

A01

R/TH/15/0250

PROPOSAL: Application for approval of access, appearance, landscaping, layout and scale pursuant to condition 1 of planning permission reference F/TH/12/0964 for the development of phase 5 of a mixed use urban extension comprising residential, community and commercial use, open space, infrastructure and new access.

LOCATION: Land North Of Haine Road Broadstairs And West Of Nash Road MARGATE Kent

WARD: Thanet Villages

AGENT: Miss M Nagy

APPLICANT: CRG Thanet

RECOMMENDATION: Approve

Subject to the following conditions:

1 The proposed development shall be carried out in accordance with the submitted drawings as detailed on the Schedule of Drawings received on 27th July 2017.

GROUND:

To secure the proper development of the area.

2 The area shown on the submitted plan P690/P5/04 Rev G received on 3rd July as car, cycle, motor cycle and disabled parking spaces and turning areas, vehicle loading/unloading and turning facilities shall be kept available for such use at all times and such land and access thereto shall be provided prior to the first occupation of the development hereby permitted.

GROUND:

Development without adequate provision for the parking or turning of cars is likely to lead to parking inconvenient to other road users and detrimental to amenity and in pursuance of policy D1 of the Thanet Local Plan.

3 Prior to the first occupation of dwellings hereby approved, driver visibility splays and envelopes as shown on the approved plans, with no obstructions over 1 metre above carriageway level within the splays and envelopes, shall be provided and thereafter maintained.

GROUND:

In the interest of highway safety.

4 Prior to the first occupation of each of the dwellings hereby permitted, cyclist visibility splays of 15 metres x 2 metres x 15 metres at vehicular accesses to all dwellings accessed across a cycleway shall be provided and maintained with no obstructions over 1 metre above cycleway level within the splays.

GROUND:

In the interest of highway safety.

5 Prior to the first occupation of each of the dwellings hereby permitted, pedestrian visibility splays of 1 metre x 1 metre behind the footway on both sides of the access to the dwelling, with no obstructions over 0.6m above footway level, shall be provided and thereafter maintained.

GROUND:

In the interest of highway safety.

6 Prior to the first occupation of the development hereby permitted, 25 metres x 2 metres x 25 metres visibility splays, at vehicular accesses to all dwellings served off an adoptable shared surface street, shall be provided and thereafter maintained with no obstructions over 1 metre above carriageway level within the splays.

GROUND:

In the interest of highway safety.

7 The refuse storage facilities specified upon the submitted drawing numbered P690/P5/01 Rev U received on 27th July 2017 shall be provided for each flat block prior to its first occupation and shall be kept available for that use at all times.

GROUND:

To secure a satisfactory standard of development and in the interests of the amenities of the area, in accordance with policy D1 of the Thanet Local Plan.

8 The communal amenity space serving plots 49-76, 339-357 and 431-453 as specified upon the approved plan numbered P690/05/01 Rev U shall be provided for each flat block prior to the first occupation of the flat block hereby approved and shall be maintained and kept available for that use at all times.

GROUND:

To secure a satisfactory standard of development and in the interests of the amenities of the area, in accordance with Policy D1 of the Thanet Local Plan.

9 The reveals to all window openings shall not be less than 100mm.

GROUND:

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

10 No more than 50% of the units hereby permitted shall be occupied until the Local Equipped Area of Play has been provided.

GROUND:

In order to provide amenity and play space in accordance with Policy SR5 of the Thanet Local Plan

11 Prior to the installation of the Local Equipped Play Area as identified on P690/P5/01 Rev U, details including a schedule and specification of play equipment, surfacing and fencing, to be provided within the play area shall be submitted to and approved in writing by the Local Planning Authority. The Local Equipped Play Area shall be provided in accordance with the approved details.

GROUND:

In order to provide amenity and play space in accordance with Policy SR5 of the Thanet Local Plan.

SITE, LOCATION AND DESCRIPTION

The application site is located to the north of the A256 Haine Road, and west of Nash Road. To the north of the site is the proposed Star Lane link road. The outline permission covers a site area of 30.4 hectares which is partly in agricultural use, and partly developed by the construction of the approved link road and Phase 1 of the development which comprises 74 dwellings, Farm Foods retail store and the Hungry Horse public house. Development of Phase 2 has commenced (comprising 132 dwellings).

The site is allocated in two parts within the Thanet Local Plan 2006, one for mainly residential development and the other an area of mixed used development between the residential development site and Westwood Town Centre.

To the north and west is rising land in agricultural use. To the west is Red House Farm (located beyond an established tree line). To the north east of the site is the Westwood Industrial Estate. An area of residential development comprising housing fronting Nash Road, Star Lane, Gordon Road, Crossways Avenue, Clive Road and Ramsgate Road is located to the east of the site, south of Westwood Industrial Estate. Also, to the east of the site, south of Star Lane, the area comprises of retail warehouse units fronting the A254 Margate Road. To the south of the site is the Westwood Cross town centre development, and the multiplex cinema and leisure units.

Phase 5 comprises a residential, commercial and community development of 14.12 hectares, in roughly an L shape to the west of Nash Road. Phase 4 is located to the southeast, the school site to the southeast, and Phase 3 to the south. The Major Access Road is partly within Phase 4 and partly within Phase 5, leading north from Phase 3c, across the middle of Phase 4, and south towards Phase 3c, where it meets the new junction with Star Lane and Nash Road. Within the Phase 5 site the land falls slightly in site level towards its north-eastern corner where the pylons adjacent to Nash Road are located.

RELEVANT PLANNING HISTORY

OL/TH/06/0650 - An outline planning permission was granted in April 2008, for a mixed use urban extension which included 1,020 dwellings, provision for a school, medical centre, community assembly point, associated play areas and open space, commercial and employment uses. The overall development concept for the site was the creation of a new neighbourhood focused around a cluster of community facilities including primary school, community hall, medical centre and a central park. The community facilities and commercial uses were proposed to be laid out around a 'town square' in close proximity to the neighbourhood park. Both the town square and park were located broadly at the centre of the site so that they are easily accessible by foot. Streets, footpaths and cycle ways led to this centre. Another commercial area was to be located at the southern end of the site along Haine Road, opposite the rear of Marks and Spencer.

The residential development comprises three character areas, with higher densities located close to Westwood Town Centre, lower densities towards the urban edge to the north and west, with medium densities between these areas. The built form of the high density areas was to comprise three or four storey blocks of flats and two or three storey terraced housing, with the occasional 'gateway' building which could be up to six storeys. The medium density areas were to be characterised by a mix of semi-detached and terraced houses, mostly two and two and a half storey with the occasional three storey. The lower density area was to be dominated by detached and semi-detached houses, set in spacious gardens and with greater separation between properties.

The layout of the development was based around a grid of streets, with a linked network of streets and paths. Generally, buildings were proposed to be placed around the outer edge of urban blocks forming a continuous public facade, with buildings facing the streets, squares and parks. Emphasis was given to street enclosure and continuity of frontage, with defined street width to building height ratios, for example 1 in 3 for streets and 1 in 6 for squares.

The landscape strategy for the site included an east-west green corridor, tree lined avenues, open planting to the edge of the development and the public open space, and the existing landscape features, including the hedgerows to the east and north of the site, the wooded copse and row of evergreen trees along the western boundary were to be retained.

In addition, the development included the construction of a new link road through the site between the Westwood Cross roundabout and Star Lane, and associated junction improvements to provide an improved highway infrastructure within the area to address increased traffic generation as a result of the development. The developer was required to complete the highway works as follows:

- 1) New Star Lane Link Road, Nash Road South widening, alterations and new junctions at Star Lane Link Road and Nash Road, Nash Road South and Haine Road, and Haine Road/Manston Court Road, including closure of Manston Court Road (Southern Highway Works), prior to the occupation of any part of the development.

- 2) Widening of Nash Road North (Nash Road North Works) prior to the occupation of the 237th dwelling.

3) New footpath or foot way and cycle way along Haine Road (Haine Road Works) prior to the occupation of the 350th dwelling.

4) New Road through the development linking Nash Road north and south (New Road) prior to the occupation of the 550th dwelling.

5) Northern boundary works to provide a new foot way/cycle way (Northern Boundary Works) prior to the occupation of the 785th dwelling.

The S106 agreement secured a community bus service that was to be provided by the developer before occupation of no more than 100 dwellings.

F/TH/10/0726 - A variation of condition application was submitted in 2010 proposing a number of changes to the planning permission, this included:

- o Up to 50 houses to be occupied before the completion of the new link road.
- o Up to 550 houses to be occupied before the completion of the Nash Lane North Works
- o Alter the phasing of the building works, resulting in the area of land located between the new link road and Manston Court Road being built first.
- o Locate the commercial element of the scheme to the corner of Nash Road.
- o Change some of the design principles for the development.
- o Allow the phased submission of details for landscaping, archaeology, foundations, tree survey and foul and surface water drainage
- o Relax the density requirements of each zone.

Members considered the application at the Planning Committee meeting of 20th October 2010. Members resolved to defer and delegate for officers to negotiate with the applicant for the omission of the proposed amendment to the triggers for the highway works being the new link road through the site and works to Nash Lane North, and approve if the applicant agreed to this. The applicant agreed to the proposed changes and the amended permission was granted on 22nd June 2011 with an associated legal agreement.

R/TH/11/0094 - Reserved matters approved for access, appearance, landscaping, layout and scale for the first 74 residential units in Phase 1 of the development, approved 21 April 2011 as amended by the non-material amendments to application reference R/TH/11/0094, approved under reference NM/TH/12/0519, dated 24 July 2012.

F/TH/11/0691 - A variation of condition application was submitted to allow 50 dwellings within Phase 1 to be occupied before the completion of highway works within the southern part of the site. This application was granted subject to a legal agreement.

R/TH/12/0269 - Reserved matters approved for Phases 2 and 3b for 132 dwellings approved 27th June 2012. Non-material amendments to this have also been approved 21st August 2013 (NM/TH/13/0623) and for the alteration to landscaping and the relocation of a drainage tank (ref NM/TH/13/0233) and design alterations (ref NM/TH/15/0255).

F/TH/12/0964 - A variation of condition application was submitted to allow re-phasing of the development and amendments to the parameter plans for the overall site. This application was granted, subject to 51 planning conditions, a site-wide Design Access and Sustainability Statement (DASS), Parameter Plans, a series of existing approved site-wide design strategies and the consolidated s106 legal agreement (as varied). A non-material amendment for alterations to the drainage strategy have been approved (under ref NM/TH/15/0227)

R/TH/13/0263 - Reserved matters for Phase 3c were approved in June 2013 (R/TH/13/0244) for 97 dwellings. This includes the southern two access points of the new Major Access Road that link from Star Lane through to the centre of the development, including through Phase 5a

R/TH/13/0263 - Reserved matters for part of Phases 3a - Area A were approved dated 2nd July 2013. This was for the development of part of the Phase 3a site for a Farm Foods retail store which has now been completed and is trading.

F/TH/13/0448 - The remaining part of Phase 3a has been developed for a Hungry Horse public house/restaurant. This has also been completed.

R/TH/14/0320 - Reserved matters for Phase 4 was approved on 19th June 2014. This includes: detailed permission for 204 dwellings; an extension of the Major Access Road; the first section of the new North-South Link Road that is to connect through to Phase 5b; details for the first section of the ecological Green Corridor that is to connect broadly east-west across the site and that marks the boundary between Phases 4 / 5a to its south and Phase 5b to its north; and details of the Central Park open space area measuring 1.3 hectare in site area which is within Phase 4b. A non-material amendment for alterations to the drainage strategy have been approved (under ref NM/TH/15/0228).

NM/TH/14/0493 - Application for a non-material amendment to planning permission F/TH/12/0964 to alter strategic drainage layout (Granted 16/06/2014)

NM/TH/14/0423 - Application for non-material amendment to planning permission F/TH/13/0448 for a change in brick (Granted 17/06/2014)

NM/TH/15/0227 - Application for a non-material amendment to planning permission F/TH/12/0964 to alter strategic drainage layout (Granted 15/04/2015)

NM/TH/15/0228 - Application for non material amendment to planning permission F/TH/120964 to Phase 4 park landscaping (Granted 15/04/2015)

NM/TH/15/0255 - Application for non-material amendment to planning permission F/TH/12/0964 to amend layout of Phase 2/3B (Granted 24/07/2015)

NM/TH/17/0726 - Application for a Non-material amendment of planning permission F/TH/12/0964 and subsequent reserved matters application R/TH/13/0244 to allow amendments to layout of area phase 3c, house/apartment types and the resulting mix of unit sizes (Granted 28/06/2017)

F/TH/17/0562 - Application for variation of condition 2 of planning reference F/TH/12/0964 for the mixed use urban extension to allow non opening windows with obscure glass to be installed to side elevation of house types 3 and 3A. (Pending consideration)

Considering the approved applications, taken together for Phases 1 to 4, planning permission has been granted for:

- o 507 dwellings.
- o 581 sq.m. Class A1 retail space within Area A (Farm Foods)
- o 448.5 sq.m. Class A3-A4 space as part of the Hungry Horse development

The detailed proposals, as approved and now submitted across Phases 1 to 5, provide 976 units.

PROPOSED DEVELOPMENT

This application is for the consideration of the reserved matters of Phase 5, pursuant to the outline permission F/TH/12/0964. The reserved matters application was submitted to and registered by TDC on 24/03/2015. The scheme details have been subject to a series of reviews and agreed amendments, primarily relating to parking arrangements, highways visibility splays and public open space arrangements., along with amendments submitted by the agent to respond to the requirements of both current market conditions and specific developer requirements of Linden Homes, the developer looking to progress Phase 5.

This phase includes:

- o 469 dwellings (315 houses and 154 flats)
- o Community Hall (use class D1) - 1642 sqm
- o Community or Commercial space -1053 sqm
- o Park area - 0.436ha including an equipped play area and Multi Use Games Area (MUGA) of 1263 sqm
- o Local Equipped of Area Play (LEAP) - 500 sqm towards the north-western corner
- o Green Corridor (continuing across the site from Phase 4)

The density of the proposed development of Phase 5, which proposes 469 dwellings on a 14.12 hectare site, equates to an average of 33 dwellings per hectare. This however is based upon a site area that includes shared amenity areas such as the pylon area, Green Corridor and non-residential elements of Area B, which are site-wide assets. If the pylon area only is excluded from the site area, the residential density across Phase 5 increases to 38.6dph.

Affordable housing comprises 118 dwellings (77 of which are houses), equating to 25% affordable housing provision for this phase. The affordable housing is proposed to be located in three clusters within the central-western part of Phase 5. In terms of cluster sizes, the linked s.106 agreement requires that affordable units are clustered in groups of 30-50 units. Of the 118 affordable units, 8 will be wheelchair standard homes, which equates to 10% of the total units in this phase.

The proposed development can be described in five character areas: Central Hub, the Link Road, Central South residential area, Central North residential area and the Rural Edge character area. In general, the proposed dwellings are traditional in design, particularly adjacent to the rural edge of the site and within the northern section of the site, where two-storey detached houses are proposed.

Within the southern section of Phase 5 development is taller, comprising three- and four-storey buildings, with flats above commercial and community space, fronting the bus route and the Major Access Road. The buildings are primarily laid out around the Major Access Road, internal access roads and central courtyard areas, with public open space to the north of the Green Corridor, which continues from Phase 4 into Phase 5, separating the two main areas of residential development.

In total 1044 car parking spaces are proposed, 833 allocated for residents and 211 unallocated spaces, which equates to an average ratio of 1.78 allocated spaces per property, and 2.22 if the visitor spaces are included. The Major Access Road provides the demarcated commercial bus route through the site. Bus stopping facilities are to be located along this and off-set from one another to aid passing of traffic should two buses be stopped along the route at the same time. The commencement of the bus service will accord with the approved details of the Bus Delivery Programme dated 22nd January 2014 which requires the service to begin no later than 4 months after the practical completion of the Major Access Road or before the occupancy of the 550th dwelling within the scheme.

RELEVANT DEVELOPMENT PLAN POLICIES

Thanet Local Plan (2006) Saved Policies

- Policy TC4 - Westwood Mixed Use Area
- Policy EP13 - Groundwater Protection Zone
- Policy TR12 - Cycling
- Policy D1 - Design
- Policy D2 - Landscaping
- Policy EP5 - Air Quality
- Policy H1 - Residential development sites
- Policy H6 - Residential development site at Westwood
- Policy H8 - Size and type of housing
- Policy H14 - Affordable housing
- Policy TR15 - Travel plans
- Policy TR16 - Car parking provision
- Policy SR5 - Doorstep and local play space
- Policy CF2 - Development contributions

NOTIFICATIONS

Letters have been sent to neighbouring properties, a site notice has been posted and an advert has been placed in the local newspaper. One letter of objection has been received raising concerns of inadequate provision of infrastructure.

CONSULTATIONS

KCC Archaeology - No comment, given the consultation only refers to matters of access, appearance, landscaping, layout and scale.

Natural England - The application site lies within the 7.2km Zone of Influence around the Thanet Coast Special Protection Area (SPA) and Ramsar site within which new residential development is likely to have a significant impact on the designated sites without mitigation. This application appears to relate to amended plans for a reserved matters application. Provided your authority is satisfied that appropriate mitigation (either a financial contribution or something more bespoke) has been secured at a previous stage in the planning process then Natural England has no objection to this application.

Southern Water - No comment.

TDC Waste and Recycling - No objection. There are some concerns around the flats and the units that front the green space in relation to vehicle access and collection points. As always there is the concern about residents parking in non- allocated places and causing access issues and where communal bins are situated the collection point needs to be accessible by the vehicle as the communal bins are heavy and we are not comfortable with the crews pulling the bins too far due to health and safety issues.

KCC SUDS - We have reviewed the additional information provided and have no objections to the approval of the reserved matters. We would welcome the opportunity to comment upon the detailed design of the phase's drainage system once these details are available for the discharge of associated conditions.

KCC Biodiversity Officer - No objection. Happy with the principle of the proposal.

KCC Development Contributions Team - We confirm the proposed building will meet KCC requirements as set out in the Legal Agreement.

KCC Highways and Transportation - I refer to the amended plans submitted for the above, in particular drawings numbers P690/P5/01 Rev. T and P690/P5/02 Rev. H, and confirm I now have no objection in respect of highway matters.

The following should be secured by condition:

- o Provision and maintenance of the driver visibility splays and envelopes shown on the approved plans with no obstructions over 1 metre above carriageway level within the splays and envelopes, prior to the use of the site commencing.
- o Provision and maintenance of 25 metres x 2 metres x 25 metres visibility splays at vehicular accesses to all dwellings served off an adoptable shared surface street with no obstructions over 1 metre above carriageway level within the splays, prior to use of the site commencing.
- o Provision and maintenance of 15 metres x 2 metres x 15 metres visibility splays at vehicular accesses to all dwellings accessed across a cycleway with no obstructions over 1 metre above cycleway level within the splays, prior to use of the site commencing.

o Provision and maintenance of 1 metre x 1 metre pedestrian visibility splays behind the footway on both sides of the access with no obstructions over 0.6m above footway level, prior to the use of the site commencing.

Environment Agency - Based on the information submitted and provided the site layout complies with the surface water drainage strategy

Strategic Housing Manager - No objection.

Clinical Commissioning Group - Whilst the CCG supports the allocation of D1 healthcare space within Phase 5 of the development, the provision of 0.2ha is not adequate to accommodate a facility to serve the overall population of Westwood Cross. The NHS GP Forward View sees the model of primary care changing in order to support much larger practices operating at scale, with integrated services being wrapped around the patients. Taking into consideration the lack of capacity in the existing primary care estate along with the predicted growth from the whole development, the CCG consider that a 2 ha site would be required to develop a facility capable of delivering modern primary care to the local population.

The CCG would not be supportive of small pockets of healthcare space being provided for in each Phase of the wider development and are actively seeking a resolution to this in conjunction with the Strategic Planning team. Should it not be possible to find and secure a suitable location for the larger facility within the timescales required to serve the early stages of the phased development of Westwood Cross, the CCG would require a capital contribution from each individual phase, including Phase 5.

COMMENTS

This application is brought before Members by virtue of the resolution by Planning Committee during consideration of the 2006 outline planning application (ref OL/TH/06/0650), which requires that all subsequent phasing applications be called before Planning Committee.

In granting outline planning permission, parameters and principles for the development were set including design principles, density requirements, location of different uses, the provision of the new link road and associated highways works, pedestrian and cycle links and the provision of affordable housing and community infrastructure for the site.

This application is for the approval of the matters of access, appearance, layout, scale and landscaping for Phase 5 which the applicant reserved for future consideration at the time of the outline application. In granting outline planning permission for the mixed use urban extension, which included the development of 1020 homes, the council has agreed the principle of the development.

The main issues for Members to consider in determining whether the details submitted through these reserved matters are acceptable are the impact upon the character and

appearance of the area, the living conditions of future neighbouring occupiers, and the proposed highway arrangement.

Character and Appearance

The proposed development can be analysed in five character areas:

- o Central Hub
- o the Link Road
- o Central South residential area
- o Central North residential area and
- o the Rural Edge character area

Central Hub

The Central Hub (including the Major Access Road and Area B) character area comprises the southern part of Phase 5 that adjoins Phases 3c and 4. Three- and four-storey perimeter blocks of commercial floorspace and community use with flats above and a central courtyard amenity space are proposed to front the Major Access Road. This accords with the established parameters set out within the outline planning permission (ref F/TH/12/0964) which refers to this area as a 'main square', that might front the new school site and provide a cluster of community facilities in one location, with an 'an urban character with hard landscaped elements'.

The proposed four-storey buildings within this area, some with commercial or community space at ground floor are an appropriate scale for the commercial and community hub of the overall Westwood development. The scale and design of these buildings accord with the established design principles for the site, which set out that in higher density areas (as shown on the parameter plans, and included the commercial and community hub of the development) buildings will be of a more urban character, with a relatively higher proportion of more urban building types such as townhouses, terraces and apartments.

The development shares design features and materials with the preceding phase of development on the opposite side of the road. This, in my view, will ensure an appropriate transition between the earlier phase of development, and the buildings within Phase 5.

This area includes a Community Hall building to accommodate a sports hall, Kent County Council adult social services hub and youth hub, comprising 589sqm (gross) which has been designed in conjunction with Kent County Council to ensure that it is fit for purpose. The developers obligations are to provide the two hubs as physical spaces and also a direct financial support toward the youth and community service and adult education service, and the provision of the Community Hall as shown comply with the requirements of the legal agreement and the principles established within the outline planning permission (ref F/TH/12/0964).

The application also includes the provision of Block 1 which seeks to satisfy the potential for medical and commercial floorspace as required in the S106 agreement as varied for the site. As part of the original submission in 2015, the Design and Access Statement indicates that the NHS estate had advised they no longer required a medical centre in this location, which

is provided to comprise 921sqm (gross), the legal agreement specified that this should be less than 0.2 hectares. The consultation response from the Clinical Commissioning Group as part of the amended plans submission has stated that they require a larger site in order to serve the wider Westwood area, to include other housing sites and not just the 5 phases of the Westwood housing development. This does not however form part of the legal requirements on the developer for this application site and the provision of floorspace within Phase 5 to serve all 5 phases has been made. It is considered that further discussion on how the CCG wish to utilise the buildings in Phase 5 is required and whether these are fit for purpose in terms of wider requirements and aspirations for the Westwood area would be the subject of separate discussions, and cannot be considered through the application.

The Link Road

The Link Road character area forms the main eastern link through the site, extending up to the bridleway at the northern boundary of Phase 5b and through to the new junction with Nash Road, framing the adjoining pylon area. The Phase 4 stretch of the Link Road has been designed to comprise a strong edge facing the main Central Park in that Phase and the Phase 5 development follows this principle, providing a strong frontage of terraced houses and small blocks of corner flats facing the Central Park, which ensures a consistent design approach from Phase 4 to Phase 5 of the development. This also accords with the approved Design, Access and Sustainability Statement for the overall site, which set out that the Central Park should be overlooked by adjoining properties, with development of 3-4 storey buildings. At the northern edge of the extended park is a 3-storey apartment block which also encloses the green space, providing additional overlooking and security.

North of the Green Corridor into Phase 5b, the North-South Link Road continues up to a new roundabout junction that connects east to Nash Road and north to the development's boundary. This creates an almost rectangular site between the Link Road and Nash Road that is edged by the Green Corridor on its southern edge and a continuation of the Nash Farm / Green Corridor along its Nash Road boundary. Small blocks of flats are proposed at the entrances to this area, on the corner with Nash Road and at the corner closest to the Green Corridor, with terraced and semi-detached blocks in between, all at 3-storeys in height to frame the Link Road and roundabout. Set back behind this outer boundary a courtyard configuration is proposed which provides additional two-storey houses and the parking areas for the adjoining houses and flats. On the north side of the Link Road through to the junction with Nash Road additional blocks of flats and terraced houses are proposed that frame the roundabout, and mark the entrance and exit to the development at the junction with Nash Road.

The proposed Green Corridor was established within the outline planning permission through the Design, Access and Sustainability Statement, running between Nash Farm/Nash Road and the wooded copse on the western boundary of the development. This Corridor also forms part of the northern end of the Central Park. The provision and continuation of the Green Corridor running east to west through the site within Phase 5 complies with the established design principles of the outline planning permission for the site.

To the north of this junction, adjacent to the area with the pylons three-storey blocks of flats are proposed, with two- and three-storey dwellings to the west. This element of the scheme

accords with the approved Design, Access and Sustainability Statement for the overall site which set out that this area was to comprise three-storey buildings with an active frontage towards the front access and parking to the rear, divided from the adjoining open space via a green landscaped edge.

Central South

The Central South character area is set back from the Major Access Road and the western rural edge between the northern boundary of the school site, up to the Green Corridor and is laid out in perimeter blocks made up of two- and three-storey houses. The Green Corridor is framed by a service road with outward facing houses looking over it, which provides an active frontage and natural surveillance, in line with the established design principles set out within the outline planning permission (ref F/TH/12/0964).

This character area comprises terraced and semi-detached houses of primarily two- and a limited number of three-storey houses that frame the blocks, with a mix of open market and affordable housing. The properties are of a traditional design with red brick and white render or tile hanging, red or brown roof tiles, plain casement windows and small flat porches, which is appropriate for this area as a transition from the higher density more urban character of the Central Hub and the Link Road to the Rural Edge to the west.

Central North

The Central North character area comprises the area north of the Green Corridor, set back from the Rural Edge to the west and north and the Link Road area to the east, with proposed perimeter blocks of two-storey semi-detached, linked semi-detached and terraced housing, set out in a grid pattern and including a home-zone layout, with on-plot parking primarily to the front or sides of each property. The Green Corridor (with pedestrian link) will be framed by side elevations or properties facing towards it set back behind a service road, in accordance with the design principles set out within the outline planning permission (ref F/TH/12/0964).

The layout and density of development within this character area is appropriate as it represents a transition between the Central Hub towards the Rural Edge, and shares design features with the adjoining Central South character area to provide continuity across the Green Corridor, but with variation in some features to provide some distinction between these areas. The dwellings are proposed to be of a traditional design with red brick, cream render and black boarding, with grey and red roof tiles and occasional box bay windows, which add interest to the elevations.

This area includes a public open space with a LEAP of 500sqm set out towards the north-western corner of this area. This equipped area of play was not included within the parameter plans or set out within the outline planning permission but has been proposed in order to provide an accessible area of public open space with play equipment, which will create opportunities for social interaction and for children to play within walking distance of their homes, and will be secured by condition before the occupation of the dwellings adjacent to the play area. Whilst the Play Area Review plan and breakdown of floorspace provision shows a shortfall of the total equipped playspace for Phase 5, this looks to have

been representative of a general pattern of shortfall across the site. The amount of equipped playspace floor area within the additional LEAP cannot be further extended, due to the requirement to leave a buffer of 10-20m. It is not considered that the shortfall compromises the overall green infrastructure of the site nor would it lead to detrimental living conditions for the residents, with all family houses being provided with gardens and a sufficiently sized LEAP and other open space within Phase 4 adjacent to Phase 5 and within walking distance.

This area will also include a mix of market and affordable homes, with the affordable cluster concentrated with the western side of the area, broken up by roads and pockets of market housing, which accords with the design principles set out within the outline planning permission (ref F/TH/12/0964).

The Rural Edge

The Rural Edge character area comprises the western edge and the northern boundary of Phase 5. The southern section of the Rural Edge up to the Green Corridor is defined by a row of detached houses that face onto the internal access road, with the northern side of this outer character area, characterised by a row of detached houses along the full length of the boundary through Phase 5 between the Green Corridor and the pylon area adjacent to Nash Road. The density, layout and design of these properties accords with the established design principles set out within the outline planning permission, which required a 'more open interface' with the countryside to the north and west of the site.

The traditional materials proposed within this character area, being red brick with full and half white boarding, red and brown roofs, which will include half hip configurations, cross bar windows and small flat porches, are considered appropriate for their location adjacent to open countryside.

Size and Type of Housing

The outline permission is accompanied by a consolidated s106 legal agreement (dated 21st January 2013) as varied through a Deed of Variation agreement of March 2014 which includes a number of obligations which Phase 5 must address, including the provision of affordable housing, which states that 25% of the housing shall be within affordable tenures in broadly the same mix of dwelling types as for general market housing. The affordable units should be evenly distributed throughout the development in clusters of no less than 20 and no more than 50 units.

The proposed development includes 118 affordable dwellings (77 of which are houses), equating to 25% affordable housing provision for this phase, which complies with the legal agreements for the overall site. The affordable housing is proposed to be located in three clusters within the central-western part of Phase 5. One cluster of affordable flats (31 units) is accommodated within and adjoining Area B, which is a mixed use, mixed tenure block within the centre of the new neighbourhood and adjacent to the proposed new school, community hall and close to the new MUGA and bus stop facilities. The additional two clusters are towards the western side of the site, separated by the Green Corridor (33 units and 54 units).

Affordable dwellings within Phase 5 are proposed to be located within three clusters - of 31, 33 and 54 units. Whilst the legal agreement sets out that in relation to cluster sizes, groups should be 30-50 units, the increased size of one cluster has not raised concerns from the Housing Manager or Orbit Homes (the Registered Provider). Within Phase 5, affordable house types 2 and 3 which together total 46 units distributed across Phase 5, can be adapted to meet Lifetime Home Standards (10% of the total units in this Phase). This will meet the requirement of outline condition 46 of the outline planning permission. Additionally x8 units will be designed further to be Wheelchair Accessible Homes, in line with the requirements set by the legal agreements for the overall site.

In terms of market housing, 351 dwellings are proposed, with 142 flats and 209 houses, with a mix of property types and sizes. The total number of proposed larger family homes (with 3+ bedrooms), equates to 234 units, or 50% across Phase 5. The greatest housing need is for family accommodation and 3bed and above units as identified through the most recent SHMA evidence. This meets the requirement of outline planning condition 29, which specifies that no less than 34% of homes are to be of 3 and 4 bedrooms across the site overall.

Breakdown of unit types and sizes provided in Phase 5

Type	Phase 5 (A and B) Amended Unit Mix			
	Open Market	Affordable	No	%
Houses				
2 bed	20	15	35	7
3 bed	197	58	255	54
4 bed	21	4	25	5
Total	238	77	315	67
Flats				
1 bed	15	0	15	3
2 bed	98	41	139	30
Total	113	41	154	33
Total	351	118	469	100
	75%	118%		

Highways

Layout

It is proposed that vehicular access to the site is provided from the junction with Nash Road and from Phase 3c of the development. These accesses are located in an acceptable position, and are in accordance with the principles of access proposed through the outline

application. The geometry of the accesses provides good visibility in both directions. Internally, the road layout incorporates an acceptable degree of visibility.

The major access road within Phase 5, has been approved in part through the Phase 4 reserved matters application where it adjoins the school site, commercial area and leads through to the southern Nash Road junction. The proposals for Phase 5b, north of the Green Corridor, have been further amended to allow for potential continued access onto the neighbouring strategic allocated housing site.

This has resulted in amendments to the northern and western boundaries of Phase 5b, with the repositioning of parking bays and, planting arrangements to accommodate new access points along these edges, ensuring appropriate visibility for vehicles and cyclists as well as safe access for pedestrians. Amendments have also been made to the arrangement of speed tables along the north-south Link Road, north of the proposed roundabout within Phase 5b. These have been repositioned to enable buses to route along the Phase 5b outer loop road.

These changes have been subject to prior review and agreement with St John's College Cambridge (the landowners of adjoining land), TDC and Kent Highways. The additional access points will alter the landscape arrangements along the north and western boundaries of Phases 5b, but these are limited changes, will still provide the same mix of planting and fencing and will still provide the same security, amenity and ecology benefits.

It is considered that highway widths are adequate to allow the safe and convenient access to dwelling, sufficient space is provided for refuse vehicles to access the development and that the vehicular and pedestrian visibility throughout the development would not significantly harm highway or pedestrian safety, and visibility splays for each dwelling access would be secured by condition.

The layout is considered to provide safe and convenient cycling and walking routes to earlier phases of the development, in particular the community and commercial space, the open space provision and the school site to the west. The layout provides adequate access for the bus provision along the major access road through the development.

The proposed layout of the development is considered to meet adoptable standards, provide adequate visibility, and accords with the principles of access set out within the outline planning permission and Kent County Council Highways and Transportation team are satisfied with the road layout and design. The impact on highway safety is therefore considered to be acceptable.

Parking

In total 1044 car parking spaces are proposed, 833 allocated for residents and 211 unallocated spaces, which equates to an average ratio of 1.78 allocated spaces per property, and 2.22 if the visitor spaces are included. The parking provision principles set out with the outline planning permission, recommended that car parking be provided at approximately 1.5 spaces per unit and the proposed level of parking is therefore in accordance with the previously established principles.

The site is close to the retail and leisure uses of Westwood Cross, as well as the primary bus route. It is considered that the overall level of car parking is acceptable and KCC Highways and Transportation team consider that the parking allocation for this phase is appropriate for the mix of development proposed, the provision and retention of which will be secured by condition. I therefore consider that highway safety and convenience will be protected.

Sufficient space is proposed within the layout to allow for cycle parking within the curtilage of each property, with communal storage proposed for the flats.

Living Conditions

The closest existing residential neighbouring property to the site is located to the east at New Cottages, Nash Road, with a minimum separation distance of 80m between the existing and proposed dwellings. Given the separation distance and relationship between the proposed and existing dwellings, it is considered that no loss of light, sense of enclosure or overlooking would occur.

The only other buildings adjacent to the Phase 5 site are some industrial units within the Westwood Industrial Estate. These are at a minimum distance of 50 metres away from some of the houses which back onto the newly positioned Nash Road. It is considered there is sufficient distance between the buildings so as not to impact on the future living conditions of occupiers of the dwellings and similar distances have been approved through the consideration of Phase 4.

The relationship with the residential properties in Phase 4 is considered to be acceptable given the location of the green corridor and open space between the majority of the boundaries of the two phases. Phase 2/3 of the development is under construction and Phase 3C is due to commence soon. It is not considered that there will be an impact on living conditions as the phases are constructed because they are spread out across the site.

In terms of the living conditions of the future occupiers of the properties, the proposal is considered to provide a good standard of accommodation. All of the houses are of a good size and each house has a private secure rear garden which are considered acceptable in size. There is sufficient space for clothes drying facilities, refuse storage and cycle storage. The proposal therefore complies with Policy D1, SR5 and TR12 of the Thanet Local Plan 2006.

Landscaping

Biodiversity

A Site Wide Landscape and Ecology Strategy was approved as part of the outline planning permission (ref F/TH/12/0964) and includes parameter plans and a tree strategy, which show the green infrastructure elements which are to be provided across the development.

The current application adopts the recommendations within the strategy, such as the provision of tree lined 'green avenues' for the North-South Link Road and the Major Access

Road that connect directly through Phase, the provision of the public open space adjacent to Area B within Phase 5, the setting out of the ecological Green Corridor connecting the Nash Farm site to the copse to the west of the site, the provision of the semi-managed grassland within the pylon area adjacent to Nash Road, and planting to the boundary to the east and west, which are considered to support biodiversity and also contribute to the character and appearance of the area. I therefore consider that the scheme provides some overall biodiversity enhancements.

Recreation

The outline planning permission required the reserved matters application for Phase 5 to demonstrate how the landscape details of this phase comply with the Site Wide Recreation Strategy, which was approved through parameter plans agreed under the outline planning permission (ref F/TH/12/0964). Whilst these details are required to be submitted prior to the commencement of Phase 5 they are linked to the layout and landscaping details included within this application for the approval of reserved matters.

The proposed layout and landscaping details for Phase 5 accord with the approved parameter plans as they include principal green infrastructure elements within the development such as the protection of the existing bridleway, on-site open spaces and amenity areas and the network of planned and existing footpaths and cycleways. Whilst the overall equipped playspace falls short of the Recreation Strategy requirements for Phase 5, the LEAP is provided in this Phase as an additional green space which was outside of the original outline parameters. A 10-20m buffer distance is required around the LEAP, which means the amount of equipped playspace cannot be increased at this part of the site further. The largest part of green open space was provided as part of Phase 4 of the development, which does include play space. It is considered that overall, whilst there is a shortfall of the original equipped play space intended for this phase, the equipped playspace as provided in this phase would serve the additional housing and would not undermine the Recreation Strategy previously approved and is therefore considered acceptable.

Trees

A site wide landscape and ecological strategy was submitted as part of the 2011 application for the site and specifies tree species which are based on those found locally and supplemented by species which provide the opportunity to increase the biodiversity across the site. The landscape plans as submitted for Phase 5 look to accord with tree species outlined in the site wide strategy. In terms of the location of trees, this does differ from the site wide Tree Strategy. The agent has confirmed that this is because developer planted trees are often removed and the approach has therefore been to focus tree planting in the public amenity spaces taking into account visibility splays and also to avoid too many trees alongside car spaces. It is considered that a range of trees will be provided within the public areas and along the boundary of the phases, which will create an acceptable level of amenity for future occupiers and accords with the overall aspirations of the landscape and ecology strategy.

Drainage

The Site Wide Foul and Surface Water Disposal Strategy approved for the site through the outline planning permission (ref F/TH/12/0964) includes the provision of a new foul water sewer through Phase 4 and Phase 5. This will then connect off-site to a foul sewer to be provided by Southern Water in Nash Road, linking to the existing sewer in Continental Approach. The route and easements of the new sewer are to form the alignment of the new North-South Link Road, connecting through Phase 4 and 5. Within Phase 5 the drainage strategy proposes the undergrounding of an infiltration tank within the public open space north of the Green Corridor. The tank will be linked to the Phase 4 North-South Link Road swale via an underground inflow-outflow channel.

The undergrounding of this storage area will meet the drainage capacity and management requirements of the development and the layout and scale of the development proposed within Phase 5 is in accordance with the principles, objectives and capacity setting of the strategic drainage strategy.

Conclusion

For the reasons discussed above, the proposed layout, scale, appearance, access and landscaping are, in my opinion, acceptable, and will result in limited harm to the character and appearance of the area, neighbouring living conditions and highway safety. It is therefore recommended that Members approve the application subject to safeguarding conditions.

Case Officer

Lauren Hemsley

TITLE: R/TH/15/0250

Project Land North Of Haine Road Broadstairs And West Of Nash Road MARGATE
Kent

Scale:

