 and into the countryside beyond. The byway will be retained for use and enhanced with minimal crossing points, as discussed in more detail in the landscaping segment of this statement.

3.2.11 There will be no access points of any type along the east boundary of the site.

Layout

- 3.2.12 The proposed layout has been largely steered by the surrounding context, in particular the surrounding road and footpath network and points of interest such as the Chalk Cross and the Lenham Community and Medical Centres. A network of footpaths that connects these features was drawn up and this framed spaces within the site. These spaces formed the early building blocks of the layout hereby proposed.
- 3.2.13 The access points into and out of the site were positioned so as to respond, again, to the location of surrounding points of interest and the existing footpath network. One point of access links directly to the community and medical centres, others preserve the popular byway route across the site and to The Downs.
- 3.2.14 The preservation of the existing byway was a fundamental component in the design of the scheme. It was apparent from an early stage that there was a desire from the applicant, design team and local community for the byway to remain along its current alignment. The proposed layout achieves this and widens the walkable space, which currently measures approximately 4m in width.
- 3.2.15 With the basic framework of a site layout provided by the above influences, the design team considered the nearby urban pattern. The result was a proposal that mirrors the adjacent Groom Square site, with 16no. dwellings along Old Ashford Road frontage, (following the existing rhythm of development), and 135 dwellings behind. That rear portion of the site is split into four zones that are separated by a large public green and a lateral ('horizontal') landscape buffer zone, as shown on drawing 2378/16/A/7. The public green follows the line of the existing public right of way/byway and provides a minimum 25m wide open space (adjacent to the main entrance to the site), widening into a 45m open area at the northern part of the site.
- 3.2.16 The green space helps to frame the views towards the Chalk Cross and the AONB and is intentionally devoid of much mature or high level planting, which could otherwise interfere with those views. Many of the units have been oriented to take full advantage of the open space, with frontages looking directly over it (see figure 10).



Fig.10 Site Layout

3.2.17 Other than the properties that front the main open space, the majority of properties have been oriented to take advantage of the path of the sun during the day. Where possible units will either face south or have south facing gardens, thereby minimising shadow. This approach has been combined with an efficient use of the site, which would not be possible if only south fronting properties or south facing gardens were proposed, and the need to maintain sufficient distances between properties and away from main noise pollution generators, i.e. the A20 and Old Ashford Road.

3.2.18 The resulting pattern of properties was combined with the established network of pedestrian routes discussed above and created the layout as

proposed, with ribbons of development running from east to west. This lateral pattern also lends itself to strong landscape buffers that run from east to west, as referred to above. These have been developed through a sequence of meetings and discussions with the Kent Downs/AONB unit with a view to mitigating views from the north and Pilgrims Way.

Landscaping

3.2.19 The position of the site relative to the countryside and the AONB has warranted a careful examination of the landscape context. A landscaping scheme that responds to the context and views to and from the surrounding area was considered paramount in the overall design of the project. To this end LaDellWood, landscape specialists, were commissioned to carry out a Landscape Visual Impact Assessment. The results of this assessment informed the Landscape Strategy that accompanies the application. Drawing 2378/16/B/4 shows the overarching strategy whilst drawings B/6 and B/7 provide detail and cross-section illustrations. The below summarises the landscape proposals but for detail the drawings should be consulted.



Fig.11 Landscape Strategy

3.2.20 The landscaping proposals rely on strong lines of trees and hedging predominantly along an east to west axis. There is little in the way of existing tree or hedge planting due to the agricultural nature of the site so new planting will need to occur. This will take the form of a mix of native species trees and hedges, and a mix of ornamental species elsewhere. Rear gardens are proposed to be laid to grass with tree planting at the rear ends of some gardens.

3.2.21 Native species with broad canopies will be ideal for screening purposes and these will be widely used along the north boundary of the site and

within the southern portion of the site along an east to west axis. This will create several lines of horizontal buffer, which as discussed in the Planning Statement, is key to mitigating views from the North Downs AONB. The creation of lateral buffer zones along this east to west axis is shown in figure 12. The effect of these will be further assisted by the topography of the site, which has a 5.5m fall away from the AONB.



Fig.12 Horizontal Planted Buffers

3.2.22 The native species proposed will include:

- Acer campestre (Field maple) 18-20rb
- Carpinus betulus (Hornbeam) 16-18cg

Prunus avium (Cherry) 18-20rb
 Quercus robur (Oak) 16-18cg
 Sorbus aria (Whitebeam) 18-20rb

3.2.23 These tree types will also be used along sections of the internal road system as shown in figure 12 and will create green corridors as shown in figure 13.

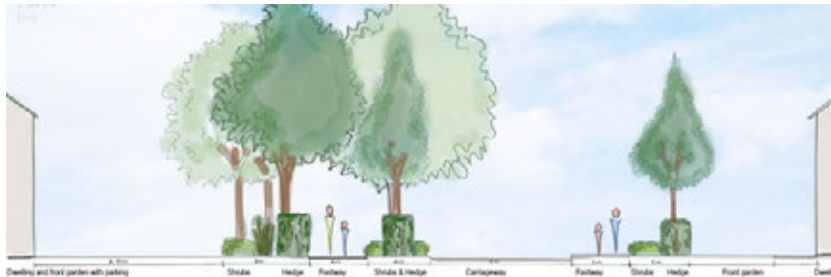


Fig.13 Sketch section of landscape buffer planting along east-west sections of road

3.2.24 The native tree species will be combined along the north boundary of the site with native hedges (as shown in figure 14), comprising of:

Cornus sanguinea (Dogwood)
 Corylus avellana (Hazel)
 Crataegus monogyna (Hawthorn)
 Ilex aquifolium (Holly)

Ligustrum vulgare (Privet)
 Rosa canina (Dog rose)

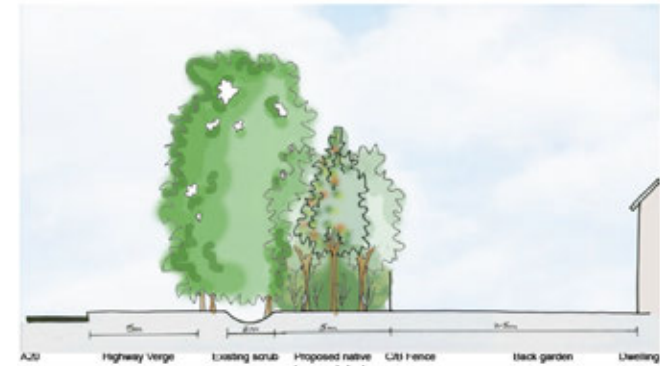


Fig.14 Sketch section of landscape buffer planting along north boundary of site

3.2.25 Native species with fastigiated canopies are proposed for internal areas of the development, including sections of the main road network where they will create single sided avenues. These will soften the public realm whilst framing the carriageway and footpaths but due to their shape they will prevent against large shadows. These trees will include:

Acer campestre Streetwise
 Betula pendula
 Carpinus betulus Frans Fontaine
 Sorbus aria Magnifica

- 3.2.26 A strong native tree and native hedge belt is also proposed along the west boundary of the site. This is intended to maintain privacy for neighbouring properties including Lanrig and The Marvel and also the Ashmill Business Park.
- 3.2.27 Where possible the existing planting will be retained and reinforced. This will be most evident along the north and east boundaries of the site where some hedge and tree planting already exists, but is sporadic and in some places sparse. The proposed landscaping scheme will combine with this to create a continuous planting belt.
- 3.2.28 An Arboricultural Survey and Constraints Report dated 9 December 2015 has been produced by Ben Larkham Associates. The report accompanies this application and grades those trees on the site and adjacent to the site boundary as well as providing BS5837 recommended root protection areas (RPA's). The landscaping scheme has been designed to retain those trees of high quality and respect the RPA's. This is most evident along the south boundary of the site, where there are several A grade trees of varying size and age. As can be seen, the hard and soft landscaping incorporates those trees, making them an intrinsic part of the overall scheme.
- 3.2.29 Additional tree and hedge planting is also proposed along the south boundary, fronting Old Ashford Road. This has been designed to create an avenue effect, whilst also acting as a green belt that reflects the country village feel on approach from the east into Lenham.
- 3.2.30 A variety of hard surface materials is envisaged and the applicant is happy to accept a condition requiring further details of these. It is assumed at this time that the main, adopted sections of the highway will be finished with a tarmacadam surface.
- 3.2.31 Unadopted sections of road, including driveways and parking courtyards, will be block paving or similar. The block paving may change colour to indicate parking bays.
- 3.2.32 Traffic calming measures, namely narrowed sections of road or raised tables, could be finished with block paving or setts.
- 3.2.33 The public footways will be tarmac where they adjoin the highway but could differ in material where they meet with the central open space; this could be a gravel surface or similar, to maintain the more rural character there.

The Byway

3.2.34 As has been touched upon above, the existing byway has been retained as a key element of the overall development. It will not be formally delineated but will instead sit within a wider 'green spine' running through the centre of the site. This approach follows feedback from the various groups, including local residents, who commented on the value of views from Old Ashford Road and across the site to the North Downs and the chalk cross.

3.2.35 This green space will be intersected at points by footways and at one point by highway. However, these crossing points are minimal in scale and the surface materials to be used will not preclude use by walkers and those on horseback.

3.2.36 The green space will comprise minimal planting and is proposed to be laid mostly to grass. This has a dual purpose; to retain open views through this part of the site to the North Downs from Old Ashford Road and to provide a wide open space for walkers and people on horseback to move unhindered through the site without being confined by development. The existing byway is narrow and confined by the surrounding worked land; the proposals are intended to offer a wider space.



Fig.15 3D model at eye level with chalk cross in background – worse case view

3.2.37 Strategically placed trees and shrubs are proposed in certain locations along the perimeter of the open space, as seen on drawing 2378/16/B/6, but these have been positioned so as not to hinder views of the Downs.

3.2.38 The wider open space at the north end of the site is also designed to accommodate a play area/LEAP. This will offer residents the opportunity to use a formal play area with equipment without needing to travel to other parts of Lenham. It is proposed that the detail of the LEAP be dealt with via condition on any forthcoming planning permission.

3.2.39 This 'green spine' will act as the main area of open space provided on site. There will also be several smaller pockets of open space throughout the development, featuring both hard and soft surfaces. These will generally be in the form of courtyards, which will offer more personal areas for relaxation. In total open space on site amounts to approximately 0.67 hectares.

Management of Open Spaces and Communal Land

3.2.40 It is envisaged that the open spaces and communal areas of the development will be held in trust by a management company owned collectively by residents.

3.2.41 A management company will be set-up covering the whole development and would be the owner of the open spaces and communal land. On the sale of each house the owner will be required to become a shareholder of the Management Company and will be obliged to financially contribute, through an annual charge, to the on-going maintenance of the areas of open space and communal land.

3.2.42 The shareholders will elect a board of directors who will set budgets and administer the Company's obligations on behalf of the residents.

Directors would report to an annual general meeting of shareholders and will be required to periodically stand for election.

3.2.43 On the sale of each unit the obligations to be a shareholder of the management company would be passed onto successors in title and the management company would transfer the share from the outgoing resident to the incoming resident.

3.3 Detailed 'Phase 1'

3.3.1 The detailed element of the hybrid application will comprise 49no. residential units across the southern frontage of the site and within the south west corner of the site. It will also incorporate the byway and as discussed above matters of access, layout and landscaping for the whole site are to be considered as detailed. The site split for the purposes of the detailed and outline elements is shown in figure 15 and application drawing 700:P09.

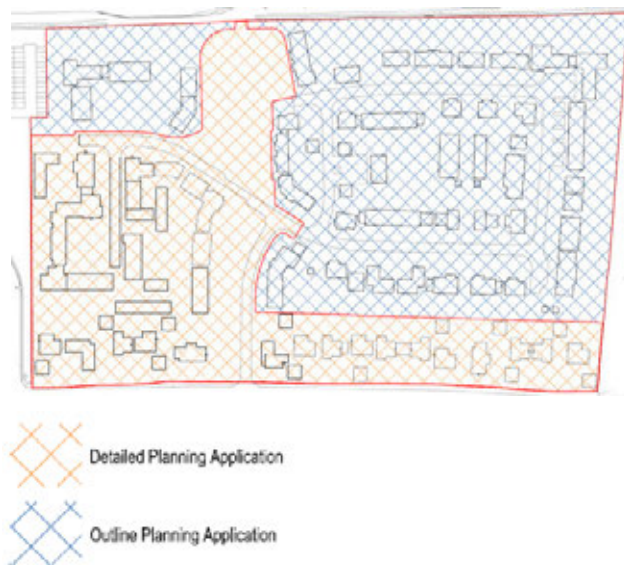


Fig.16 Hybrid Application Split

3.3.2 Phase 1 will comprise 12no. 2-bed apartments; those being units 23-26, 29-32, 41, 42, 46 and 47. The remaining units will be 2, 3 and 4-bed dwellings.

Layout and Access

3.3.3 As has been discussed, access to the properties fronting Old Ashford Road will be from the highway via a number of shared accesses (with the exception of unit 6 which has parking off the site’s internal highway).

These will lead onto parking areas to the front of the majority of properties though some will comprise side or rear parking areas (see units 3, 5, 6, 12, 13 and 15).

3.3.4 All units along the Old Ashford Road frontage will front the highway, with front doors in that facing elevation. Unit 13 is the only exception. This unit is positioned side on to the highway and has the main point of access to the dwelling facing westwards towards unit 12. This will be accessed via the footway that passes between it and unit 12.

3.3.5 The dwellings along this ‘front’ of the site have been set back from the main road behind a footpath and a dense landscape zone. This set back will ensure that the strong tree and hedge buffer will dominate the sense of place.

3.3.6 The ‘courtyard’ section of phase 1 to the west edge of the site comprises a collection of terraced properties set in perimeter blocks around a communal landscaped courtyard, planted borders and rear parking zones. This zone will invoke a greater sense of community among residents and a sense of shared ownership and responsibility. This layout approach has been successfully adopted at the neighbouring development Groom Square.

3.3.7 The parking courts will be accessed via two unadopted driveways off the main road network. These courts will comprise car ports and open parking bays, all of which will be designated.

Scale and Appearance

3.3.8 As with the adjacent scheme at Groom Square, Phase 1 has been designed to have a traditional Kentish appearance. Given the traditional character and appearance at the centre of Lenham it was felt that this approach was a prudent response to the context.

3.3.9 The dwellings fronting Old Ashford Road are all detached and mainly served by shared block paved (or similar) parking courts. These units will use a mix of form and materials to achieve a varied appearance. Materials will include tile hanging, painted timber boarding and multi stock brickwork. A variety of plain tile, slate and leaded flat roofs will be used. The specification of the materials will be chosen to mirror the existing built environment.



3.3.10 Each of these units will have either a car port or garage. These garages, when not integral, have been designed to appear as Kentish out buildings using brickwork or timber boarded walls. Some are used to form a more intimate setting and have been located forward of the dwellings while some have been located at the rear of the individual plots. There will be a mix of hipped and gable roof structures to the carports.

3.3.11 The 'courtyard' section of phase 1 incorporates dwellings fronting the large open space/byway. These have been designed to deliver a varied terrace of houses finished in brickwork with differing sash and casement window designs, roof pitches and finishes. To avoid unwanted parking or significant impact on the new village green these units are served by parking courts located to the rear of the plots.



3.3.12 Further along the green, the terrace turns the corner using a mixture of brickwork and timber boarded elevations on a gabled apartment block with a slate roof.

3.3.13 The north facing elevations of this apartment block and units to the west provide another 'edge of green' terraced street scene using tile hanging, brickwork and boarding to provide a cohesive design with varied traditional appearance. These units look out onto the larger section of the village green to the north of the site. This street scene follows the pedestrian footpath as it links to the community centre and surgery located west of the site. Half way along this north facing elevation is the access to the rear landscaped courtyard and parking zones. The dwellings flanking the access road into the square are finished in slate roofs over white boarding with lead flat roofed canopies to the west. The eastern elevation reflects and reuses elements found overlooking the village green to the east.



3.3.14 The elevations overlooking the courtyard green completes the detailed application zone and bring all of the material elements together. The large apartment block on the northern corner of the square uses a large chimney, balconies and gables to turn the corner and provide a centre point for the space. To the south and east a pair of three unit terraces use plain tiles, brickwork with sash windows. Finally along the western edge of the square is a fully white boarded slate roofed terrace of three houses to provide a simple and elegant back drop to the public space.

3.3.15 During early discussions with Maidstone planning department it was considered that the units could be designed to be two and a half to three storeys tall. It was concluded by the design team that this would cause an unacceptable impact on the AONB. This is also reflective of the scale found in the surrounding residential context, which is predominantly two storeys in height. Therefore all of the proposed dwellings are two storeys. To ensure a varied feel to the scheme and further reduce impact to the AONB, the units will use differing roof pitches, materials and designs as demonstrated in the supporting documents. Detailed elevations and floor plans for units 1 to 49 are provided on application drawings 700:P10 to P30, with details of car ports on drawings 700:P31 and P32.

3.3.16 The proposed units fronting Old Ashford Road will have a maximum ridge height of 9850mm and eaves height of 5400mm above surrounding ground level (not AOD). Those within the ‘courtyard’ development will have a maximum ridge height of 10750mm and eaves height of 5850mm. Roof and eaves heights will vary between unit types as shown on the drawings. However, these maximum heights will not be exceeded.

3.3.17 The following table provides the proposed internal floor areas, broken down across ground and first floor (or just one floor in the case of apartments), and the number of bedrooms for units 1 to 49. All units provide above minimum gross internal floor areas and storage as outlined in the DCLG’s ‘Technical housing standards – national described space standard’.

CDP Architecture Ltd

Job 700
Groom Way, Lenham

Unit No	House Type	No of Bed	GF	FF	Total Area in m ²
1	A	4	85.5	76.5	162
2	B	4	91	88.6	179.6
3	C	4	82.1	78.1	160.2
4	D	4	83.2	76.6	159.8
5	E	4	105.6	90	195.6
6	F	4	100.7	76.2	176.9
7	A	4	85.5	76.5	162
8	G	4	82.1	81.5	163.6
9	D	4	83.2	76.6	159.8
10	C	4	82.1	78.1	160.2
11	C	4	82.1	78.1	160.2
12	A	4	85.5	76.5	162
13	E	4	105.6	90	195.6
14	C	4	82.1	78.1	160.2
15	G	4	82.1	81.5	163.6
16	A	4	85.5	76.5	162
17		3	63.2	55.4	118.6
18		3	63.2	55.4	118.6
19		3	63.2	55.4	118.6
20		2	40.9	40.9	81.8
21		2	39.4	39.4	78.8
22		2	39.4	39.4	78.8
23		2			63.9
24		2			66.7
25		2			62.2
26		2			65
27		3	44.3	44.3	88.6
28		3	44.3	44.3	88.6
29		2			70.4
30		2			77.9
31		2			96.7
32		2			95.4
33		2	52.7	42.6	95.3
34		2	52.7	42.6	95.3
35		3	67.1	59.3	126.4
36		3	63.2	55.4	118.6
37		3	63.2	55.4	118.6
38		3	63.2	55.4	118.6
39		3	63.2	55.4	118.6
40		3	63.2	55.4	118.6
41		2			110.8
42		2			116
43		3	66.4	63	129.4
44		3	66.4	63	129.4

Unit No	House Type	No of Bed	GF	FF	Total Area in m ²
45		2	61.9	58.4	120.3
46		2			103.4
47		2			103.4
48		3	63.2	55.4	118.6
49		3	84.6	62.7	147.3

Key: Affordables

Age Restricted Units and Affordable Housing

- 3.3.18 It is proposed to impose an occupancy restriction on some of the units in Phase 1, which will limit the age of future residents to 55 years or over. The units in question are 20, 21, 22, 23, 24, 25, 26, 29, 30, 31, 32, 33 and 34.
- 3.3.19 Discussions with local Estate Agents suggests that there is a strong local demand for properties aimed at the retirement market. This was also a point raised during the public consultation; the need for a varied housing type in this scheme, which will cater older (and also younger) aged buyers specifically.
- 3.3.20 It is suggested that this age restriction could be controlled under the terms of the Section 106 Agreement pursuant to this application or by

conditions on a planning permission. It will be also be controlled by the applicant or their successors in title by a restricted covenant on the property, which will be enforced by the Management Company or Landlord.

- 3.3.21 Not only will this provision respond to a local demand and respond to policy calls for a varied housing offer but it will also reduce the demand for parking provision in association with those units. Each age restricted unit will include for 1no. allocated parking space.
- 3.3.22 This approach has been adopted and approved under the planning permission, and now implemented scheme, for the development known as Groom Square. The following condition was attached to the planning permission for that development and the applicant would accept a similar condition here.

15. Units 4-12 (inclusive) of the residential development hereby permitted shall be occupied only by persons of 55yrs and over or persons who were living as part of a single household with such a person or persons who have since died.

Reason: Development without adequate parking provision is likely to lead to parking inconvenient to other road users and in the interests of

road safety. This is in accordance with the National Planning Policy Framework.

- 3.3.23 It is proposed that units 20 to 34 will be affordable units. These offer a mix of two bed flats and two and three bed dwellings.

Parking

- 3.3.24 Each unit along the frontage (south boundary) of the site will comprise a stand-alone or integral double carport, with the exception of units 8, 10 and 11, which will have single carports. There will also be sufficient room within the shared parking courts associated with these properties for additional informal parking. This has been designed to ensure that all units benefit from a minimum of 2no. independently accessible parking spaces, in line with the standards for 4-bed dwellings in village areas set in the 'Kent Design Guide Review: Interim Guidance Note 3 – Residential Parking'. If required, all units can accommodate 1no. visitor vehicle on the premises.

- 3.3.25 The remaining units in the detailed application will have independently accessible, allocated spaces on the below basis (the provision of age-restricted units has been discussed above, as has the reduced parking provision that is associated with those units).

Double Carport

Units 17, 18, 19, 27, 28, 36, 37, 43 and 44

Two External Spaces

Units 48 and 49

Single Carport and One Single External Space

Units 35, 38, 39 and 40

Single Carport

Units 20, 21, 29, 30, 31, 32, 33, 34, 41, 42, 46 and 47

One External Space

Units 22, 23, 24, 25, 26 and 45

- 3.3.26 This section of Phase 1 will also incorporate 3no. visitor spaces. Again, this is a reduced provision against the Interim Guidance in light of the age-restricted nature of the units. It also takes account of the number of flats in this part of the development, on which the Interim Guidance states at 'Note 5' and in relation to visitor parking, *May be reduced where main provision is not allocated. **Not always needed for flats.***

3.3.27 Secure and covered storage of bicycles will be provided at each unit internally or in the form of sheds in rear gardens/communal spaces.

3.4 Outline 'Phase 2'

3.4.1 Section 3.2 of this Statement has considered the detailed proposals that apply to both the detailed and outline elements of this application; those being the layout, access and landscaping. Scale and appearance are to be considered at Reserved Matters stage for 'Phase 2'. Layout and landscaping have emerged as fundamental matters in the consideration and protection of surrounding landscape, in particular the AONB and views from the Pilgrims Way. To further provide assurance to interested parties we hereby propose scale parameters for units in this outline element of the scheme. We also provide an indicative materials pallet.

3.4.2 The Outline proposals also detail an indicative number of units within the detailed layout, which may be subject to change under subsequent Reserved Matters applications. For the purposes of this hybrid application the scheme shows 102no. units, consisting of 80no. dwellings and 22no. flats. These comprise the following indicative floor areas:

Unit	House Type	Total Area in m ²
1	2 bed flat	72m ²
2	2 bed flat	72m ²
3	2 bed flat	72m ²
4	2 bed flat	72m ²
5	3 bed house	90m ²
6	3 bed house	90m ²
7	3 bed house	90m ²
8	2 bed house	85m ²
9	2 bed house	85m ²
10	3 bed house	90m ²
11	3 bed house	90m ²
12	3 bed house	90m ²
13	3 bed house	90m ²
14	4 bed house	140m ²
15	3 bed house	90m ²
16	3 bed house	90m ²
17	2 bed house	90m ²
18	2 bed house	90m ²
19	3 bed house	96m ²
20	2 bed house	80m ²
21	2 bed house	80m ²
22	3 bed house	84m ²
23	3 bed house	84m ²
24	2 bed house	75.2m ²
25	2 bed house	75.2m ²
26	2 bed house	75.2m ²
27	3 bed house	84m ²
28	3 bed house	84m ²
29	2 bed house	75.2m ²
30	2 bed house	75.2m ²
31	2 bed house	75.2m ²
32	2 bed flat	72m ²
33	2 bed flat	72m ²
34	2 bed flat	72m ²
35	2 bed flat	72m ²
36	1 bed flat	50m ²
37	1 bed flat	50m ²

Unit	House Type	Total Area in m ²
38	1 bed flat	50m ²
39	1 bed flat	50m ²
40	2 bed flat	72m ²
41	2 bed flat	72m ²
42	3 bed house	90m ²
43	3 bed house	90m ²
44	3 bed house	90m ²
45	3 bed house	90m ²
46	3 bed house	90m ²
47	4 bed house	170m ²
48	4 bed house	120m ²
49	3 bed house	90m ²
50	3 bed house	90m ²
51	3 bed house	90m ²
52	2 bed house	80m ²
53	2 bed house	80m ²
54	2 bed house	80m ²
55	2 bed house	80m ²
56	4 bed house	170m ²
57	5 bed house	170m ²
58	5 bed house	170m ²
59	4 bed house	120m ²
60	4 bed house	120m ²
61	4 bed house	120m ²
62	4 bed house	120m ²
63	4 bed house	120m ²
64	4 bed house	120m ²
65	3 bed house	90m ²
66	3 bed house	90m ²
67	4 bed house	130m ²
68	3 bed house	90m ²
69	3 bed house	90m ²
70	3 bed house	90m ²
71	3 bed house	90m ²
72	3 bed house	90m ²
73	3 bed house	90m ²
74	2 bed flat	71m ²
75	2 bed flat	71m ²
76	4 bed house	170m ²
77	3 bed house	90m ²
78	3 bed house	90m ²
79	3 bed house	90m ²

Unit	House Type	Total Area in m ²
80	4 bed house	120m ²
81	2 bed flat	61m ²
82	2 bed flat	61m ²
83	4 bed house	120m ²
84	4 bed house	120m ²
85	3 bed house	90m ²
86	3 bed house	90m ²
87	3 bed house	90m ²
88	3 bed house	90m ²
89	3 bed house	90m ²
90	3 bed house	90m ²
91	3 bed house	90m ²
92	3 bed house	90m ²
93	3 bed house	90m ²
94	3 bed house	90m ²
95	3 bed house	90m ²
96	2 bed flat	66m ²
97	2 bed flat	66m ²
98	1 bed flat	50m ²
99	1 bed flat	50m ²
100	3 bed house	90m ²
101	3 bed house	90m ²
102	4 bed house	120m ²

3.4.3 These units are provided over a mix of detached, semi-detached and terraced houses, and flat complexes, not exceeding two storey's in height. It is envisaged that the units the subject of the outline phase would mirror the overarching design philosophy applied to the units at phase 1. As such, materials could include:

Walls

Tile hanging

Multi stock brick

Painted weatherboarding

Roofs

Plain tile

Slate

Leaded flat roof elements

Windows

Mix of white timber sash and casement windows

- 3.4.4 The section drawing 700:P08 provides a view through a small part of the outline phase 2. This illustrates the type of unit that may be appropriate in terms of scale, height and architectural style and gives the Council an indication of the design team's vision for the site. However, it is emphasised that the matters of scale and appearance are to be considered at later detailed or reserved matters applications.

Indicative Scale Parameters

- 3.4.5 The matter of 'scale' is indicative although detailed consideration has been given to the heights and overall scale of the Phase 2 elements of the scheme. Buildings on this part of the application site will not exceed the following heights above adjacent ground level (as noted, all units will be two storey in height):

Roof Ridges – 10750mm

Eaves – 5850mm

- 3.4.6 Suffice to say that the overall scale and height of the development will respect that of nearby residential buildings and the design has been conceived so as to respond to the recommendations made during the Landscape Visual Impact Assessment.

Parking

3.4.7 Parking provision across phase 2 will comply with relevant standards for village locations in 'Kent Design Guide Review: Interim Guidance Note 3 – Residential Parking'. These have been applied as follows:

- 1 and 2 bed flats – 1no. space per unit¹
- 2 bed houses – 1.5no. spaces per unit (3no. spaces shared per pair)
- 3 and 4 bed houses – 2no. allocated spaces per unit

3.4.8 Visitor parking spaces are also provided, and marked as such, throughout the phase. 21no. spaces have been provided, in line with the 0.2 spaces per unit required under Interim Guidance Note 3. These take the form of marked spaces in rear parking courts and marked on-street spaces.

3.4.9 Again, provision for secure and covered bicycle storage will be made at each unit. This will be in the form of storage internally or sheds/enclosures on the property in the case of dwellings or in the grounds of the flat complex in the case of flats.

¹ Interim Guidance Note 3 states "Allocation of one space per unit possible"

3.5 Drainage

3.5.1 The site-wide drainage strategy has been considered by Monson Engineering, and is detailed in the 'Drainage Strategy & Sustainable Drainage Management and Maintenance Plan' dated 04 November 2016, which accompanies the planning application.

Surface Water Drainage

3.5.2 The drainage strategy proposes to dispose of surface water across the site by means of sustainable urban drainage systems (SUDS), which will be installed prior to occupation. The main generators of surface water run-off will be roads, parking areas and roofs. On these the strategy comments as follows:

Roads

Surface water generated from the access roads will be collected via conventional road gullies and catch pits with trapped outlets to reduce risk of contaminants and/or litter entering any soakaway. The water may then be directed to the soakaway via 150mm pipes at a gradient not less than 1:150 gradient to ensure self-cleansing velocities.

Before any water enters a soakaway, it will pass through an oil interceptor to which will further reduce the risk of any contaminants entering into a soakaway.

Driveways and Parking Courts

Private access and parking areas shall be designed as permeable pavements, allowing this surface water to soak away into the upper strata. Storage available in the porous Sub Base and Capping material will also be utilized.

Roofs

The impermeable roof areas are intended to be drained with conventional roof guttering and downpipes, which will be directed in a surface water drainage system to a crated soakaway positioned in the rear gardens.

The soakaway will be designed to accommodate for a 1 in 100 year + 30% annual probability storm event, allowing for climate change. The soakaway at this site will be a crated system wrapped in a geotextile membrane. The soakaway will also be located $\geq 5\text{m}$ from any building or structure in as recommended in BRE Digest 365 as cited in the Approved

Document H of the Building Regulations 2010. For the critical storm the soakaways have been checked that they will half-empty within 24 hours as recommended in BRE Digest 365.

Foul Water Drainage

- 3.5.3 A proposed foul sewer layout and connection has been provided on drawings 5960Q/106, 107 and 108. This will be subject to a capacity check but as stated in the report, it is not deemed to be a problem given the existing networks and population. The proposed foul water strategy will comprise of the following:

It is proposed that the sewers from the entire site will be drained by gravity to the one point on the site where a Type 3 pumping station will be installed. The pumping station compound is also intended to be offered for adoption and constructed on applicant's land.

To ensure that sewage flooding does not occur at, or upstream of the pumping station during plant or power failure, additional storage will be provided in accordance with the Southern Water requirements.

3.6 Planning Obligations - Section 106 Agreement

3.6.1 It is anticipated that an Agreement under Section 106 of the Town and Country Planning Act, which would accompany any forthcoming planning permission, would necessarily comprise of a number of obligations and commitments to contributions. The requirement for, and detail of, these obligations and contributions will be considered in greater detail in the Planning Statement accompanying this application. Nonetheless, the following are considered to be the headline matters:

- Affordable Housing
- Developer contributions towards:
 - Primary and secondary education
 - Libraries
 - Adult Education
 - Youth Facilities
 - Social Services
 - Highways (including towards upkeep of Public Rights of Way), NHS services, adult and social services, education services
- Provision and timing of delivery of open and play space
- Phasing of development

- Provision and retention in perpetuity of mitigation planting (specifically lateral buffer zones as agreed with AONB Unit), (also to be protected via a covenant on the property, which will be enforced by the Management Company or Landlord)



Fig.17 Mitigation Planting to be retained in perpetuity

3.6.2 At the pre-application stage the applicant proposed to commence with a draft S106 Agreement in conjunction with Maidstone Borough Council's legal department. However, it is understood that the Council's legal team resist discussions prior to the submission of an application. As such it is suggested that this process be undertaken, and

contributions/obligations be agreed, during the course of the application.

Affordable Housing

3.6.3 It is proposed to provide 30% affordable housing on site (the maximum achievable when full development viability is considered), which equates to 45.3no. (rounded down to 45), units. Local policy seeks 40% provision and the departure from this level is discussed in the Planning Statement and in full detail in the accompanying Viability Report dated 20 January 2017 by Strutt & Parker LLP.

3.6.4 The 30% will include 1-bed, 2-bed, 3-bed and 4-bed units. It will also include Starter Home/Age Restricted, Social Rented and Shared Ownership units.

3.6.5 The detailed element of the scheme ('Phase 1') will include 15no. affordable units (Plots 20 – 34) comprising 13no. 2-bed units and 2no. 3-bed units. These will be split as follows:

10no. Starter or Age Restricted Homes

3no. Social Rented

2no. Shared Ownership

3.6.6 The remaining affordable housing requirement (30no. units), providing for the necessary remaining provision of the identified unit sizes and tenures above, will be provided across the remainder of the development. This provision will be provided across the following basis:

20no. Starter or Age Restricted Units

6no. Social Rented

4no. Shared Ownership

3.6.7 The affordable housing proposal is discussed in further detail in the Viability Report.

Extension of the Speed Limit

3.6.8 The applicant is also happy to discuss the matter of extending the 30mph speed limit on Old Ashford Road² to meet the proposed junction of Old Ashford Road and the main access road into the site. This may take the form of an Agreement under Section 278 of the Highways Agreement 1980, or may be referenced in the Section 106 Agreement, dependent upon how the Council wish to manage it.

² KCC Highways asked for the consideration of extending the speed limit in pre-application discussions

Landscape Beyond the Site Boundary

- 3.6.9 Existing and proposed tree and hedge belts that are part of the landscape strategy but also within the highway verge (along the A20 or Old Ashford Road) will need to be subject to a 'Licence to Cultivate' from KCC Highways. It is submitted that this can be addressed in a Section 278 Agreement once the acceptability of the application has been established with Maidstone Borough Council. The Licence and obligation to manage that planting will then be passed to the Management Company.

Appendix 1

Maidstone Borough Council

Nathan Anthony
Lee Evans Planning
St Johns Lane
Canterbury
CT1 2QQ

Alison Broom
Chief Executive
Maidstone House
King Street
Maidstone
ME15 6JQ
T: 01622 602000
E: Minicom 01622 602224
W: www.maidstone.gov.uk

Date: 14 April 2015
My ref: 14/506274/PAMEET
Your ref: LTR/P03460/2/NA

14 MAY 2015

Dear Mr Anthony,

SITE: Tanyard Farm, Old Ashford Road, Lenham, Kent, ME17 2DH
PROPOSAL: Pre-app - Residential Development of 155 dwellings

Thank you for your enquiry dated 5/12/2014 seeking planning advice for the aforementioned development proposal. Thank you also for your payment. Following our meeting on 06/02/2015 I would make the following comments regarding the pre-application proposal.

Site

The proposal site is located outside the defined settlement boundary of Lenham as shown on the Maidstone Borough-Wide Local Plan 2000, although it is located on the eastern edge of extended village boundary, between the doctors and community centre site and a triangular shaped employment site which is designated an economic development site in the local Plan under policy ED2 (xxvii). The site is also sandwiched between the A20 (Ashford Road) and the Old Ashford Road. The site is designated a Special Landscape Area (ENV24) as is the north of the site on the other side of the A20. The countryside opposite the site forms the lower section of the North Downs and is also designated as the Kent Downs Area of Outstanding Natural Beauty. The area to the north and south of the site mainly constitutes open countryside.

Background information

The application site has been included within the Maidstone Borough Local Plan Regulation 18 Consultation 2014 document under Site reference H1 (29) and has been recommended for future residential development for an approximate yield of 155 units subject to certain criteria, including:

1. The hedgerow and line of trees along the northern and southern boundaries of the site will be enhanced in order to protect the setting of the Kent Downs AONB, and to provide a suitable buffer between new housing and the A20 Ashford Road and Old Ashford Road.
2. The function of restricted byway KH433 is to be retained, and consideration given to the safety of future users and occupiers of the development.
3. Access will be taken from Old Ashford Road only.
4. Development will be subject to the results of a phase one ecological survey.

5. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the A20 Ashford Road.
6. Provision of publicly accessible open space as proven necessary, and/or contributions.
7. Appropriate contributions towards community infrastructure will be provided, where proven necessary.
8. Contributions will be sought towards extending the 30mph speed limit to the site access.

The Site Allocations have recently been reviewed by Scrutiny Committee followed by Cabinet where the subject site received support and has been recommended for inclusion in the Local Plan, subject to the following amendments / inclusions;

1. Views to be provided through the site from the south towards the North Downs, with particular reference made to a view of the chalk cross located on the Downs.

Proposal

Outline permission for 155 residential units with layout and access considered at this stage and all other matters reserved for future consideration. The pre-application documents also included a draft layout plan which we discussed during our meeting which I will also provide comments on. Four new access points are proposed off the Old Ashford Road with a fifth access proposed off Groom Way.

Considerations

As stated above the proposal site is located within the draft Local Plan however this document can only be afforded limited weight at present as it remains in the early stages of adoption. Notwithstanding the limited weight afforded to the draft Plan it is worth noting that this document does advise that outside of the town centre and urban area, rural service centres (RSC) are considered the most sustainable settlements in Maidstone's settlement hierarchy and the primary aim is to direct development towards rural settlements that can best act as service centres for their local population and surrounding rural communities. Lenham is classified as a RSC in the draft Plan and states as follows:

'Lenham has the key services and community facilities expected of a rural service centre. The village performs the best in terms of education facilities, with a primary school and nursery school located on the same site, and as the only village to have a secondary school within the village boundary. Transport links to Maidstone and other retail and employment centres by bus and rail are good. There is a local aspiration for housing development in the village to sustain the thriving village centre and local businesses in general. The need for housing is centred on young people to ensure long term sustainability'.

As the draft Local Plan is in the early stages of adoption the proposal would currently remain to be assessed under the Local Plan 2000 and the National Planning Policy Framework.

As I am sure you are aware Maidstone Borough Council is currently failing to meet the requirements of the Framework in respect of housing land supply. This is not disputed, however, it is still necessary to determine whether the proposal represents sustainable development in accordance with the NPPF.

The site is defined as being within the open countryside under Policy ENV28 of the Maidstone Borough Wide Local Plan 2000. Policy ENV28 seeks to prevent development which would harm the character and appearance of the area or the amenities of surrounding occupiers, and confines development to certain listed exceptions. The proposal in this case is not within one of the Policy exceptions. The proposal is therefore contrary to the provisions of Policy ENV28. However, as the Council is currently unable to demonstrate a five year supply of



PAADVCEI Rev. Mar. 12

housing, in accordance with Paragraph 49 of the NPPF, Policy ENV28 is out of date, insofar as it applies to the supply of housing.

In such circumstances, the proposal fails to be considered under Paragraph 14 of the Framework which at its heart is a presumption in favour of sustainable development.

In terms of the sustainability the site is deemed to be located in a relatively sustainable location on the edge of the existing village in proximity (walking distance) to the local schools, shops, doctor's surgery, community centre and train station. In addition there is a regular bus service from the village and the A20 going into Maidstone and Ashford centres. The site is therefore considered to represent a sustainable location in accordance with the NPPF and the future occupants of the site would likely enhance and maintain the vitality of the village.

Clearly, the Local Planning Authority will have to come to a view at the time of any submission by balancing all considerations, however, you will be expected to make a robust case for development to come forward in advance of the new Local Plan.

Layout

You have provided an indicative layout plan which has been reviewed by the Kent Design Panel and we discussed various aspects of the proposed layout during our meeting. Generally the proposed layout was deemed to be acceptable and on the right track.

The application site is a rectangular parcel of land of some 5.2ha and a fairly uniform street pattern is considered acceptable in this location and would complement the shape of the plot, even though the site is located within the open countryside. A strong landscaping scheme would assist in reducing the urban character of the layout.

We discussed the potential of relocating the open space proposed in the western section of the site closer toward the western edge / proposed entrance of the site to complement the existing landscaping in the immediate area along Groom Way. On initial review the levels of open space appear acceptable however you are advised to review the Open Space DPD (2006). The larger section of open space in the eastern section of the site would form a good central space at the apex of the main access to the site. The inclusion of street tree planting along this access road would enhance the approach into the site. This central open space could be improved by fronting the buildings located to the east onto this area which would also improve the natural surveillance of this area. A focal building (subject to an acceptable height, form and design) would work well on the northern edge of the open space due to the prominent location and views through the site.

During our meeting we also discussed locating appropriate building forms / designs on the edge of the site and adjacent to the new pedestrian and vehicular access routes. This could be achieved by utilising double frontage design and reducing the scale of the roofs at these locations, for instance utilising simple hipped roofs.

The layout as presented has been divided into two sections by virtue of the existing PROW which dissect the site from north to south. The PROW should be preserved therefore the initial proposals are supported in this regard and show the PROW would be enhanced by a new planting corridor along the edge. During our meeting however we did discuss the potential for allowing vehicle access across the PROW to reduce the number of dead-end roads and increase the permeability of the site. If this option is selected the road material across the PROW would be crucial to creating a safe and usable shared space for pedestrians and vehicles and a road safety audit would be required. Traffic calming measures could also be introduced within this section of the site. Any dead-end roads should be softened with

robust landscaping. Measures would need to be introduced on the PROW to ensure vehicle access is restricted to the proposed crossing points only and the landscaping along the edge of the footpath would need to be included in the landscape management plan. Early discussions with KCC PROW are advised to address ownership and the future management of the sections of the PROW affected by the development.

In design terms the three secondary accesses proposed from the Old Ashford Road are considered acceptable as they would enable a layout which would achieve a strong frontage where the houses address the Old Ashford Road. One negative point to this type of layout is the level of hardsurfacing which would be required. As discussed during our meeting the landscaping scheme along this frontage would be important to soften the appearance of the hard surfacing. We also discussed providing individual or shared access for the properties fronting Old Ashford Road and while this approach may be acceptable from a design perspective I would advise you seek further advice from KCC Highways before this option is progressed any further. The access off Groom Way is acceptable in design terms and I would recommend consulting with KCC Highways as regard to highways safety and capacity assessments.

Visual Impact

Development of the site would undoubtedly have a visual impact upon the immediate area and views of the site would be afforded from the Pilgrims PROW located on the North Downs. It is advisable that the scale of buildings reflects that of neighbouring properties located to the east and west of the site. As discussed during our meeting building heights should be no more than 2.5 storeys.

I appreciate that the proposal is for outline only with layout and access to be considered, and more information would be required to fully appreciate the full visual impact of the proposal including the heights, scale, appearance and detailing, in particular rooflines, fenestration patterns and choice of materials and the level of hardstanding and soft landscaping proposed.

Ecology

A Phase 1 Habitat Survey of the site will need to be undertaken and if this reveals the need for further survey work this must be provided with any application. Proposals should look to incorporate biodiversity in and around the development and provide enhancements in accordance with the NPPF. The draft Site Allocation details for this site also require that substantial additional landscaping should be provided on the north and east boundary of the site. Further details will be provided in the Landscape section of this letter.

Other matters

The Councils Affordable Housing DPD (2006) requires a 40% provision with the affordable rent/shared equity split 60/40. You are advised that it would be likely that there would be a 30% provision in line with emerging policy. I appreciate the emerging policy is based on a recent viability study commissioned by the council in 2013 taking into account other policy requirements, however this is generalised (not site specific), and in view of the current Development Plan position, you would need to demonstrate that 40% is not achievable (and what level is achievable) for this development through a full viability appraisal or an appraisal that has close regard to the Viability Report 2013 by Brett for this specific site.

As regard to the affordable housing mix the council housing department are currently working on the following percentages for affordable housing units for sites that are able to provide a range of unit sizes:

Affordable Rented Units (60%)
1-Beds (35%), 2-Beds (30%), 3-Beds (25%), 4-Beds (10%)

Shared Ownership Units (40%)
1-Beds (20%), 2-Beds (50%), 3-Beds (30%)

Further information can be obtained from the council's housing department.

An open space contribution would be required in accordance with the Council's Open Space DPD (2006). Page 11 of the DPD sets out the level of open space required.

You are advised to liaise with Kent County Council regarding community and highways contributions and the NHS with respect to health care. You should establish such contributions prior to any submission and ideally provide a draft bilateral agreement with any application.

Reports for Application

Along with the standard validation requirements, reports expected to be submitted with any application should include:

Planning Statement; Design and Access Statement; Transport Statement; Phase 1 Habitat Survey & any further recommended surveys / mitigation; Flood Risk Survey & Sustainable Drainage Strategy; Noise Assessment; CHS Assessment; Affordable Housing Statement; Statement of Community Involvement; Draft S106 Agreement.

I strongly advise you to liaise with the local community including Ward Members and Parish Council in advance of any application.

Summary

The application site has been agreed at Cabinet as having the potential to accommodate 155 units as set out in policy H1 (29) and will proceed to Regulation 19 Stage of the draft Local Plan process. The principle of residential development on this site is therefore accepted subject to a high standard of design and criteria as set out above including the criteria set out in emerging policy H1 (29).

The advice given above does not indicate any formal decision by the Council as Local Planning Authority. Any views or opinions are given in good faith and to the best of ability, without prejudice to the formal consideration of any planning application. The final decision on any application that you may make can only be taken after the Council has consulted local people, statutory consultees and any other interested parties. The final decision on an application will then be made by senior officers or by the Council's Planning Committee and will be based on all of the information available at that time.

The advice will be carefully considered in reaching a decision or recommendation on any resulting application; subject to the proviso that circumstances and information may change or come to light that could alter that position. It should be noted that the weight given to pre-application advice notes will decline over time.

Yours sincerely



for Head of Planning and Development

Case Officer: Andrew Jolly
t 01622 602149

Appendix 2

Lee Evans Planning
St John's Lane
Canterbury
Kent
CT1 2QQ



8 August 2016

PLANNING DECISION NOTICE

APPLICANT:	Lee Evans Planning
DEVELOPMENT TYPE:	N/A
APPLICATION REFERENCE:	16/504855/ENVSCR
PROPOSAL:	EIA Screening Opinion for the erection of 155no. Dwellings with associated garages, parking, access, open space and landscaping at land north of Old Ashford Road, Lenham
ADDRESS:	Land North Of Old Ashford Road Lenham Kent

The Council hereby adopts the opinion that an Environmental Impact Assessment for the above proposal is NOT REQUIRED for the proposed development.

Yours faithfully

R. J. Jarman

Rob Jarman
Head of Planning Services
Maidstone Borough Council

MKPS – Working in Partnership with Maidstone Borough Council
Please Note: All planning related correspondence for MBC should be sent to:
Mid Kent Planning Support, Maidstone House, King Street, Maidstone ME15 6JQ
Tel: 01022 802730 email: planningsupport@midkent.gov.uk
Access planning services online at: www.maidstone.gov.uk or submit an application via
www.planningportal.gov.uk

Appendix 3

SHEDLAA Appendix B: Employment and mixed use site assessments

1. SITE INFORMATION	
Reference Number	MX-11
Site name/address	Tanyard Farm, Old Ashford Road, Lenham
Landowner	Client – John Bailey
Agent	Nathan Anthony, Lee Evans Planning
Greenfield/PDL	Greenfield
Proposed uses (sqm)	100% Housing: 160 – 170 dwellings (based on 30dph) Housing and offices: split to be agreed. The site could accommodate up to up to 17,000sqm of office floorspace. Submission states that there is also some potential for community uses in conjunction with housing and/or offices.
Site area (ha)	5.2
Is the site urban, adjacent to urban, rural settlement or rural	Rural adjacent to RSC - Site is beyond, and does not adjoin the Lenham village boundary defined in the Maidstone Borough wide Local Plan.
Site origin (e.g. Call for Sites)	Call for Sites
2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	The site comprises an open rectangular agricultural field. The site lies between the A20 to the north and Old Ashford Road to the south. To the west is the development comprising Lenham Community Centre and Medical Centre which is accessed by Groom Way which runs parallel to the site's western boundary. To the east are 2 residential properties fronting Old Ashford Road with a field to the rear. Further beyond this to the east are the industrial buildings of the Ashill Business Park. Along the northern boundary is a narrow tree and shrub belt which separates the site from the A20 beyond. To the south the site is bounded by a low hedge which is interrupted at the point where a permissive path bisects the site in a north/south direction. Beyond the site the path crosses the A20 and extends northwards up the slope of the Kent Downs. There is a hedge along the eastern boundary of the site and a hedge/fence boundary along the west. The site falls slightly from north to south.
Current use	Agricultural land.
Adjacent uses	Small scale residential immediately to the east, and beyond that Ashill Business Park, and a mix of residential and community uses to the west. To the south of Old Ashford Road are open agricultural fields and a woodland area to the east of Tanyard Farm. North of A20 are further agricultural fields on the southern slopes of the Kent Downs AONB.
Planning and other designations (e.g. AONB, MGB)	The site falls within the Special Landscape Area identified in the current Maidstone borough wide Local Plan.
Planning history	Planning history on the Eastern extremity of the site/adjacent site: 02/0087 - Part of Community Centre, Land off Old Ashford Road, LENHAM - Erection of doctor's surgery, detached bin store, 12 car parking spaces and means of access to Old Ashford Road was granted on 13/3/2002.

181

SHEDLAA Appendix B: Employment and mixed use site assessments

	<p>01/1767 - Part Of Community Centre, Land Off Old Ashford Road, LENHAM - Erection of a two storey building to be used as a doctors surgery, together with the provision of 14 car parking spaces was withdrawn.</p> <p>00/1969 - Land r/o Northland, Old Ashford Road, LENHAM - Erection of community centre with parking and access onto Old Ashford Road was granted on 01/06/2001.</p> <p>00/1917 - Land r/o Northland, Old Ashford Road, LENHAM - Erection of 10No. dwellinghouses with parking, and access onto Ashford Road was granted on 1/06/2001.</p> <p>An application at Northland, immediately to the west of Groom Way, outside the defined village boundary, was approved for 12 dwellings at planning committee in January 2013 subject to the completion of a s106 agreement.</p>
Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation	<p>Yes - H2 - Housing Land Allocations: Land at Rear of Old Ashford Road, Lenham</p> <p>Issues: (a) Whether in principle Lenham is a location for new housing which would accord with the aims of sustainable development and of reducing the need to travel set out in PPG13. (b) Whether housing on this site would harm the character and appearance of the area; and if so (c) whether the need to meet the Structure Plan housing requirements or other benefits claimed for the development override any harm which might be identified.</p> <p>Recommendation: 4.470 Do not modify the Plan in response to this objection.</p>
Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening	<p>Impact on AONB: – Boundary to north of A20. Would object to anything more than agricultural. Northern edge to A20 very sensitive.</p> <p>The site lies at the foot of the slope of the Kent Downs AONB. Although divided from the AONB by the A20, the site appears as a continuation of the AONB landscape in views from the Old Ashford Road from the south. The site would be seen in views from the North Downs Way (KH219) which runs along the Downs in an elevated position above the site and from KH389 which diagonally crosses the Downs slope above the site. Development would appear as a significant linear expansion of the village from these viewpoints. Immediate views of the site are gained from the restricted byway (KH388) which crosses the site and, from this same path, from the Downs.</p> <p>From A20 heading west there glimpsed views of the site itself and across the site towards the community centre complex and nearby residential properties which themselves currently constitute a definite edge to the village. Heading east along the A20 there are views across the site with the industrial buildings of the business park in the near distance which curtails further distant views. A grouping of mature trees in the grounds of the properties Lanrig and The Marvel and along the western</p>

182

SHEDLAA Appendix B: Employment and mixed use site assessments

	<p>boundary of the business park also act to limit more extensive views beyond.</p> <p>Approaching from the east along Old Ashford Road, in addition to the views towards the AONB, there are views across the site towards the residential and community development in the vicinity of Groom Way. From the east the entrance to the village is marked by this line of development and also, to a lesser extent, by the woodland on the south of the road which is matched with a line of trees on the opposite, northern side of the road. These trees act as somewhat of a gateway to the village.</p> <p>The site is located within the East Lenham Vale area of the Landscape Character Assessment 2012. Key characteristics of this area include:</p> <ul style="list-style-type: none"> • Landscape to north of A20 is situated within the Kent Downs AONB • Series of springs and drains run south towards the Great Stour • Medium to large sized fields of arable and pasture • Field boundaries and roads run against and along the contours • Isolated farmsteads • Railway line cuts through landscape with arched brick underpasses <p>The condition assessment is <i>Good</i> and the sensitivity assessment <i>High</i>.</p> <p>The Guidelines for this area are to <i>Conserve</i>.</p>
Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)	<p>Two arable fields which are surrounded by hedgerows. Reduced potential to contain protected/notable species - however as there is a pond within 20m there is a need to consider the impact any developments will have on GCN.</p> <p>Ecology Constraint Level 4 - minimal potential for ecological impacts - No obvious habitats or features on or near site with potential for protected/notable species.</p>
Trees (inc. TPO, ancient woodland within and adjacent to site)	<p>If development were to proceed, consideration should be given to the preservation of the trees fronting Old Ashford Road and to those along A20 which provide some visual screening of the site.</p>
Agricultural land quality	<p>The site is Grade 2 agricultural land.</p>
Heritage Impacts (Listed building, conservation area)	<p>Tanyard Farmhouse which faces the site on the south of Old Ashford Road, and set back some way from it, is Grade II listed.</p>
Archaeology (SAM etc.)	<p>The site contains several metal findspots and is adjacent to prehistoric and Romano-British activity sites located at the Lenham Community Centre complex. Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.</p>
PROW (within or near site)	<p>KH433 (restricted byway) crosses the site.</p>

SHEDLAA Appendix B: Employment and mixed use site assessments

	<p>North Downs Way (KH219) which runs along the Downs in an elevated position above the site.</p> <p>KH389 (footpath) which diagonally crosses the Downs slope above the site.</p> <p>KH399 (footpath) runs parallel and to the south of Old Ashford Road through the Tanyard farm complex.</p>
Access/Highways	<p>Site located adjacent to existing residential properties in Lenham.</p> <ul style="list-style-type: none"> • Potential for access from Old Ashford Road and/or the A20 Ashford Road, although KCC's preference would be for the principal vehicular access to be taken from Old Ashford Road to limit direct access to the strategic road network. • The site has been promoted for Housing and B1a uses. • The site is considered suitable for the uses proposed. It enjoys good access to the A20 via Old Ashford Road, which has a good crash record and a continuous footway link to Lenham village centre on its southern side. Consideration should be given to extending the footway on the northern side of Old Ashford Road and the 30mph speed limit to the site access. • All of the village services within Lenham are within walking and/or cycling distance of the site, including the railway station, which is served by hourly train services to Ashford, Bearsted, Maidstone, Bromley and London Victoria on weekdays. • The bus stops on Old Ashford Road are served by Bus Route 10, which provides an hourly service to Ashford, Charing, Harrietsham, Bearsted and Maidstone on weekdays. <p>There is an existing footway along the southern side of Old Ashford Road into Lenham village.</p>
Impacts on residential amenity (including access to open space) or other incompatible uses	<p>Housing only: there are residential properties nearby at Groom Way, and 2 properties fronting Old Ashford Road to the east of the site. If development were to proceed, it should be planned to avoid the close overlooking of these properties.</p> <p>Housing and offices: Issues are as above. Offices (B1) is a use which would be compatible with adjacent housing in terms of amenity impacts.</p>
Availability of Utilities infrastructure – e.g. (water/gas/electricity)	<p>The site is close to existing development in Lenham. There is no evidence that connection to services would be a constraint on development.</p>
Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)	<p>The site is within walking distance (approximately 0.35km) of Lenham Square which provides a range of shops and facilities. Lenham itself benefits from a primary and secondary school as well as the medical centre and community centre (next to the site) and railway station (connections to Ashford and London).</p>
Air quality/noise	<p>Not in AQMA or hotspot.</p>
Land contamination	<p>None known</p>

SHEDLAA Appendix B: Employment and mixed use site assessments

Flood Risk (zone/drainage)	Surface runoff from all sites should be managed using sustainable drainage techniques, with discharge restricted to no more than runoff from the existing site following the critical rainfall events for a range of return periods, up to an including the 100yr event. An allowance for climate change should also be included in the drainage design.
Will the sequential test apply to the proposed use?	The sequential test applies to offices. The NPPF indicates it should not be applied in the case of small scale rural offices (paragraph 25).
Suitability conclusion	<p>Site is exposed to short range views from A20, Old Ashford Road and the restricted byway which crosses the site and to longer distance views from the North Downs Way and other footpaths which cross the Downs.</p> <p>The site in its undeveloped form provides part of the setting of the North Downs, appreciable from a number of public vantage points outlined above. The relationship to the AONB is particularly apparent because of the open, expansive character of the site and the clear views across the gradually rising ground towards the scarp slope of the AONB. The careful siting and landscaping of development would be required to mitigate impacts on the setting of the AONB.</p> <p>Development here would constitute a logical extension to the village. The site is immediately adjacent to the existing built up area of the village and is particularly well located relative to the community centre, medical centre and village square.</p> <p>It is considered that this site is suitable for residential development. An element of small scale commercial development (offices, small scale workshops) would also be appropriate as part of a mixed use residential scheme.</p>

3. AVAILABILITY

Is the whole site (including access) available for the proposed use: e.g. <ul style="list-style-type: none"> No existing uses Willing landowner Willing developer Existing tenancy or lease agreement 	The landowner is promoting the site for development. The submission states there has been previous developer interest in the site.
Availability conclusion	The site is available.

4. ACHIEVABILITY

identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	None identified
Market attractiveness (of proposed uses, site and location)	The site is in an edge of village location close to the A20. There is nearby commercial development at Ashill Business Park, indicating that there could be market interest in this

SHEDLAA Appendix B: Employment and mixed use site assessments

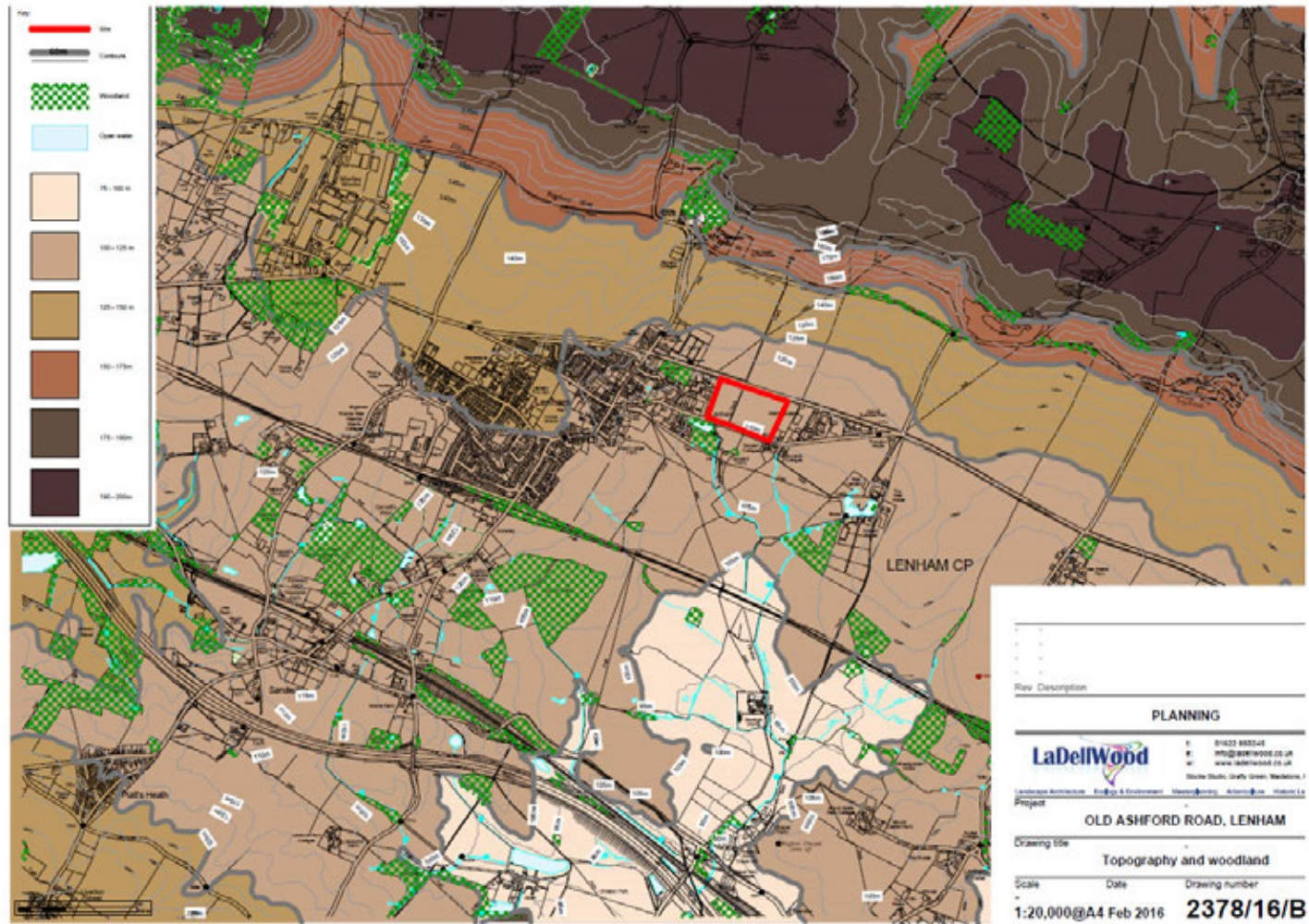
	location for small scale employment uses in association with housing.
Achievability conclusion	Development is considered achievable.

Timing (following assessment – when could the site be delivered?)	
now – 2016	x
2017 – 2021	
2022 – 2026	
2027- 2031	

5. CONCLUSIONS

This site is considered appropriate for residential development and could also deliver some small scale office/workshop floorspace as part of a mixed use scheme if appropriate. The site could deliver up to 155 new homes (at a development density of 30dph).
ACCEPT
Approximate Yield: 155 dwellings

Appendix 4



Appendix 5

1. Site Information		
Number (linked to GIS database)	HO3-188	
Site name/address	Land parcel A at Tanyard Farm, Old Ashford Road, Lenham	
Site area (ha)	5.22ha	
Approximate yield	156	
Proposed no. of pitches	N/A	
Site description	<p>The site comprises a rectangular agricultural field. The site lies between the A20 to the north and Old Ashford Road to the south. To the west is the development comprising Lenham Community Centre and Medical Centre which is accessed by Groom Way which runs parallel to the site's western boundary. To the east are 2 residential properties fronting Old Ashford Road with a field to the rear. Further beyond this to the east are the industrial buildings of the Ashill Business Park.</p> <p>Along the northern boundary is a narrow tree and shrub belt which separates the site from the A20 beyond. To the south the site is bounded by a low hedge which is interrupted at the point where a permissive path bisects the site in a north/south direction. Beyond the site the path crosses the A20 and extends northwards up the slope of the Kent Downs. There is a hedge along the eastern boundary of the site and a hedge/fence boundary along the west.</p>	
Current use	Agricultural land	
Adjacent uses	Small scale residential immediately to the east, and beyond that Ashill Business Park, and a mix of residential and community uses to the west. To the south of Old Ashford Road are open agricultural fields and a woodland area to the east of Tanyard Farm. North of A20 are further agricultural fields on the southern slopes of the Kent Downs AONB.	
2. Sustainability Appraisal		
SA Topic: Community wellbeing		
Accessibility to existing centres and services:		
Appraisal Question	Criteria	Answer/Evidence
How far is the site from the Maidstone Urban Area or a Rural Service Centre?	<p>R = Not adjacent to the Maidstone Urban Area, or a rural service centre and would not be more accessible to services even if other sites were allocated</p> <p>A = Adjacent to the Maidstone Urban Area or a rural service centre, or could be more accessible to services if other sites allocated as well</p> <p>G = Within the Maidstone Urban Area or a rural service centre</p>	A = Adjacent to the Maidstone Urban Area or a rural service centre, or could be more accessible to services if other sites allocated as well
How far is the site from the nearest medical hub or GP service?	<p>R = >800m</p> <p>A = 400m – 800m</p> <p>G = <400m</p>	G = The site is 49m from the nearest medical hub/GP.

How far is the site from the nearest secondary school?	R = >3900m A = 1600-3900m G = <1600m;	G = The site is 943m from the nearest secondary school.
How far is the site from the nearest primary school?	R = >1200m A = 800-1200m G = <800m;	G = The site is 756m from the nearest primary school.
How far is the site from the nearest post office?	R = >800m A = 400m – 800m G = <400m	G = The site is 391m from the nearest post office.
Accessibility to outdoor facilities and greenspace:		
Appraisal Question	Criteria	Answer/Evidence
How far is the site from the nearest outdoor sports facilities (i.e. playing pitch, tennis courts)?	A = >1.2km G = <1.2km	G = The site is 581m from the nearest sports facility.
How far is the site from the nearest children's play space?	A = >300m from 'neighbourhood' children's play space G = <300m	A = The site is 696m from the nearest play space.
How far is site from the nearest area of publicly accessible greenspace (>2ha in size)?	A = >300m (ANGST) G = <300m	A = The site is 464m from the nearest greenspace.
SA Topic: Economy		
Appraisal Question	Criteria	Answer/Evidence
How accessible is the site to local employment provision (i.e. employment sites or the nearest local service centre?)	R = >2400m A = 1600-2400m G = <1600m	G = The site is 100m from the nearest employment site. G = The site is 323m from a service centre.
Will allocation of the site result in loss of employment land/space?	R = Allocation will lead to significant loss of employment land/space A = Allocation will lead to some loss of employment land/space G = Allocation will not lead to the loss of employment	G = Allocation will not lead to the loss of employment land/space.

	land/space	
Will allocation of the site result in employment-generating development in or close to (<2400m) deprived areas?	A = Not within or close to the 40% most deprived Super Output Areas within the country, according to the Index of Multiple Deprivation, 2010. G = Within or close to the 40% most deprived Super Output Areas within the country.	N/A
SA Topic: Transport and Accessibility		
Appraisal Question	Criteria	Answer/Evidence
How far is the site from the nearest bus stop?	R = >800m A = 400 - 800m G = <400m	A = The site is 693m from the nearest bus stop.
How far is the site from the nearest train station?	R = >800m A = 400 - 800m G = <400m	R = The site is 1127m from the nearest train station.
How far is the site from the nearest cycle route?	R = >800m A = 400 - 800m G = <400m	R = The site is 944m from the nearest cycle route.
SA Topic: Air quality and causes of climate change		
Appraisal Question	Criteria	Answer/Evidence
Are there potential noise problems with the site – either for future occupiers or for adjacent/nearby occupiers arising from allocation of the site?	A = Potential adverse impact G = Unlikely adverse impact N = No information available at this stage	G = Unlikely adverse impact.
Is the site within or near to an AQMA?	R = Within or adjacent to an AQMA A = <1km of an AQMA G = >1km of an AQMA	G = >10km of an AQMA
SA Topic: Water resources and quality		
Not addressed by the Pro Forma. Development management policies will address this issue.		
SA Topic: Land use, landscape and the historic environment		

Land Use:		
Appraisal Question	Criteria	Answer/Evidence
Will allocation of the site lead to loss of the best and most versatile agricultural land?	A = Includes Grade 1, 2 or 3 agricultural land G = Does not include 1, 2 or 3 agricultural land	A = Includes Grade 1, 2 or 3 agricultural land.
Will allocation of the site make use of previously developed land?	R = Does not include previously developed land A = Partially within previously developed land G = Entirely within previously developed land	R = Does not include previously developed land.
Landscape, townscape and the historic environment:		
SA Objective 7. To create and sustain vibrant, attractive and clean communities		
SA Objective 14: To protect, enhance and make accessible for enjoyment, the Borough's countryside, open space and historic environment		
Appraisal Question	Criteria	Answer/Evidence
Is the allocation of the site likely to impact upon a Scheduled Ancient Monument (SAM)?	A = On a SAM OR Allocation will lead to development adjacent to a SAM with the potential for negative impacts G = Not on or adjacent to a SAM and is unlikely to have an adverse impact on a nearby SAM.	G = Not on or adjacent to a SAM and is unlikely to have an adverse impact on a nearby SAM.
Is the allocation of the site likely to impact upon a listed building?	A = Contains or is adjacent to a listed building and there is the potential for negative impacts. G = Not on or adjacent to a listed building and is unlikely to have an impact on a nearby listed building.	G = Not on or adjacent to a listed building and is unlikely to have an impact on a nearby listed building.
Is the allocation of the site likely to impact upon a Conservation Area?	A = Within or adjacent to a Conservation Area and there is the potential for negative impacts. G = Not within or adjacent to a Conservation Area and is unlikely to have an impact on a nearby listed building.	A = Within or adjacent to a Conservation Area and there is the potential for negative impacts. This issue would need to be investigated in more detail through the pre-application and planning application processes, if the site was considered suitable and allocated for development in the Local Plan.
Does the site lie within an area with significant archaeological features/finds or where potential exists for archaeological features to be discovered in the future?	A = Within an area where significant archaeological features are present, or it is predicted that such features could be found in the future. G = Not within an area where significant archaeological features have been found, or are likely to be found in the future.	G = Not within an area where significant archaeological features have been found, or are likely to be found in the future.

	N = No information available at this stage	
Is the site located within or in proximity to and/or likely to impact on the Kent Downs AONB?	A = In close proximity to the Kent Downs AONB and/or there is the potential for negative impacts. G = Not in close proximity to the Kent Downs AONB and/or negative impacts on the AONB are unlikely.	A = In close proximity to the Kent Downs AONB and/or there is the potential for negative impacts.
Is the site in the Green Belt? If so, is the allocation of the site likely to cause harm to the objectives of the Green Belt designation?	A = Within or adjacent to the Green Belt and development could potentially cause harm to the purposes of the Green Belt designation and/or its openness G = Not within or adjacent to the Green Belt	G = Not within or adjacent to the Green Belt.
Would development of the site lead to any potential adverse impacts on local landscape character for which mitigation measures appropriate to the scale and nature of the impacts is unlikely to be achieved?	R = Likely adverse impact (taking into account scale, condition and sensitivity issues), which is unlikely to be appropriately mitigated A = Likely adverse impact (taking into account scale, condition and sensitivity issues), which is likely to be appropriately mitigated G = Opportunity to enhance landscape character or there is unlikely to be an adverse impact	A = The site forms part of the setting to the landscape of the Kent Downs AONB. The Landscape Character Assessment (2012) assessed the area as having moderate condition and very high sensitivity .
SA Topic: Flood Risk		
Appraisal Question	Criteria	Answer/Evidence
Is allocation of the site within a flood zone?	R = Flood risk zone 3b A = Flood risk zone 2 or 3a G = Flood risk zone 1	G = Flood risk zone 1.
Is the proposed use of the site appropriate in terms of guidance set out in the 'Technical Guidance to the NPPF' relating to flood risk? See table 3 (page 8) of the technical guidance.	R = Development should not be permitted A = Exception test is required G = Development is appropriate	G = Development is appropriate.
SA Topic: Biodiversity and Green Infrastructure		
Appraisal Question	Criteria	Answer/Evidence
Is the allocation of the site likely to impact upon an Ancient Woodland (AW) or Ancient Semi-Natural Woodland (ASNW)?	R = Includes AW/ASNW A = <400m from an AW/ASNW	G = The site is 786m an AW/ASNW.

	G = >400m	
Is the allocation of the site likely to impact upon a Site of Special Scientific Interest (SSSI)?	A = Potential impacts identified by County Council Ecologist G = No likely impacts identified at this stage	G = No likely impacts identified at this stage.
Is the allocation of the site likely to impact upon a Local Wildlife Site (LWS) or Local Nature Reserve (LNR)?	A = Potential impacts identified by County Council Ecologist G = No likely impacts identified at this stage	G = No likely impacts identified at this stage.