

D09 **F/TH/16/0924**

PROPOSAL: Erection of 30 dwellings together with associated access and landscaping following demolition of 30 Convent Road

LOCATION: Land Formerly Used As Club Union Convalescent Home
Reading Street BROADSTAIRS Kent

WARD: Beacon Road

AGENT: Hume

APPLICANT: Mr A Horn

RECOMMENDATION: Defer & Delegate

Subject to the following conditions:

1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

GROUND:

In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Purchase Act 2004).

2 The proposed development shall be carried out in accordance with the submitted application as amended by the revised drawings numbered:

- P02 Rev A, P03 Rev A, P04 Rev A, P30, P31, and P32, received 02 February 2017
- P01 Rev F, P09 Rev C, P11 Rev B, P12 Rev B, P21 Rev D, P22 Rev A, P 27 Rev A, and P19, received 31 January 2017
- P26, received 19 December 2016
- 14-019-014 Rev G, and P25 received 01 December 2016
- P20, received 29 November 2016
- 14-019-015 Rev E, received 08 November 2016
- P05, P06 Rev A, P07 Rev B, P08, P10 Rev C, P13, P14, P15, P16, and P18, received 25 October 2016

GROUND:

To secure the proper development of the area.

3 No development shall commence until a detailed sustainable surface water drainage scheme for the site has been submitted to (and approved in writing by) the local planning authority. The detailed drainage scheme shall be based upon the proposals of the Flood Risk Assessment by Herrington Consulting (dated 6th July 2016) and demonstrate that the surface water generated by this development (for all rainfall durations and intensities up to and including the climate change adjusted critical 100yr storm) can be accommodated and

disposed of without increase to flood risk on or off-site. The drainage scheme shall also demonstrate that silt and pollutants resulting from the site use can be adequately managed to ensure there is no pollution risk to controlled waters.

GROUND:

To ensure that the principles of sustainable drainage are incorporated into this proposal, to ensure ongoing efficiency of the drainage provisions, to protect vulnerable groundwater resources and ensure compliance with the National Planning Policy Framework.

4 Prior to the first occupation of the development hereby permitted, details of the implementation, maintenance and management of the sustainable drainage scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- i) a timetable for its implementation, and
- ii) a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage system throughout its lifetime.

GROUND:

To ensure that the principles of sustainable drainage are incorporated into this proposal, to ensure ongoing efficiency of the drainage provisions, to protect vulnerable groundwater resources and ensure compliance with the National Planning Policy Framework.

5 No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

GROUND:

To ensure that the principles of sustainable drainage are incorporated into this proposal, to ensure ongoing efficiency of the drainage provisions, to protect vulnerable groundwater resources and ensure compliance with the National Planning Policy Framework.

6 No development shall take place until details of the means of foul and surface water disposal, including details of the implementation, management and maintenance of any proposed Sustainable urban Drainage Systems, have been submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with such details as are agreed and thereafter maintained.

GROUND:

To prevent pollution, in accordance with the advice contained within the National Planning Policy Framework.

7 Prior to the first occupation of the development hereby permitted, a plan showing the location of Electric Vehicle Charging points at a ratio of 1 charging point per dwelling with

dedicated parking, and 1 charging point per 10 spaces for unallocated parking, shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

GROUND:

In the interests of air quality, in accordance with the NPPF.

8 No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of:

(i) archaeological field evaluation works in accordance with a specification and written timetable which has first been submitted to and approved in writing by the Local Planning Authority; and

(ii) following on from the evaluation, any safeguarding measures to ensure preservation in situ of important archaeological remains and/or further archaeological investigation and recording in accordance with a specification and timetable which has been submitted to and approved in writing by the Local Planning Authority.

GROUND:

To ensure that features of archaeological interest are properly examined and recorded in accordance with the advice contained within the National Planning Policy Framework.

9 No development shall take place until suitably qualified and experienced person has carried out a full investigation and assessment to determine the stability of the land and determine whether the development of the site can be carried out without causing instability of adjoining land or structures, and a written report of the findings/assessment including any recommendations has been submitted to and approved in writing by the Local Planning Authority.

The development shall be carried out in full accordance with any such recommendations set out within the aforementioned report, that have been approved in writing by the Local Planning Authority.

GROUND:

To ensure that the site can be developed without compromising the stability of adjoining land or buildings.

10 Prior to the commencement of development hereby permitted, a Construction Management Plan to include the following:

- i) Routing of HGV's to and from site
- ii) Access points for construction-related vehicles
- iii) Parking and turning facilities for HGV's and site personnel vehicles
- iv) Wheel washing facilities
- v) Temporary traffic management

shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved plan.

GROUND:

In the interests of highways safety during construction of the development hereby approved.

11 Prior to the first occupation of any dwelling within the development hereby approved, provision and maintenance of the visibility splays shown on drawings numbers 14-019-014 Rev. G and 14-019-010 Rev. D, with no obstructions over 1 metre above carriageway level within the driver splays and 0.6 metres above footway level within the pedestrian splays, shall be provided and thereafter maintained.

GROUND:

In the interests of highways safety.

12 Prior to the first occupation of any dwelling within the development hereby approved to which they relate, the provision and permanent retention of the vehicle parking spaces and turning facilities shall be provided as shown on the submitted plans.

GROUND:

In the interests of highways safety.

13 Prior to the first occupation of units 25-26 within the development, details of the provision of secure, covered cycle parking facilities to be provided for those units shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the submitted plans.

GROUND:

To promote sustainable forms of transportation in accordance with Policy TR12 of the Thanet Local Plan.

14 Prior to first occupation of any dwelling served by the vehicular access from Reading Street, the vehicular access from Reading Street and associated highway alterations, including closure of the existing access and provision of parking restrictions, as shown on drawing number 14-019-014 Rev. G (unless otherwise agreed with the Local Planning Authority and Highways Authority) shall be completed and operational.

GROUND:

In the interests of highways safety.

15 Prior to first occupation of any dwelling served by the vehicular access from Reading Street, the pedestrian dropped kerbs and tactile paving in Reading Street as shown on drawing number 14-019-014 Rev. G (unless otherwise agreed with the Local Planning Authority and Highways Authority) shall be completed and operational.

GROUND:

In the interests of highways safety.

16 Prior to first occupation of any dwelling served by the vehicular access from Convent Road, the Convent Road access and associated highway alterations as shown on drawing number 14-019-010 Rev. D (unless otherwise agreed with the Local Planning Authority and Highways Authority) shall be completed and operational.

GROUND:

In the interests of highways safety.

17 Prior to first occupation of any dwelling served by the vehicular access from Convent Road, the pedestrian dropped kerbs and tactile paving in Convent Road as shown on drawing number 14-019-010 Rev. D (unless otherwise agreed with the Local Planning Authority and Highways Authority) shall be completed and operational.

GROUND:

In the interests of highways safety.

18 Completion of the pedestrian dropped kerbs and tactile paving in Convent Road as shown on drawing number 14-019-010 Rev. D or amended as agreed with the Local Planning Authority, prior to first occupation of any dwelling accessed from Convent Road.

19 No development shall take place until details of improvements to the Reading Street/Elmwood Avenue junction to improve street geometry and visibility have been submitted to and approved in writing by the Local Planning Authority. This shall form part of a S.278 highway agreement between the applicant/developer and the highway authority. The agreed works shall be completed and operational prior to the first occupation of any dwelling in the approved development served by the vehicular access from Reading Street.

GROUND:

In the interests of highway safety and to mitigate additional trips generated from the Reading Street access through the junction of Reading Street and Elmwood Avenue.

20 Prior to the first occupation of the development hereby permitted, details of an acoustic fence, including height, design and location, to be erected along the side boundary of no. 34 Convent Road, shall be submitted to and approved in writing by the Local Planning Authority. The acoustic fence shall be erected prior to the first occupation of the development accessed from Convent Road, and shall thereafter be maintained.

GROUND:

In the interests of residential amenity, in accordance with Policy D1 of the Thanet Local Plan.

21 Prior to the first occupation of the development hereby approved, full details of both hard and soft landscape works, to include:

- species, size and location of new trees, shrubs, hedges and grassed areas to be planted, which shall include the trees as identified on the tree replacement plan numbered P20
- the treatment proposed for all hard surfaced areas beyond the limits of the highway, which shall be permeable, and include a bound surface for the first 5m of each access from the edge of the highway
- walls, fences, other means of enclosure proposed

- ecological enhancements and mitigation as recommended within section 5.0 of the 'Bat emergence and dawn re-entry surveys' dated June 2016,
- details of the boundary treatment to be provided along the southern boundary of the site, adjacent to the Grade II Listed buildings

shall be submitted to, and approved in writing by, the Local Planning Authority.

GROUND:

In the interests of the visual amenities of the area and to adequately integrate the development into the environment in accordance with Policies D1 and D2 of the Thanet Local Plan

22 All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the first occupation of any part of the development, or in accordance with a programme of works to be agreed in writing with the Local Planning Authority. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of a similar size and species, unless the Local Planning Authority gives any written consent to any variation.

GROUND:

In the interests of the visual amenities of the area in accordance with Policies D1 and D2 of the Thanet Local Plan

23 A landscape management plan (including long term design objectives), management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens, shall be submitted to and approved in writing by the local planning authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its approved use. The landscape management plan shall be carried out as approved.

GROUND:

In the interests of the visual amenities of the area and to adequately integrate the development into the environment in accordance with Policies D1 and D2 of the Thanet Local Plan

24 Existing trees, shrubs and hedgerows identified for retention within the development site or existing trees growing on an adjacent site, where excavations, changes to land levels or underground works are within the crown spread, shall be protected in accordance with BS 5837: 2005 using the following protective fence specification:-

- o Chestnut paling fence 1.2m in height, to BS 1722 part 4, securely mounted on 1.7m x 7cm x 7.5cm timber posts driven firmly into the ground. The fence shall be erected below the outer most limit of the branch spread or at a distance equal to half the height of the tree, whichever is the furthest from the tree, unless otherwise agreed in writing with the Local Planning Authority.

The protective fencing shall be erected before the works hereby approved or any site clearance work commences, and shall thereafter be maintained until the development has been completed.

At no time during the site works shall building materials, machinery, waste, chemicals, stored or piled soil, fires or vehicles be allowed within the protective fenced area.

Nothing shall be attached or fixed to any part of a retained tree and it should not be used as an anchor point.

There shall be no change in the original soil level, nor trenches excavated within the protective fenced area.

GROUND:

In the interests of the visual amenities of the area and to adequately integrate the development into the environment, in accordance with Thanet Local Plan Policies D1 and D2.

25 Prior to the commencement of the development hereby approved details and samples of the materials to be used in the construction of the external surfaces of the development hereby approved shall be submitted to, and approved in writing by, the Local Planning Authority. Development shall be carried out in accordance with the approved samples.

GROUND:

In the interests of visual amenity in accordance with Policy D1 of the Thanet Local Plan

26 All new window and door openings shall be set in a reveal not less than 100mm

GROUND:

In the interests of visual amenity in accordance with Policy D1 of the Thanet Local Plan

27 The rooflights hereby approved shall be 'conservation style' rooflights, set flush with the roof plane.

GROUND:

To safeguard the special character and appearance of the area on the boundary of a Conservation Area in accordance with the NPPF.

28 No further alterations to the building, or the erection of garden buildings, whether approved by Classes A, B, C, or E of Part One of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order), shall be carried out to units 1-4 or 20-24, without the prior permission in writing of the Local Planning Authority.

GROUND:

To safeguard the living conditions of neighbouring occupiers, in accordance with Policy D1 of the Thanet Local Plan.

29 The first floor windows to be provided within the rear elevation of unit 24 hereby permitted shall be obscure glazed (level 4 or above) and non-opening below a height of 1.7m from internal finished floor level. The obscure glazing shall thereafter be maintained.

GROUND:

In the interests of residential amenity, in accordance with Policy D1 of the Thanet Local Plan.

30 Prior to the first occupation of units 25-26, an obscure glazed privacy screen (level 4) of no less than 1.8m in height shall be erected along both sides of the first floor balcony within the southern boundary. The privacy screens shall thereafter be maintained.

GROUND:

In the interests of residential amenity, in accordance with Policy D1 of the Thanet Local Plan.

31 The development as approved shall provide at least 15% of units as lifetime homes and wheelchair housing, with details of the location of the units to be submitted to and approved in writing by the Local Planning Authority.

GROUND:

To meet a range of community needs, in accordance with Policy H8 of the Thanet Local Plan.

32 Prior to the commencement of the affordable housing units as identified on the submitted plans, details of the tenure of the affordable housing, which shall include shared ownership and rented, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out as agreed.

GROUND:

To address affordable housing need, in accordance with Policy H14 of the Thanet Local Plan.

INFORMATIVES

A formal application for connection to the public sewerage system is required in order to service this development. Please contact Southern Water, Southern House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk.

Thanet District Council recommends that all developers work with a telecommunication partner or subcontractor in the early stages of planning for any new development to make sure that Next Generation Access Broadband is a fundamental part of the project. Access to superfast broadband should be thought of as an essential utility for all new homes and businesses and given the same importance as water or power in any development design. Please liaise with a telecom provider to decide the appropriate solution for this development and the availability of the nearest connection point to high speed broadband. For advice on how to proceed with providing access to superfast broadband please contact broadband@kent.gov.uk

Please be aware that obtaining planning permission and complying with building regulations are separate matters - please contact building control on 01843 577522 for advice on building regulations

It is the responsibility of developers to have the appropriate waste storage facilities and containers in place prior to the property being occupied. For more information, please contact Waste and Recycling on 01843 577115, or visit our website <http://thanet.gov.uk/your-services/recycling/waste-and-recycling-storage-at-new-developments/new-developments/>

For the avoidance of doubt, the provision of contributions to as set out in the unilateral undertaking made on submitted with this planning application, and hereby approved, shall be provided in accordance with The Schedule of the aforementioned deed.

It is the responsibility of the applicant to ensure, prior to the commencement of the development hereby approved, that all necessary highway approvals and consents where required are obtained and that the limits of highway boundary are clearly established in order to avoid any enforcement action being by the Highway Authority. The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under such legislation and common law. It is therefore important for the applicant to contact KCC Highway and Transportation to progress this aspect of the works prior to commencement on site

SITE, LOCATION AND DESCRIPTION

The application site lies within the urban confines, adjacent to the Broadstairs Conservation Area. To the north of the site is North Foreland Golf Course (located within the green wedge), with residential development adjacent to all other boundaries of the site. To the south of the site are nos. 43-49 Reading Street, which are Grade II Listed buildings. The site was previously occupied by a Convalescent Home, but this was demolished a number of years ago. The site is now allocated for residential development within the Draft Local Plan. The site is currently open, and whilst there are some areas that are overgrown, the majority of the site has been cleared. There are trees present on the site that are covered by a Tree Preservation Order. Most of the trees are along the boundaries of the site, although a number also exist around the access point onto Reading Street. There are two existing vehicular accesses into the site, one from Reading Street and one from Convent Road. Part of the application site also includes no. 30 Convent Road, a bungalow that is proposed to be demolished.

To the south of the site is Reading Street, which contains a public house, church, church hall, and shop. Within walking distance of the site is Callis Grange Infant School and St.Peters Junior School. Development surrounding the site is pre-dominantly 2-storey in height, and consists of terraced dwellings, semi-detached dwellings and detached dwellings.

RELEVANT PLANNING HISTORY

OL/TH/02/0484 - Outline application for the re-development of the site with thirteen detached dwellings and garages, with associated access road and landscaping - Granted - 11 April 2005

RN/TH/08/0059 - Renewal of outline planning permission OL/TH/02/0484 for the redevelopment of site with 13no. detached dwellings and garages with associated access road and landscaping - Refused - 16 April 2008

R/TH/08/0406 - Application for approval of reserved matters for the erection of 13no. detached dwellings and garages with associated access pursuant to outline planning permission OL/TH/02/0484 - Granted - 19 June 2008.

OL/TH/10/0283 - Application for extension of time of planning permission OL/TH/02/0484 for outline application for the redevelopment of the site with 13no. detached dwellings and garages, with associated access road and landscaping - Granted - 23 July 2010.

F/TH/12/0875 - Application for extension of time of planning permission OL/TH/10/0283 for the redevelopment of the site with thirteen detached dwellings and garages, with associated access road and landscaping - Granted - 18 July 2013

PROPOSED DEVELOPMENT

The application is for the demolition of no. 30 Convent Road and the erection of 16no. detached dwellings, 4no. semi-detached dwellings, and 7no. terraced dwellings (all 3, 4 and 5-bed); and 2no. two-bedroom flats. There are two vehicular accesses into the site, one from Reading Street and one from Convent Road. The Reading Street access serves 13no. dwellings and the Convent Road access serves 17no. dwellings. The Reading Street access is moving further to the east of the site, and the Convent Road access is being widened, in order to improve turning and visibility. Each of the residential units have their own private garden measuring at least 10m deep. Each of the large detached dwellings served by Reading Street are provided with a double garage and large driveway. For the 17no. dwellings served by Convent Road there are 31no. parking spaces provided, some of which are allocated and some of which are communal. Nine trees are to be removed, which are covered by a Tree Preservation Order, and at least 25no. new trees are to be planted. A pedestrian access is proposed from the site onto Astor Road. Alterations are being made to no. 28 Convent Road, including the removal of their side parking area and the partial loss of their front garden to widen the access. Footpaths are extended into the site from both accesses

The application has been amended during the submission reducing the overall number of units from 34 to 30, and alterations made to the design of units 1 and 2, and 21 - 30.

DEVELOPMENT PLAN POLICIES

Thanet Local Plan Policy (2006) Saved Policies

D1 - Design principles

D2 - Landscaping
EP5 - Air quality
H1 - Housing provision
H4 - Windfall sites
H8 - Size and type of housing
H14 - Affordable housing provision
CF2 - Development contributions
SR5 - Doorstep and local play space
TR12 - Cycling
TR16 - Car parking provision

NOTIFICATIONS

Neighbouring occupiers have been notified and a site notice posted. 105 letters of objection have been received in total. The concerns raised in response to the original plans included:

- No access possible through Astor Road
- Impact on listed cottages,
- Impact on conservation area,
- Cavities present within the chalk sub-structure, requires full seismic survey,
- Increased traffic and congestion within Reading Street,
- Traffic survey inaccurate,
- Highway and pedestrian safety, poor visibility,
- Traffic noise,
- Tree survey inaccurate, doesn't show all trees in the location of the proposed access,
- Astor Road not suitable for additional foot/buggy/bike traffic,
- Loss of privacy,
- Can drainage pipe system cope with the extra load,
- Development is too high and close, should not exceed 2-storeys,
- Excessive density, overdevelopment,
- Lack of parking in surrounding area,
- Lack of fire and emergency access,
- No consideration has been given to refuse storage and collection,
- Access unsuitable for dustbin lorries, fire engines, removal vehicles etc.
- Loss of trees,
- Contributions towards traffic calming in Reading Street should be provided,
- Pavements either narrow or non-existent along Reading Street so concerns regarding additional pedestrian movement,
- Development out of keeping with other properties,
- Disruption during construction,
- Loss of village community,
- Noise and air pollution,
-

MP Craig Mackinlay - Raises concerns regarding impact upon conservation area, lack of parking, traffic congestion, and loss of privacy.

The Broadstairs Society - Raise concerns about the traffic that would be generated by the development and the effect it would have on the Conservation Area.

Broadstairs and St.Peters Town Council - Over-development (density of units too high), overlooking, highway safety issues (existing road system is considered to be inadequate), detrimental impact on the adjacent conservation area.

In response to the amended plans, which showed a reduction in new units from 34 to 30, and some alterations to the design/layout, the following concerns were raised by Broadstairs and St.Peters Town Council:

- Recommend refusal. Concerns regarding over-development (density of units too high), overlooking, highway safety issues (existing road system is considered to be inadequate), detrimental impact on the adjacent Conservation Area.

CONSULTATIONS

KCC Highways and Transportation - I refer to the amended site layout and Reading Street access plans submitted for the above and note that the proposed streets within the site are to remain private and the number of proposed dwellings has been reduced to 30. I also note the previous permissions for 13 dwellings served off Reading Street and the allocation of the site in the draft local plan. The proposals include the same number of dwellings served off Reading Street as previously approved, the latest permission being extant at the time of the submission of the current application. The current proposals include widening of Reading Street in the immediate vicinity of the proposed access to allow vehicles to pass each other, and connections to the existing footways. Limited parking restrictions are also proposed at the access to maintain visibility and these are in the location of the existing access to the site, which will be closed and the footway reinstated. Whilst this means that the existing access road will no longer be available for parking, it is a private access and this parking could therefore be removed at any time without the need for planning consent. The visibility available at the access is acceptable and in accordance with measured speeds. A footway is provided from the Reading Street access through the site to Convent Road, providing routes and connections to existing footway networks for pedestrians in both directions. Bearing in mind the above and the previous permissions for the same number of dwellings served off Reading Street, I would not recommend refusal of this element of the proposals on highway grounds. I note the previous approval included a s.106 contribution for a redesign of the junction of Reading Street with Elmwood Avenue to improve the street geometry and visibility. Such a scheme should be carried out by the applicant through a s.278 agreement with the highway authority, and could therefore be secured by condition.

The access from Convent Road to serve 17 dwellings provides suitable visibility and suitable width for vehicles to pass each other at the junction with Convent Road. The provision of a short single-way working section alongside no. 28 Convent Road within the site is acceptable bearing in mind the limited number of dwellings served. The visibility for drivers at the access would ideally be available at 2.4 metres back from the edge of the carriageway rather than the 2 metres achievable, and this means that the front of a car may need to overhang the edge of carriageway a little for a driver to achieve the necessary visibility. However, Convent Road is of sufficient width to accommodate this and drivers approaching

on Convent Road have good visibility to the access, which will serve a limited number of dwellings. I would therefore not recommend refusal on this issue. The number of vehicle movements likely to be generated by the additional 16 dwellings in the network peak hours (around 10 in each peak hour) is not significant and unlikely to have a severe impact on the highway network. It should be noted that the anticipated number of additional movements is likely to be less than the typical daily variation in traffic flows during these hours. The location of the proposed access in relation to Lerryn Gardens on the opposite side of Convent Road is acceptable and bearing in mind the existing and proposed streets are culs-de-sac serving a limited number of dwellings, there are likely to be few if any vehicle movements between the two. An acceptable connection is provided to the existing footway in Convent Road. The existing footway on the south side of Convent Road terminates a short distance to the west of the site access so dropped kerbs and tactile paving are proposed to enable pedestrian access to/from the existing continuous footway on the north side of Convent Road, providing access to the nearby bus stops and the wider footway network.

Whilst visibility at the junction of Reading Street with Convent Road and Beacon Road is not ideal, the junction has been in use for many years and there is no apparent crash problem. The proposed additional dwellings served from Convent Road are likely to add around 10 two-way vehicle movements through this junction in each network peak hour (assuming all trips to and from the site are through this junction) and this is unlikely to have a severe impact. There may be one or two drivers who choose to use George Hill Road instead but this small number of movements is unlikely to have a severe impact on the same.

I understand that a pedestrian right of way to/from Astor Road is achievable. However, pedestrian connections are available to both Reading Street and Convent Road from all parts of the site, so the connection to Astor Road is not essential to make the development acceptable in highway terms.

The streets within the site are to remain private and will therefore not be adopted by the highway authority. The site layout and parking arrangements are such that the proposals are unlikely to lead to unacceptable parking on the highway.

Construction of the development in highway terms can be controlled and managed by condition through a Construction Management Plan, including the routing of HGV's to and from site.

Taking all of the above into account the proposals are unlikely to have a severe impact on the highway network and I would therefore not recommend refusal on highway grounds subject to the following being secured by condition:

- Provision of measures to prevent the discharge of surface water onto the highway.
- Provision and permanent retention of the vehicle parking spaces and turning facilities shown on the submitted plans prior to the use of the site commencing.
- Use of a bound surface for the first 5 metres of each access from the edge of the highway.
- Provision and permanent retention of secure, covered cycle parking facilities prior to the use of the site commencing in accordance with details to be submitted to _____ and approved by the Local Planning Authority.

- Completion of the Reading Street access and associated highway alterations including closure of the existing access and provision of parking restrictions as shown on drawing number 14-019-014 Rev. G or amended as agreed with the Local Planning Authority, prior to first occupation of any dwelling accessed from Reading Street.
- Completion of the pedestrian dropped kerbs and tactile paving in Reading Street as shown on drawing number 14-019-014 Rev. G or amended as agreed with the Local Planning Authority, prior to first occupation of any dwelling accessed from Reading Street.
- Completion of the Convent Road access and associated highway alterations as shown on drawing number 14-019-010 Rev. D or amended as agreed with the Local Planning Authority, prior to first occupation of any dwelling accessed from Convent Road.
- Completion of the pedestrian dropped kerbs and tactile paving in Convent Road as shown on drawing number 14-019-010 Rev. D or amended as agreed with the Local Planning Authority, prior to first occupation of any dwelling accessed from Convent Road.
- Provision and maintenance of the visibility splays shown on drawings numbers 14-019-014 Rev. G and 14-019-010 Rev. D with no obstructions over 1 metre above carriageway level within the driver splays and 0.6 metres above footway level within the pedestrian splays, prior to the use of the site commencing.
- Construction Management Plan to include the following:
 - i) Routing of HGV's to and from site
 - ii) Access points for construction-related vehicles
 - iii) Parking and turning facilities for HGV's and site personnel vehicles
 - iv) Wheel washing facilities
 - v) Temporary traffic management

KCC Ecology - A preliminary ecological appraisal has been undertaken, along with a bat survey report. We have reviewed the ecological information and we advise that no additional information is required to be submitted prior to the determination of the planning application.

A bat emergence and activity survey has been carried out to best practise guidelines and sufficiently concluded that no roosting bats were recorded using the buildings on site. Three species of bats were recorded foraging/commuting on site and the mitigation and enhancement options outlined in the Bat emergence and dawn re-entry surveys (2015) must be implemented if planning permission is granted.

Work to vegetation or built structures that may provide suitable nesting habitats should be carried out outside of the bird breeding season (bird breeding season is March to August) to avoid destroying or damaging bird nests in use or being built. Mitigation measures should be included in the construction management plans and implemented during construction in order to protect breeding birds that may use the vegetation, or any built structures, that will be removed, if it falls in the breeding season mentioned above. This includes examination by an experienced ecologist prior to starting work and if any nesting birds are found during work development must cease until after the juveniles have fledged. Any work that affects possible nesting sites should be completed outside of the breeding season.

Thanet District Council has produced the 'The Strategic Access Management and Monitoring Plan (SAMM)' which focuses on the impacts of recreational activities on the Thanet section of the Thanet Coast and Sandwich Bay Special Protection Area (SPA). The studies indicate that recreational disturbance is a potential cause of the decline in bird numbers in the SPA. The proposed development is 1km from the Thanet Coast and Sandwich Bay SPA, Ramsar and SSSI. Therefore, to allow TDC to be satisfied that the proposed development will avoid a likely significant effect on the designated sites (due to an increase in recreation) we advise that the developer must contribute to the borough wide mitigation strategy in relation to the tariff provided in the SAMM report.

Some enhancement recommendations are given in the Preliminary Ecological Appraisal and Bat Emergence and Dawn Re-Entry Surveys, and consideration should be given to these and other enhancement measures:

- Hedgerows and trees should be retained and managed for the benefit of wildlife;
- Planting should be of native, local provenance species to provide wildlife habitats;
- The creation of additional ponds populated with native, local provenance plants would be of great wildlife value;
- The creation of hibernacula for reptiles and amphibians would encourage biodiversity;
- Bird and bat boxes should be put up at suitable locations on the site;
- Bat bricks and swift bricks could be incorporated in any new buildings.

Some or all of these measures could be included in the proposed development to help promote biodiversity alongside development.

KCC Archaeology - Thanet is generally rich in archaeological remains and the application site lies within an area of considerable archaeological potential with many cropmark sites of barrows and enclosures lying within 500m. Of particular significance is the discovery of Roman remains in 1888 less than 100m to the west of the site.

Although part of the site is occupied by the former convalescent home, it is possible that important archaeological remains could be affected by groundworks for the new residential development. I would therefore recommend that provision is made in any forthcoming outline permission for the implementation of an archaeological evaluation to be followed by any further mitigation and / or safeguarding measures as appropriate. A safeguarding condition securing the implementation of archaeological field evaluation works is recommended.

We had previously advised that early evaluation would be preferable in order that preservation options could be taken into account in design and layout. It may be that if significant archaeology is encountered in the evaluation stage that there may need for preservation measures to be put in place to address the condition.

KCC Developer Contributions - The County Council has assessed the implications of this proposal in terms of the delivery of its community services and is of the opinion that it will have an additional impact on the delivery of its services, which will require mitigation either through the direct provision of infrastructure or the payment of an appropriate financial contribution (£124,000 towards primary school provision, £73,153.80 towards secondary school provision, £1,488.49 towards libraries).

KCC SUDs - Kent County Council as Lead Local Flood Authority are generally satisfied with the principles discussed within the flood risk assessment for the drainage of surface water. We would recommend further infiltration testing is carried out during any detailed design work to ensure that infiltration rates at shallow depths within the Head Deposits are suitable for the proposed permeable paving features. The infiltration testing to date was carried out with a soakage zone at 2 to 3mBGL (within the chalk) and there are currently no drainage features proposed extending to this depth. The ground investigation however does indicate the viability of infiltration in general and we expect detailed design work will be able to optimise the design without implications upon the site layout.

Should your Authority be minded to grant permission to this development, we would recommend a safeguarding condition.

Southern Water - Our initial investigations indicate that Southern Water can provide foul sewerage disposal to service the proposed development. Southern Water requires a formal application for a connection to the public sewer to be made by the applicant or developer. Safeguarding condition for drainage recommended. Following initial investigations, Southern Water can provide a water supply to the site. Southern Water requires a formal application for connection and on-site mains to be made by the applicant or developer.

Environment Agency - The site lies in flood zone 1 and not near a main river. As such, we do not assess there to be any fluvial flood risk and have no comment to make on fluvial flood risk.

Environmental Health - No air quality assessment or emission mitigation assessment will be required, however the following standard mitigation for residential development is:

- All gas-fired boilers to meet a minimum standard of <40mgNOx/kWh
- 1 Electric Vehicle charging point per dwelling with dedicated parking or 1 charging point per 10 spaces (unallocated parking)

Conservation Officer - I have no concerns with the effect of the proposal on the setting of the Conservation Area or the setting of the listed buildings. Nevertheless, due to the proximity of the proposed development, the setting of both heritage assets would undoubtedly be affected to some degree. The proposal would result in the visual impact of the proposal impinging upon views of the listed buildings and the adjoining conservation area. Careful design would be needed to ensure that those effects would not be harmful in including the treatment of the rear gardens on the boundary of the Conservation Area

Sections 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 place a statutory duty upon decision makers to safeguard the significance of heritage assets for future generations. Statute allows for change in the setting of heritage assets, where change does not harm the significance of the listed building or conservation area. In this instance, I find that the proposal would have no detrimental harm to the setting of the Conservation Area and the Grade II Listed Buildings. This would, in my opinion be a neutral factor, rather than a benefit of the proposal.

Strategic Housing Officer - I can confirm that Strategic Housing would be happy with the number and breakdown of units proposed (7no. 3-bed dwellings and 2no. 2-bed flats).

However, in line with policy the units should be broken down as 70% Social Rent & 30% Shared Ownership.

Kent Fire and Rescue - Following examination of the plans provided the access provided for fire appliance access appears to be satisfactory.

Tree Officer - Following a site visit I can confirm that T26 a maple covered in ivy was in a dead/dying condition.

T25 cherry has had a large section of its crown removed leaving it one sided, it is now in a poor condition.

T27 false acacia has a trunk wound at approximately 1m and may well have to be reduced in height for safety reasons.

T6 Whitebeam is a reasonable tree that could be retained. It is covered in ivy growth so closer inspection not possible.

T5 Sycamore, again ivy covered tree but it is obvious that it has been been pollarded in the past. Because of this there may well be decay around the old pruning points so at some point the tree will have to be reduced in size. Once reduced the tree probably would not be worthy of a T.P.O

TDC Interim Open Spaces Manager - St Peter's Rec is the closest. The play equipment is reasonably old and may need upgrading and we could look into some additional equipment too. Any new equipment will need new/additional protective matting. There is also the matter of the fencing around the playground, which is coming up for renewal.

TDC Recycling and Waste Manager - The collection points look fine dependant on the width of the road and parked cars causing issues with access. I can't see that this should be a problem.

COMMENTS

This application is brought before members as it is non-previously developed land, and is therefore a departure to Policy H1 of the Thanet Local Plan. The application has also been called to Committee by Cllr Matterface on the grounds of overdevelopment, overlooking, impact on the conservation area, highways issues due to the lack of a continuous pavement on Reading Street and Convent Road, narrow highway already congested (Reading Street), and impact on Grade 2 listed buildings.

Principle

The site is non-previously developed land within the urban confines. Policy H1 states that residential development on non-allocated sites will be permitted only on previously developed land within the existing built up confines unless specified by other Local Plan Policies. This policy constraint, however, needs to be balanced with the fact that there is a current need for housing in Thanet, and on this basis the National Planning Policy Framework (NPPF) indicates that applications for housing should be considered in the context of the presumption in favour of sustainable development. In this case the site lies within the urban confines, adjacent to residential properties in Reading Street and Convent Road, and the site is allocated for residential development within the Draft Local Plan. The

site is within close proximity of a bus stop, and is a short walk from the shop, church, hall and public house located within Reading Street, and Callis Grange and St.Peters School. The site is therefore considered to be sustainably located.

An application was previously approved for the re-development of part of the site accessed from Reading Street for the erection of 13no. dwellings in 2013. Whilst this consent is no longer extant, it is a material consideration in the determination of this application when considering the principle of development; as the previous decision took into account the same Thanet Local Plan policies and the National Planning Policy Framework.

The principle of development is therefore considered to be acceptable subject to other material considerations such as impact upon character and appearance of area, neighbouring living conditions and highway safety.

Character and Appearance

The site lies adjacent to the Broadstairs Conservation Area and the Green Wedge. It is an area of private open land, which is considered to be non-previously developed given the length of time that has passed since the demolition of the former Convalescent Home on the site. Policy SR11 of the Thanet Local Plan states that development will not be permitted on undeveloped private open space or a gap in the settlement pattern, if the site provides active recreational opportunities, meets a deficiency in recreational opportunities, or has intrinsically beneficial qualities and makes a contribution to the character of the area either in itself or by virtue of the longer distance views it affords. The site does not have a recreational use, and therefore the only consideration for the principle of development is whether the site has intrinsically beneficial qualities or contributes to the character of the area. The site is located to the rear of Reading Street and Convent Road, with limited views of the site other than through the existing access points. The site falls outside of the Conservation Area and is adjacent to the Green Wedge, which in itself provides wide open spaces and long views. Historically the site was also developed. Based on aerial photographs, the original development upon the site appeared to be contained to a small area to the east of the site. On the basis of the location and historic/current use of the site, it would appear that the openness of the site contributes little to the character of the area, and therefore the principle of developing the site is not considered to conflict with Policy SR11 of the Thanet Local Plan. In addition, permission has previously been granted for the development of this site, with consideration previously having been given to Policy SR11.

The proposal is for the erection of 16no. detached dwellings, 4no. semi-detached dwellings, and 7no. terraced dwellings, along with 2no. two-bedroom flats, following the demolition of no. 30 Convent Road. No.30 Convent Road is a bungalow located behind no. 16, and outside of the Conservation Area. The building is not considered to be a heritage asset, and as such the demolition of no.30 is considered to be acceptable.

The development is low density, at approximately 17 dwellings per hectare, and provides a range in the size and type of housing on the site, which is considered to be in keeping with the surrounding pattern of development. Many of the plots are large in size with at least 10-15m deep gardens, and between each large detached property there is approximately 6m. This respects the character of the adjacent Conservation Area, where large spaces between

dwelling and deep front/rear gardens are visible. Whilst some terraced and semi-detached properties are proposed, this adds interest and variety to the development and improves the mix of houses across the site, whilst still respecting the character of Reading Street where terraced cottages are present, and Astor Road, which contains semi-detached properties. In terms of the height, the proposed development is 2-storey in appearance (although some dwellings have accommodation within their roof space) and therefore in keeping with the surrounding area that is pre-dominantly 2-storey.

The site lies adjacent to nos. 43-49 Reading Street, which are Grade II listed buildings. Units 1 and 2 are the closest part of the development to these dwellings, with a distance of 22.4m. A section plan has been submitted showing the relationship between the listed dwellings and the proposed development. There is a ground level difference of approximately 0.8m between the proposed development and the listed dwellings, with the listed dwellings set down in the site. The relationship between the proposed development and the listed dwellings is no worse than that previously approved, and considered acceptable by the Council, with the distance between the buildings, along with the eaves and ridge height of the proposed development not exceeding the measurements stipulated within the conditions attached to previous outline consents. Whilst the original plans showed the provision of dormer windows in the roof of units 1 and 2, creating the appearance of 3-storey dwellings, this has now been removed. The Conservation Officer has visited the site and assessed the plans, and has commented that he has no concerns with the effect of the proposal on the setting of the Conservation Area or the setting of the listed buildings. He accepts that due to the proximity of the proposed development, the setting of both heritage assets would undoubtedly be affected to some degree, with the visual impact of the proposal impinging upon views of the listed buildings and the adjoining conservation area; however, sections 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 place a statutory duty upon decision makers to safeguard the significance of heritage assets for future generations, and the Statute allows for change in the setting of heritage assets, where change does not harm the significance of the listed building or conservation area. In this instance the Conservation Officer is of the view that the proposal would have no detrimental harm to the setting of the Conservation Area or the Grade II Listed Buildings, but recommends the careful designing of the treatment of the rear gardens on the boundary of the Conservation Area. This will be required through the submission of a detailed landscaping scheme.

There is a distance of at least 22m between the listed dwellings and the proposed development, the same distance previously considered to be acceptable, and when using the section plan submitted by the applicant it is clear that the proposed development would not be visible from Reading Street when standing in front of the listed dwellings, as the height of the proposed development only exceeds the height of the listed buildings by approximately 1.2m. As such the only view that would enable the relationship between the proposed development and the listed dwellings to be seen is through gaps in the street scene or from the vehicular access, however the extensive landscaping proposed would significantly limit these views.

It is therefore considered that on balance, the development will preserve the character and appearance of the designated heritage assets.

With regards to the design, the proposal incorporates a variety of building types with pitched roofs, gable features, and bay windows. A mixture of materials have been used, including clay tiles, natural slate, buff and red brick, and timber windows and doors, all of which are considered to be in keeping with the materials present within the adjacent Conservation Area.

The access roads are currently in situ, although alterations are proposed to their design. The access road onto Reading Street is being moved to the east in order to meet highway requirements. Whilst this has resulted in the loss of trees adjacent to the highway, it allows for better spacing either side of the access and the potential for improvements to landscaping on the site through a landscaping scheme. A Landscape Strategy plan has been submitted for the area either side of the Reading Street access. It shows the planting of new mature trees and medium trees, the planting of mixed native shrubs, and the planting of an ornamental hedge, all of which is considered to enhance the appearance of the site. A footpath is also proposed to encourage pedestrian movement.

At the other access point the side parking area belonging to no. 28 Convent Road is being removed and the access road widened. A footpath is being introduced to the northern side of the access, and to part of the southern side, with a planting buffer extending along the side boundary of no.28. In order to provide an access road that meets highway requirements, part of the land to the front of no. 28 has been used. No. 28 belongs to the applicant, however concern was raised in relation to the original plans that the complete loss of frontage for no. 28 would impact upon the character of the area. The amended plan for the alterations around no. 28 Convent Road shows the retention of a grass area to the front of no. 28, but access to and from the property would be straight onto the footpath. Whilst this arrangement is not particularly in keeping with the character of surrounding properties, it will not cause significant harm to the wider character and appearance of the area, nor would it result in the loss of a key feature in the area.

Overall the impact upon the character and appearance of the area is considered to be acceptable.

Living Conditions

A number of applications have previously been granted for the erection of 13no. dwellings on the eastern side of the site. When assessing these applications, consideration was given to the privacy and outlook of nos. 43-49 Reading Street, resulting in restrictive conditions that stipulated the minimum distance to be provided between the rear elevation of the proposed dwellings and the boundary with nos. 43-49, and the maximum eaves and ridge height of the proposed development where adjacent to this boundary. The proposed application adheres to these restrictions, with a minimum distance of 15m between the proposed rear elevation of unit nos. 1-4 and the rear boundary, and a maximum eaves height of 5m and ridge height of 8m for unit nos. 1-4. The relationship between units 1 and 2 of the proposed development and nos. 43-49 Reading Street is therefore no worse than that previously approved, which is a material consideration in the assessment of the application. Whilst the original plans showed a second floor dormer and first floor balcony to the rear of units 1 and 2, these have now been removed. The impact upon light, privacy and outlook to nos. 43-49 Reading Street is therefore considered to be acceptable.

A second floor dormer and first floor balcony have been introduced to unit nos. 3 and 4 since the previous approval, but given the distance of at least 32m between the rear elevation of units 3 and 4, and the rear elevation of nos. 35-41 Reading Street, the impact upon privacy is considered to be acceptable.

There are no south facing windows within proposed unit 20, and therefore the impact upon the privacy of nos. 29 and 33 Reading Street is considered to be acceptable.

There is a minimum distance of 24m between the proposed unit 23 and the rear elevation of no. 27 Reading Street, and as such the impact upon privacy is considered to be acceptable, given the relationships between properties in the area.

Concerns were originally raised with the impact upon the privacy of no. 8 Astor Road, however amendments have been submitted that show unit 24 becoming detached, and therefore allowing for side bedroom windows rather than rear bedroom windows. Whilst 2no. first floor rear windows are still present within unit 24, these serve a landing and bathroom, and therefore the agent has agreed that these can be obscure glazed and top opening only. Whilst first floor windows and a balcony area are proposed within the southern elevation of unit nos. 25-26, these front Astor Road itself, and do not directly overlook any private amenity space. This part of the proposal will therefore not result in any direct overlooking to neighbours, so the impact upon the privacy of the properties within Astor Road is considered to be acceptable.

Concern has been raised by nos. 12 and 14 Convent Road regarding privacy and outlook. Whilst nos. 12 and 14 Convent Road are bungalows, there is a minimum distance of 22m between the rear elevation of nos. 12 and 14 and the proposed rear elevation of unit nos. 25-26. The impact upon the light and outlook to nos. 12 and 14 is therefore considered to be acceptable. With regards to privacy, there are no rear facing windows within the rear elevation of unit nos. 25-26. Whilst a small balcony is proposed in the southern side elevation facing Astor Road, privacy screens are proposed, and would be controlled via condition, and as such there would be no direct overlooking towards nos. 12 and 14 from the balcony. Original plans submitted showed the demolition of no. 16 Convent Road and its replacement with 4no. terraced dwellings that would have overlooked nos. 12 and 14. Amendments were sought and these units have now been removed from the proposed scheme. As such the impact upon the privacy of nos. 12 and 14 Convent Road is considered to be acceptable.

There is a distance of 8m between no. 42 Convent Road and proposed unit 13. Given the distance, orientation (with the proposed dwelling angling away from no. 42) and side by side relationship between the proposed dwelling and no. 42, the impact upon light and outlook is considered to be acceptable. Two velux windows are proposed within the side elevation of proposed unit 13, but these serve a stairwell and will not result in overlooking.

The impact upon light, outlook and privacy for all neighbouring properties is therefore considered to be acceptable. The only other issue to consider when assessing the impact upon neighbouring living conditions is that of noise and disturbance from vehicular and pedestrian movement. The vehicular access from Reading Street is existing, and would have previously been used to serve the Convalescent Home. The proposal will involve 13no. units

being served by the vehicular access. The access is located 25m from no. 49 Reading Street and 7m from 'Old Convent Farm House'. Given the distance and the existing nature of the access, along with the limited number of vehicle movements that would result from 13no. dwellings, the impact from noise and disturbance on the immediate neighbours to the proposed access is considered to be acceptable.

The other vehicular access is also existing, although it has previously only been used to serve nos. 30 and 42, and will now serve 18no. units. The access will be at least 3.2m from the side elevation of no. 34 Convent Road, which appears to have a garage at ground floor level closest to the access road. Whilst there will be a small buffer area between the access road and no. 34, which will contain a footpath, ultimately there will be increased noise and disturbance for this property given the additional vehicle movements that will enter and leave the application site, and the proximity of the access road to the rear garden of the property. As such a condition is recommended for the erection of an acoustic fence along this boundary, which has been agreed by the agent. Subject to the erection of the acoustic fence, the impact upon noise and disturbance for no. 34 Convent Road is considered to be acceptable.

Pedestrian access is proposed from the application site through to Astor Road. If implemented this would increase pedestrian movement along Astor Road, however the increased noise and disturbance that would result from this pedestrian movement is unlikely to be significant enough to warrant any concerns.

Overall the impact upon the living conditions of the neighbouring occupiers is considered to be acceptable.

Transportation

The application proposes an access onto Reading Street to serve 13no. units and an access onto Convent Road to serve 17no. units. Both are existing accesses, however alterations are being made to improve their design in order to achieve greater turning and visibility. There is no vehicular connection between the Reading Street and Convent Road accesses across the site. Planning permission has previously been granted for the development of the site for 13no. dwellings with access onto Reading Street, and the site has been allocated within the Draft Local Plan for residential development.

Vehicular accesses

As part of this proposal the Reading Street access is being moved further east allowing for Reading street to be widened in the immediate vicinity of the proposed access to allow vehicles to pass each other, and adding pedestrian connections to the existing footways. Limited parking restrictions are also proposed at the access to maintain visibility and these are in the location of the existing access to the site, which will be closed and the footway reinstated. Whilst this means that the existing access road will no longer be available for parking, it is a private access and this parking could therefore be removed at any time without the need for planning permission. The layout being provided at the access is acceptable to allow sufficient visibility given the measured speeds in Reading Street. KCC have advised that given the history of the site, which includes the granting of planning

permission for the same number of units to be served by this design of access, and the submission of plans that show adequate turning provision and visibility at the access, the alterations to the access onto Reading Street are acceptable in highway safety terms.

The Convent Road access is to be widened and extended across the frontage of no. 28 Convent Road, with a new footpath leading into the site. KCC Highways have commented that the access, which is to serve 17no. dwellings, provides suitable visibility and suitable width for vehicles to pass each other at the junction with Convent Road, and whilst the width of the access is slightly reduced for part of the access adjacent to no. 28, this is acceptable given the number of dwellings to be served by the access. Visibility for drivers at the access is achievable at 2m back from the edge of the carriageway, rather than the preferred 2.4m, and as a result the front of a car may need to overhang the edge of the carriageway to allow a driver to achieve the necessary visibility. However, Convent Road is of sufficient width to accommodate this and drivers approaching on Convent Road have good visibility to the access, and as such KCC have advised that they would not recommend refusal on this issue.

The location of the proposed access onto Convent Road, in relation to Lerryn Gardens opposite, is considered acceptable, and bearing in mind the existing and proposed streets are culs-de-sac serving a limited number of dwellings, there are likely to be few if any vehicle movements between the two. The location and design of both the Convent Road and Reading Street accesses are considered to be safe and suitable, and therefore acceptable in terms of paragraph 32 of the NPPF.

Traffic movement

The increase in traffic that would result from the proposed development is a serious concern raised within many of the letters of objection received from residents. Reading Street is a narrow road, which when busy with on-street parking can restrict vehicle movements. There are also areas of either narrow or no pavements, which can restrict pedestrian movement.

Given the previous permission that allowed for 13no. dwellings to be served off Reading Street, a refusal relating to the additional vehicle movements generated by the development onto Reading street would not be justified. With regards to the Convent Road element of the development, KCC have advised that the number of vehicle movements likely to be generated by the additional 16 dwellings in the network peak hours (around 10 in each peak hour) is not significant and unlikely to have a severe impact on the highway network. They would also expect the anticipated number of additional vehicle movements to be less than the typical daily variation in traffic flows during these hours.

Concerns have also been raised about the junction of Reading Street with Convent Road and Beacon Road. Whilst visibility at this junction is not ideal, KCC have advised that the junction has been in use for many years and there is no evidenced crash problem. The proposed additional dwellings served from Convent Road are likely to add around 10 two-way vehicle movements through this junction in each network peak hour (assuming all trips to and from the site are through this junction) and this is unlikely to have a severe impact. There may be one or two drivers who choose to use George Hill Road instead but this small number of movements is unlikely to have a severe impact on the same.

Developer contributions

Previous approvals for the development of the site secured a financial contribution of £25,000 towards the redesign of the junction of Reading Street with Elmwood Avenue to improve the street geometry and visibility. KCC have recommended that these improvements be secured, as they would help to improve traffic flow along Reading Street, however they are of the opinion that such works could be secured through a Section 278 agreement with the highway authority rather than a financial contribution to enter into a legal agreement under the Highway Act to make alteration to a public highway. These works can be controlled by condition, with the works to be completed prior to the first occupation of the development. The increase in traffic movements along both Reading Street and Convent Road are not considered to result in a severe impact upon highway safety, and as such the proposal is not considered to conflict with paragraph 32 of the NPPF.

Parking layout

Within the site itself, the streets are to remain private, and will therefore not be adopted by the highway authority. Double garages and large driveways are proposed for the large detached dwellings, providing a minimum of 2no. off-street spaces per dwelling, and 31no. parking spaces are provided for the 17.no dwellings off Convent Road. KCC have advised that the site layout and parking arrangements are such that the proposals are unlikely to lead to unacceptable parking on the highway within the site, and the provision on site of on-street and off-street parking is sufficient for the number of dwellings proposed, thereby not resulting in any additional parking on Reading Street or Convent Road.

In terms of pedestrian routes, a footway is provided from the Reading Street access through the site to Convent Road. A pedestrian access has also been shown on to Astor Road, which legal advice supplied by the applicant suggests is achievable. This is contested by neighbours, however, this link is not a determining factor in the application. Overall, the pedestrian connectivity through the site contributes towards the sustainability of the development. It allows for residents in Reading Street to access the bus stops within Convent Road, and the Astor Road link and Reading Street link provides access for residents of the development to the facilities and services contained within Reading Street, including a church, church hall, public house and shop. The existing footway on the south side of Convent Road terminates a short distance to the west of the site access so dropped kerbs and tactile paving are proposed to enable pedestrian access to/from the existing continuous footway on the north side of Convent Road, providing access to the nearby bus stops and the wider footway network.

Overall, whilst it is appreciated that there are existing restrictions within Reading Street, given the existing evidence on vehicle movements and incidents in the area, the alterations proposed to the access roads, the previous consent that allowed for an additional 13no. dwellings to be accessed off Reading Street, the alterations that will be made to the Reading Street/Elmwood Avenue junction, and the improvements to pedestrian connectivity for both the future occupiers of the development and existing residents within Reading Street and

Convent Road, on balance, the impact upon highway safety is considered to be acceptable and in accordance with the NPPF.

Construction of the development in highway terms can be controlled and managed by condition through a Construction Management Plan, including the routing of HGV's to and from site.

Affordable Housing

Policy H14 requires that for development that exceeds 14 units, 30% affordable housing should be provided. The applicant has proposed 30% affordable housing, which equates to nine of the thirty units proposed. A plan has been submitted showing the location of the affordable housing, which is contained within three blocks, 2no terrace blocks and the flat block. A breakdown of the size of the affordable units has been submitted and shows that seven of the units will be 3-bed dwellings and two of the units will be 2-bedroom flats. The Council's Strategic Housing Officer has been consulted and has advised that they are happy with the number and breakdown of the affordable units proposed, and recommend that of these 70% be social rent and 30% be shared ownership, details of which can be submitted through condition.

Subject to the submission of a legal agreement securing the provision of 30% housing, the affordable housing provision is considered to be acceptable and in accordance with Policy H14 of the Thanet Local Plan.

Size and Type of Housing

Policy H8 of the Thanet Local Plan requires that for development of 10 units or more there should be a mix in the size and type of housing. The proposal is for the provision of 12no. 5-bed, 3no. 4-bed, 13no. 3-bed and 2no. 2-bed. Whilst the number of 5-bed units is at a higher proportion than required when assessing against the latest Strategic Housing Market Assessment figures, which show the greatest need is for 3-bed family dwellings, this size of unit proposed is understandable given the location of the development on the edge of the Broadstairs boundary, the previous consent that was for 13no. dwellings of a similar size, and the surrounding pattern of development, which includes properties within spacious plots. Overall the split in the size of the dwellings generally complies with the Council's evidence for need, with the second largest provision being for 3-bed dwellings. There is also a split between houses and flats, with the greatest provision being houses, for which there is the greatest local need.

The proposal is therefore considered to comply with Policy H8 of the Thanet Local Plan.

Ecology

A preliminary ecological appraisal has been undertaken, along with a bat survey report. KCC Biodiversity have reviewed the ecological information and advise that they require no additional information. The bat emergence and activity survey concluded that no roosting bats were recorded using the buildings on site, however three species of bats were recorded foraging/commuting on site, and therefore the mitigation and enhancement options outlined in the Bat emergence and dawn re-entry surveys (2015) must be implemented as part of any

planning approval. The mitigation and enhancement work includes a bat sensitive lighting scheme, new shrub and hedgerow planting, bat roost boxes and other bat roost features. A condition is therefore recommended requiring that the enhancement measures be carried out, with details to be submitted as part of the landscaping plan.

The impact upon biodiversity is therefore considered to be acceptable.

Drainage

Southern Water have been consulted and have advised that their initial investigations indicate that they can provide foul sewerage disposal to service the proposed development, as well as a water supply to the site.

With regards to surface water drainage, the applicant has proposed a Sustainable Urban Drainage System. KCC SUDS have been consulted and have advised that as Lead Local Flood Authority they are generally satisfied with the principles discussed within the flood risk assessment for the drainage of surface water. However, they recommend further infiltration testing is carried out during any detailed design work on drainage to ensure that infiltration rates at shallow depths within the Head Deposits are suitable for the proposed permeable paving features. The ground investigation however does indicate the viability of infiltration in general and KCC have advised that they expect the detailed design work will be able to optimise the design without implications upon the site layout.

The principle of the drainage as proposed is therefore acceptable and not considered to impact upon flood risk, subject to safeguarding conditions.

Archaeology

Thanet is generally rich in archaeological remains and the application site lies within an area of considerable archaeological potential with many cropmark sites of barrows and enclosures lying within 500m. Of particular significance is the discovery of Roman remains in 1888 less than 100m to the west of the site.

The Archaeological Officer at KCC has been consulted and has advised that although part of the site is occupied by the former convalescent home, it is possible that important archaeological remains could be affected by groundworks for the new residential development. A safeguarding condition is therefore recommended securing the implementation of archaeological field evaluation works, along with any further mitigation and/or safeguarding measures. KCC have advised that if significant archaeology is encountered in the evaluation stage then there may be a need for preservation measures to be put in place to address the condition. The recommended conditions are considered to be appropriate to address the archaeological issues.

Play Space

Policy SR5 of the Thanet Local Plan states that new family dwellings will be expected to incorporate garden space in order to provide a safe doorstep play area for young children. All of the dwellings proposed have private gardens, in accordance with Policy SR5.

Policy SR5 also requires that where a development in its completed form would amount to ten to forty-nine residential units, the Council will expect a financial contribution to be made for the provision, maintenance and upgrade of play facilities.

The Interim Open Spaces Manager has been consulted and has advised that St Peter's Recreation Ground is the closest play area to the application site and that the play equipment is reasonably old and may need upgrading, with some new additional equipment also being needed. There is also the need for new/additional protective matting, and fencing around the playground, which is coming up for renewal.

The financial contribution required through the proposed development, which is based upon the calculation contained within the Council's SPD for Planning Obligations is £26,250. The applicant has agreed to this contribution, which will be secured through a legal agreement. On this basis the proposed development is considered to comply with Policy SR5 of the Thanet Local Plan.

Trees

The proposal involves the removal of 9no. trees, all of which are covered by a Tree Preservation Order. A Tree Survey has been submitted as part of the application, which shows that of the 9 trees to be removed, 8 are category C and one is category B. A site visit took place with the Council's Tree Officer to assess the trees proposed for removal by the applicant. The trees located around the proposed vehicular access onto Reading Street were previously agreed for removal as part of previous planning applications, and therefore it would be unreasonable to request their retention as part of this application, as their amenity value has not changed significantly in the last 4 years. This area of trees includes the Category B tree.

With regards to other trees on the site, the Tree Officer has confirmed that T26, a maple tree located to the rear of 27 Reading Street, is covered in ivy and in a dead/dying condition; T25, a cherry tree located to the rear of 27 Reading Street, has had a large section of its crown removed leaving it one sided, and is now in a poor condition; and T27, a false acacia tree also to the rear of 27 Reading Street, has a trunk wound at approximately 1m and may well have to be reduced in height for safety reasons. T5, a sycamore tree along the boundary with the golf course is covered in ivy and has previously been pollarded, and also appears to have decay around the old pruning points. Given that all of these trees are Grade C and in poor condition; their proposed removal is considered to be acceptable.

It is accepted that all of these trees previously mentioned could be removed due to their poor quality, or the fact that their removal has previously been granted. The final tree proposed for removal is T6, a Whitebeam tree located towards the centre of the site. Whilst the tree is classed as Grade C within the tree survey, the Tree Officer has advised that it is a reasonable tree that could be retained; however it is covered in ivy growth, so a closer inspection that would provide a true understanding of its quality was not possible. The tree is towards the centre of the site and therefore does not offer significant amenity value to the wider area to warrant the refusal of the application on the grounds of the loss of tree. In addition, a tree replacement plan has been submitted in support of the application. This

shows the planting of at least 25no. trees within the site, in addition to others that may form part of the site wide landscaping strategy. On balance, the benefits that would result from the planting of 25no. trees within the site are considered to outweigh the concerns regarding the loss of one individual tree with limited amenity value, the quality of which is uncertain.

The impact upon trees is considered to be acceptable subject to safeguarding conditions requiring the planting of trees, an acceptable landscaping scheme, and the protection of existing/retained TPO trees during construction.

Kent Fire and Rescue

Concerns have been raised by residents that the layout as proposed would not allow for emergency vehicles to access the site. Kent Fire and Rescue have been consulted, and their initial comment requested the submission of plans showing a swept path analysis demonstrating a viable access for a fire appliance, both to access the site and on the site. Such plans were submitted to Kent Fire and Rescue, who have further commented that the access provided for fire appliances appeared to be satisfactory. The layout is therefore considered to be acceptable for accommodating emergency vehicles.

Air Quality

Environmental Health have advised that the application does not warrant an air quality assessment or emission mitigation assessment, however it is recommended that one electric vehicle charging point is installed per dwelling where there is dedicated parking, or one charging point per ten spaces where parking is unallocated, in order to promote renewable energy and reduce the impact upon air quality, in accordance with the NPPF. The agent has agreed to these recommendations. The impact upon air quality is therefore acceptable.

Stability of Site

Comments have been received from residents regarding the possibility of caves being present below the ground of the application site, which could affect the stability of the proposed development. Building Control have been consulted and have advised that they are unaware of any ground stability problems in the immediate area, but have recommended a condition requiring a site investigation survey report to be carried out prior to the commencement of development.

Financial Contributions

KCC have commented that a financial contribution is required to accommodate the additional primary school and secondary school places that would be created through the proposed development. The financial contribution required consists of £124,000.00 towards primary school provision, to go towards Phase 2 of the new St George's Primary School; and £73,153.80 towards secondary school provision, to go towards Phase 1 of the Charles Dickens School expansion. There is also a request for £1488.49 towards the additional bookstock required to mitigate the impact of the additional borrowers generated from this development.

These contributions are considered to be necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in kind and scale.

The applicant has agreed to provide these contributions, which are to be secured through a legal agreement.

Special Protection Area

Thanet District Council has produced the 'The Strategic Access Management and Monitoring Plan (SAMM)' which focuses on the impacts of recreational activities on the Thanet section of the Thanet Coast and Sandwich Bay Special Protection Area (SPA). The studies indicate that recreational disturbance is a potential cause of the decline in bird numbers in the SPA. The proposed development is 1km from the Thanet Coast and Sandwich Bay SPA, Ramsar and SSSI. Therefore, to enable the Council to be satisfied that the proposed development will avoid a likely significant effect on the designated sites (due to an increase in recreation) a financial contribution is required to contribute to the district wide mitigation strategy.

The tariff for this contribution is provided in the SAMM report. For this development the contribution required is in the form of £724 for the 2-bed flats, £6,240 for the 3-bed dwellings, and £9,000 for the 4-bed and 5-bed dwellings. The applicant has agreed to this contribution, which will be secured through a legal agreement.

Heads of Terms

The legal agreement to be submitted in support of this application will contain the following commitments:

- 30% affordable housing, including size and location,
- £124,000 towards primary school provision at St.Georges,
- £73,153.80 towards secondary school provision at Charles Dickens,
- £1488.49 towards library provision in Broadstairs,
- £26,250 towards play equipment at St.Peters Recreation Ground,
- £15,964 towards the Special Protection Area.

Conclusion

The application site is located within the urban confines, and whilst the site is non-previously developed land, it is allocated for housing within the Draft Local Plan and would address a local need for housing. Whilst there may be some impact upon the adjoining listed buildings, this relationship has previously been considered acceptable, and based on the information submitted with this application the proposal will preserve the significance of designated heritage assets. A variety of building types and designs are proposed, which do not exceed 2-storey in height when taken to eaves level, and given the low density nature of the development at approximately 17 dwellings per hectare, the proposed development is not considered to detract from the character and appearance of the adjacent conservation area or the general area. There is considered to be no significant impact upon neighbouring light, outlook or privacy, and the impact upon highway safety is considered to be acceptable

subject to alterations to the design and layout of the accesses and improvements to the Reading Street/Elmwood Avenue junction. 30% affordable housing is proposed, and the applicant has agreed to all of other financial contributions as stated within the Heads of Terms. The proposal is considered to be a sustainable form of development that generally complies with Local Plan Policy and the NPPF. As such it is recommended that members defer and delegate the application for approval, subject to the submission of a legal agreement securing the agreed head of terms.

Case Officer

Emma Fibbens

TITLE:

F/TH/16/0924

Project

Land Formerly Used As Club Union Convalescent Home Reading Street
BROADSTAIRS Kent

Scale:



