

**D03**

**OL/TH/16/1765**

**PROPOSAL:** Outline application for residential development of up to 250 dwellings and alterations to the surrounding highway network,  
**LOCATION:** including details of Access with all other matters reserved (Appearance, Landscaping, Layout, Scale)

Land Adjacent To Salmestone Grange Nash Road MARGATE  
Kent

**WARD:** Salmestone

**AGENT:** Alister Hume

**APPLICANT:** Piper Developments Limited C/O Hume Planning Consultancy  
...

**RECOMMENDATION:** Defer & Delegate

Defer and delegate to the Direct of Community Services for approval subject to the receipt and approval of a legal agreement securing the required planning obligations and subject to the following conditions:

1 Approval of the details of the appearance, layout and scale of any buildings to be erected and the landscaping of the site, (herein called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.

**GROUND:**

As no such details have been submitted.

2 Plans and particulars of the reserved matters referred to in condition 1 above, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

**GROUND:**

In accordance with Section 92(2) of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

3 Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.

**GROUND:**

In accordance with Section 92(2) of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

4 The development hereby permitted shall be begun before the expiration of 2 years from the date of the approval of the last of the reserved matters to be approved.

**GROUND:**

In accordance with Section 92(2) of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

5 Prior to the first submission of any reserved matters, a scheme for the protection of the existing dwellings on Manston Road from road traffic noise, including an assessment of that impact, shall be submitted to, and approved in writing by, the Local Planning Authority. The scheme shall specifically be in reference to traffic noise from the new roundabout on Manston Road. Any agreed on-site mitigation should be incorporated into any relevant reserved matters submission.

**GROUND:**

In the interests of the protection of residential amenity in accordance with Thanet Local Plan Policy D1 and paragraph 17 of the National Planning Policy Framework.

6 Prior to the first submission of any reserved matters application, an Emissions Assessment shall be submitted to, and approved in writing by, the Local Planning Authority. The assessment shall be in accordance with the Thanet Air Quality Technical Planning Guidance and should consider, but not necessarily be limited to, the impacts of transport emissions on new and existing dwellings and also model the crematorium emissions. Any agreed on-site mitigation should be included in any relevant reserved matters submission.

**GROUND:**

In the interests of the protection of residential amenity in accordance with Thanet Local Plan Policy D1 and paragraph 17 of the National Planning Policy Framework.

7 Prior to the submission of any reserved matters, an updated ecological scoping survey, to include breeding bird survey shall be submitted to, and approved in writing by the Local Planning Authority. The survey(s) shall include detailed mitigation strategies if required and details of how the development will enhance biodiversity, and the agreed details should be included in any relevant reserved matters submission.

**GROUND:**

To protect and enhance biodiversity in accordance with guidance within the National Planning Policy Framework.

8 Details pursuant to condition 1 shall not show any building exceeding 2 storeys with roof accommodation in height.

**GROUND:**

In the interests of the amenities of the locality in accordance with Thanet Local Plan Policy D1 and the National Planning Policy Framework.

9 Details pursuant to condition 1 shall include details of the local play space on the site, to be provided at a minimum rate of at least 0.7 hectares per 1000 population (criteria as stated in Thanet Local Plan 2006 Policy SR5) of which at least 36% shall be equipped play area in accordance with the Local Planning Authority's Supplementary Planning Document "Planning Obligations and Developer Contributions - April 2010.

**GROUND:**

To ensure the provision of adequate local playspace and equipped play areas in accordance with Thanet Local Plan Policy SR5 and guidance within the National Planning Policy Framework.

10 Details to be submitted in pursuant of Condition 1 above shall include the location and size of the affordable housing units.

**GROUND:**

To ensure that the required level and type of affordable housing is provided in accordance with Policy H14 of the Thanet Local Plan.

11 Details pursuant of condition 1 above shall include an area of open space adjacent to Salmestone Grange in the same location and no smaller than that shown on the indicative layout plan no.P001B received 23 December 2016.

**GROUND:**

To safeguard the setting of Salmestone Grange as a Grade II\* Listed Building, and provide open space that offers recreational, community and amenity value in accordance with Policy SR11 of the Thanet Local Plan, and guidance within the National Planning Policy Framework.

12 The landscaping details pursuant of condition 1 shall include vegetation within the area of open space to screen the development in views from Salmestone Grange.

**GROUND:**

To preserve the setting and significance of Salmestone Grange as a Grade II\* Listed Building, in accordance with guidance within the National Planning Policy Framework.

13 Details pursuant to condition 1 shall show the provision of 1 Electric Vehicle Charging Points per residential property with dedicated parking, and 1 in 10 of all allocated parking, which shall be installed to the specification within Thanet Air Quality Technical Planning Guidance 2016.

**GROUND:**

To promote sustainable forms of transportation and to protect air quality in accordance with Thanet Local Plan Policy EP5 and guidance within the National Planning Policy Framework.

14 Details pursuant to condition 1 shall identify a minimum of 15% of housing to lifetime home and wheelchair standards and include the specification of such dwellings.

**GROUND:**

To meet the housing needs of the community in accordance with Policy H8 of the Thanet Local Plan 2006.

15 Details pursuant to condition 1 shall include the final route, specification and geometry of the link road between Manston Road and Nash Road. The link road and associated footway/cycleways and bus stops and shelters (which shall be shown) should be provided to an acceptable local distributor standard in accordance with the most up-to-date revision of the Kent Design Guide.

**GROUND:**

In the interests of highway safety and traffic flow, in accordance with Thanet Local Plan Policy TR16.

16 Details pursuant to condition 1 shall include details of a new pedestrian access into St Gregory's through the development site.

**GROUND:** In the interests of highway safety and to facilitate the use of alternative means of transport, in accordance with Thanet Local Plan Policy TR12.

17 Details pursuant to condition 1 shall include internal road layouts, including provision of communal on street parking to accommodate likely demand from school pick up and drop off activity.

**GROUND:**

In the interests of highway safety and traffic flow, in accordance with Thanet Local Plan Policy TR16.

18 Details pursuant to condition 1 shall include a new access roundabout on Nash Road to the same specification as shown on plan 14-011-002B received 24th May 2017.

**GROUND:**

To mitigate the additional traffic flows created by the development to maintain the free flow of traffic, in accordance with guidance within the National Planning Policy Framework.

19 Details pursuant to condition 1 shall include full details (in the form of scaled plans and / or written specifications) to illustrate the following: -

- i) Parking provision in accordance with adopted standard.
- ii) Turning areas
- iii) secure, covered cycle parking facilities

The scheme shall be implemented as approved prior to the first occupation of the units hereby approved.

**GROUND:**

In the interests of highway safety

20 Details pursuant to condition 1 (in the form of scaled plans and / or written specifications) shall include, but not necessarily be limited to, the following; proposed roads, footways, footpaths, verges, junctions, sewers, retaining walls, service routes, vehicle overhang margins, embankments, accesses, carriageway gradients, driveway gradients and street furniture.

The development shall be laid out and constructed in accordance with the approved details prior to the first occupation of the dwellings hereby permitted.

**GROUND:**

In the interests of highway safety

21 No development shall take place until a highways work phasing plan, outlining the point at which each mitigation element outlined in condition 22 and the new link road through the site and associated access points will be completed and operational, has been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the agreed phasing plan.

**GROUND:**

In the interests of highway safety and traffic flow, in accordance with Thanet Local Plan Policy TR16.

22 No development shall take place until full final details of the proposed highways works have been submitted to, and approved in writing by, the Local Planning Authority. These details shall include:

- o Closure and reconfiguration of the signalised junction at Hartsdown Road, Shottendane Road and Nash Road.
- o Reconfiguration of Manston Road/Shottendane Road junction.
- o Revised access arrangements at the St Gregory's school access on Manston Road.
- o The provision of an informal crossing point and cycle connections close to the new priority junction.

All submitted details shall substantially accord with the geometrical layout as those submitted in the plans numbered 14-011-002B and 14-011-007B received 24th May 2017. These works shall be implemented and operational in accordance with the timings within the Highways work phasing plan in condition.

**GROUND:**

In the interests of highway safety and traffic flow, in accordance with Thanet Local Plan Policy TR16.

23 No development shall take place until a detailed sustainable surface water drainage scheme for the site based on the Flood Risk Assessment By Herrington Consulting Limited (dated December 2016) and sustainable drainage principles, to include, but not necessarily be limited to, the method of surface water disposal and a timetable for the implementation and a maintenance and management plan for the lifetime of the development, has been submitted to, and approved in writing by, the Local Planning Authority. The detailed drainage scheme shall demonstrate that the surface water generated by this development

(for all rainfall durations and intensities up to and including the climate change adjusted critical 100 year storm) can be accommodated and disposed of through infiltration features located with the curtilage of the site alone.

Where infiltration is to be used to manage the surface water from the development, it will only be allowed within those parts of the site where it has been demonstrated to the Local Planning Authority that there is no resultant unacceptable risk to controlled waters.

All surface water drainage from parking areas shall be passed through an interceptor designed and constructed to have a capacity and details compatible with the site being drained.

The management and maintenance plan 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.

The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

**GROUND:**

To ensure that the principle of sustainable drainage are incorporated into this process, to ensure ongoing efficiency of the drainage provisions and to protect vulnerable groundwater resources and human health from pollution in accordance with the National Planning Policy Framework.

24 No development shall take place until a scheme for sewerage disposal from the development has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall include details of any additional infrastructure required to mitigate the additional flows created by this development. The development shall be constructed and thereafter maintained in accordance with the approved details.

**GROUND:**

To prevent pollution in accordance with Thanet Local Plan Policy EP13 and guidance contained within the National Planning Policy Framework.

25 No development shall take place on the development until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority for that phase. The approved Statement shall be adhered to throughout the construction period, and shall provide details of:

- a. the parking of vehicles of site operatives and visitors.
- b. construction vehicle loading/unloading, turning facilities and access routes/arrangements.
- c. loading and unloading of plant and materials.
- d. storage of plant and materials used in constructing the development.

- e. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate.
- f. wheel washing facilities and their use.
- g. measures to control the emission of dust and dirt during construction a scheme for recycling/disposing of waste resulting from construction works.
- h. a Construction Environment Management Plan, including details of operational construction time, enclosures for noise emitting equipment, dust and waste management policy and construction site noise management including siting of stationary noisy or vibrating plant equipment.

**GROUND:**

To ensure pollution prevention measures are in place for all potentially polluting activities during construction in accordance within National Planning Policy Framework paragraph 109 and in the interests of highway safety

26 Prior to the commencement of the development hereby approved, the applicant, or their agents or successors in title, shall secure the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has first been submitted to and approved in writing by the Local Planning Authority

**GROUND:**

To ensure that the archaeological history of the site is recorded in accordance with the advice contained within National Planning Policy Framework.

27 Prior to the first occupation of the development hereby approved, a detailed outdoor lighting scheme shall be submitted to, and approved in writing by, the Local Planning Authority. The scheme shall include details of the type of lights, the orientation/angle of the luminaries, the spacing and height of the lighting columns, the extent/levels of illumination over the site and on adjacent land and the measures to contain light within the curtilage of the site. The development shall be implemented in accordance with the approved scheme and thereafter maintained as agreed.

**GROUND:**

In the interests of minimising light pollution and to safeguard the amenities of the locality in accordance with the NPPF and saved policy D1 of the Local Plan.

28 Prior to the first occupation of any of the units hereby approved the following works between a dwelling and the adopted highway shall be completed:

- a) Footways and/or footpath, with the exception of the wearing course;
- b) Carriageways, with the exception of the wearing course but including a turning facility, highway drainage, visibility splays, street lighting, street nameplates and highway structures (if any).

GROUND:

In the interests of highway safety.

29 The access to Nash Road and priority shift on Manston Road/Shottendane Road as indicated on plans numbered 14-011-002B and 14-011-007B received 24th May 2017 and new access roundabout and the link road connection through the site must be completed and fully operational prior to the closure of Nash Road at the junction of Hartsdown Road, Shottendane Road and Nash Road.

GROUND:

In the interests of highway safety and traffic flow, in accordance with Thanet Local Plan Policy TR16.

30 No less than 70% of the total number of dwellings constructed pursuant to this planning permission shall be dwellings of two or more bedrooms.

GROUND:

To ensure the provision of a mix of house sizes and types to meet a range of community needs, in accordance with Policy H8 of the Thanet Local Plan.

31 All dwellings hereby permitted shall be provided with the ability for connection to Superfast Fibre Optic Broadband 'fibre to the premises', where there is adequate capacity.

GROUND:

To serve the future occupants of the development in accordance with the guidance within the National Planning Policy Framework.

32 In the event that contamination is found that was not previously identified at any time when carrying out the approved development, it shall be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment shall be undertaken at that time in accordance with a site characterisation report that shall be submitted to and approved in writing by the Local Planning Authority and where remediation is necessary a remediation scheme shall be submitted to and approved in writing by the Local Planning Authority, including remediation measures to render harmless the identified contamination given the end use of the site and the surrounding environment, including controlled waters. The remediation measures shall be implemented as approved and completed prior to the recommencement of works. Prior to the occupation of the approved development and following completion of measures identified in the approved remediation scheme a verification report shall be submitted to and approved in writing by the Local Planning Authority.

GROUND:

To ensure that the proposed development will not cause harm to human health or pollution of the environment, in accordance with the advice contained within the National Planning Policy Framework.

33 The development hereby approved shall incorporate bound surface materials for the first 5 metres of any access from the edge of the highway.



**GROUND:**

In the interests of highway safety.

34 The gradient of any access shall be no steeper than 1 in 10 for the first 1.5 metres from the highway boundary and no steeper than 1 in 8 thereafter.

**GROUND:**

In the interests of highway safety

**INFORMATIVES**

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 the applicant to ensure, before the development hereby approved is commenced, 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 taken by the Highway Authority. Information about how to clarify the highway boundary can be found at <http://www.kent.gov.uk/roads-and-travel/what-we-look-after/highway-land>

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 Highways and Transportation to progress this aspect of the works prior to commencement on site.

Thanet District Council is committed to reducing crime and the fear of crime through design. We strongly advise the applicant to contact external bodies such as Kent Police Crime Prevention Design Advisors (CPDAs) to ensure that a comprehensive approach is taken to Crime Prevention and Community Safety before making any reserved matters application for the development.

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](http://www.southernwater.co.uk).

It is the responsibility of developers to have the appropriate waste storage facilities and containers in place prior to the properties 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/>

No development or new tree planting should be located within 3 metres either side of the centreline of the public sewer and all existing infrastructure should be protected during the course of the construction works.

All existing infrastructure, including protective coatings and cathodic protection should be protected during the course of construction works. No excavation, mounding or tree planting should be carried out within 6m, 5m and 4m of existing 18 inch, 15 inch and 3 inch water distribution main respectively without written consent from Southern Water.

The applicant shall use best endeavours to achieve speed restrictions on Nash Road when approaching the site from the east and waiting restrictions within the new turning head at the end of Nash Road through separate highways consents with Kent County Council.

### SITE, LOCATION AND DESCRIPTION

The application site is located adjacent to the southern settlement boundary of the town of Margate. The site lies to the south of Margate town centre and the commercial centre of Westwood lies some 2km to the east.

The site, itself is irregular in shape and measures approximately 9.3 hectares. The site is currently in agricultural use and it appears that the land has historically been intensively cultivated and is open with narrow field margins and perimeter hedgerows and trees which are mostly off site landscaping. The site slopes towards its northern boundary and there is a difference in levels of some 5 metres across the site.

The site has two direct road frontages. The frontage to Nash Road is 175m in length and set behind a grass verge. The site is currently served by an agricultural access from Nash Road. To the north west of the site and bordering Nash Road and the adjoining school, lies the Grade II\* Salmestone Grange (which is now a tourist and wedding venue). The Grange is also a Scheduled Ancient Monument. The site has a frontage of 345m to Manston Road to the west. This frontage is set behind a brick wall and at this point the ground level is some 1.5m above the Manston Road frontage. Both Nash Road (to the north) and Manston Road (to the west) are each residential roads comprising post war semi detached houses and bungalows.

There is a 1980s development of houses in Sycamore Close beyond the south west boundary of the site. The application site is adjoined to the southern boundary by Thanet Crematorium and the Margate Cemetery which contains listed memorials, chapel buildings, gates and walls. The Council's refuse facility lies beyond this point further to the south. St Gregory's Primary School lies to the northwest boundary of the site and there are allotments to the south east.

### PLANNING HISTORY

OL/TH/99/0546 - Erection of 40 houses and associated access and landscaping. Application withdrawn.

OL/TH/94/0540 - Outline application for residential development and 8 acre public open space incorporating a woodland of remembrance. Refused September 1994.

OL/TH/91/0596 - Outline application for residential development. Refused January 1992.

## PROPOSAL

The application is in outline form with access to be considered at this stage with all other matters (appearance, landscaping, layout and scale) reserved for future consideration. It is for the erection of up to 250 dwellings with two vehicular accesses - one from Manston Road (to the west of the site) and Nash Road to the north and a series of amendments to the surrounding highway network. The proposal also includes highway improvements which will be discussed in more detail in the highway section of the report below.

The applicants have also advised that they accept two parameters for the proposed development - the access points to the site from Manston Road and Nash Road and that the development will be two storey with development integrated into the roof slope in places throughout the development site.

Although the application is in outline form, an indicative masterplan has been demonstrated submitted to demonstrate how 250 units could be accommodated within the site. A Design and Access Statement has also been submitted. The proposal shows areas of landscaping throughout the site, an area of public open space to the north west corner of the site together with screening of existing boundaries to the site. The Design and Access statement sets out the details of the proposed development. It advises that the indicative housing mix will be consistent with the findings of the Council's Strategic Housing Market Assessment (SHMA) 2016. The overall density of the site excluding the public open space if all 250 dwellings were to be built would be 32 dwellings per hectare. The illustrative layout shows 450 parking spaces and 50 visitor parking spaces with additional layby provision and parking for the school.

The proposal includes a number of changes in the road network around the site which includes:

- \* Provision of new link road between Nash Road and Manston Road, with new roundabout on Manston Road for access into the site (and new service road for properties on Manston Road) and alteration to Nash Road to bring road directly through the site.
- \* Closure of Nash Road arm of Coffin House Corner, meaning Nash Road only links to Empire Terrace and not junction with Shottendane and Hartsdown Road, with changes to signalling.
- \* Change in road layout at Manston Road/Shottendane Road junction.

The application is supported by a Planning Statement (December 2016), Design and Access Statement (December 2016), Archaeological Desk Based Assessment (May 2014), Cultural Heritage Assessment (December 2016), Flood Risk Assessment (December 2016), Extended Phase 1 Habitat Survey (December 2016), Landscape Appraisal (May 2014), Utility Site Investigation Report (September 2016), Transport Assessment (October 2016) and a Highway Technical Note (May 2017).

Subsequent to the submission of the technical note showing the position of the new roundabout on Manston Road to serve the site, the applicant has confirmed that the point of access into the site will be in this location however that the exact position of the roundabout is reserved for further submission.

## RELEVANT PLANNING POLICIES

### **Thanet Local Plan 2006 - Saved Policies**

H1 - Residential Development Sites  
H4 - Windfall Sites  
H14 - Affordable Housing Negotiations on Housing Sites  
TR12 - Cycling  
TR16 - Car Parking Provision  
D1 - Design Principles  
D2 - Landscaping  
HE11 - Archaeological Assessment  
HE12 - Archaeological Sites and Preservation  
SR4 - Provision of New Sports Facilities  
SR5 - Play Space  
SR6 - Amenity Areas  
CC1 - Development in the Countryside  
CC2 - Landscape Character Areas  
EP9 - Light Pollution  
EP13 - Ground Water Protection Zones  
CF2 - Development Contributions

For information, the site is allocated for residential development under Policy H02B of the Emerging Local Plan. This policy states that:

"Land fronting Nash Road and Manston Road, Margate is allocated for up to 250 new dwellings at a maximum density of 35 dwellings per hectare net.

Proposals will be judged and permitted only in accordance with a development brief and masterplan for the whole site, which will be informed by and address:

- 1) A Transport Assessment including assessment of impact on the local road network and demonstrating measures to promote multi-modal access, including footway and cycleway connections. (Development will be expected to accommodate land required as part of a suitable scheme to address traffic capacity issues at the Coffin House Corner junction, a strategic link road through the site between Nash Road and Manston Road and the potential widening of Nash Road)
- 2) Pre-design archaeological assessment
- 3) The need to safeguard the setting of the listed building Salmestone Grange and the scheduled ancient monument;
- 4) The need to clearly demonstrate how the SPA mitigation strategy as set out in policy SP25 is being met and how it will ensure that development does not increase recreational pressure on designated sites

- 5) A wintering and breeding bird survey to assess impact on bird populations within the district and the need to mitigate/compensate
- 6) The presence of the crematorium adjoining the site
- 7) Liaison with service providers to investigate the need to upgrade the capacity of any utility services and infrastructure including gas supply
- 8) A statement of social impacts arising from the development and how increase and demand on community facilities will be addressed
- 9) Appropriate arrangements for surface water management in line with Margate Surface Water management Plan

A minimum of 30% of all dwellings will be affordable homes in accordance with policy SP19. The design brief should feature and reflect investigation of the need to incorporate an element of housing to meet the needs of particular groups including specifically sheltered and extra care homes. The proportion of houses as opposed to flats should exceed that in policy SP18 as much as possible.

Disposition of development and landscaping will be expected to enable a soft edge between the site and open countryside and provide a green link between the cemetery and disused railway line to the east.

Phasing of development will be in accordance with policy Ho1 (1) (to be related to phasing of other sites impacting/dependent on road/junction improvements identified in the Transport Strategy)."

## REPRESENTATIONS

Letters were sent to surrounding occupiers, site notices posted around the site and the application publicised in the local newspaper.

27 representations have been received objecting to the application (with some people writing more than one letter). Their comments are summarised below:

- \* Development would be out of character with the housing in the area in terms of scale and height of development.
- \* Impact on living conditions of residents from loss of light, overlooking, overbearing impacts, loss of view and noise and disturbance.
- \* Light pollution, noise and emissions effect on properties in Manston Road.
- \* Road layout change and new development would result in severe congestion to transport network.
- \* Inadequate parking for the new development.
- \* Insufficient transport information submitted for assessment, concern traffic baseline is unsound.
- \* Inadequate drainage and sewage system to serve development.
- \* Demand for additional community facilities from development not considered.
- \* No consideration of crime and safety.
- \* Impact on tranquility of crematorium and cemetery.
- \* Loss of countryside and wildlife habitats
- \* Concerns about surface water drainage.
- \* Development would devalue properties.

- \* No consultation with residents prior to application.
- \* Impact on Salmestone Grange as a listed building.
- \* Development could affect aquifer.
- \* Agreement of link road should be within outline not reserved matters
- \* Emergency services impacted by proposal
- \* Loss of agricultural land
- \* Potential loss of historic interest of the site.
- \* Impact of construction traffic on residents.
- \* Lack of public transport facilities in the area.

**Manston Parish Council** - "The density of planning is too high for this area and the already congested roads will make this a no go area. A further roundabout near the crematorium/tip will cause tailbacks to the Shottendane junction. Shottendane Road should be the main road and the idea of making Manston Road the major Road will cause gridlock at the museum junction. Object to this application."

**Margate Civic Society** - "Wishes to object to the above proposal in the strongest possible terms. Having studied the documentation associated with this application we feel the case for development on this scale totally unproven. We are in complete agreement with the opinions expressed by all objectors to date including that of Manston Parish Council. We agree that there are substantial shortfalls in the related infrastructural proposals relating predominantly to roads, schooling, shopping facilities, doctors' and dentists' surgeries together with the total lack of prior consultation with the local community in breach of current good practice guidelines.

We highlight in particular perceived serious shortcomings within the proposal relating to the closure of Nash Road and the re-routing of all traffic through the proposed new estate, culminating on a roundabout at the junction with Manston Road - a surefire recipe for traffic chaos, particularly at times when the tip is experiencing heavy use. One only has to be aware of the existing shortcomings at such times to see that these proposals, far from alleviating the problems, will, in fact, substantially add to them much to the detriment of all road users and to air quality specifically.

For these reasons it is the considered view of Margate Civic Society, and in support of the local population, that we urge refusal of this poorly thought through scheme."

**Campaign to Protect Rural England** - Objects to the proposed development for the following summarised reasons:

- \* Proposal does not adequately assess how noise and visual impact from the new roundabout can be mitigated for residents, with road safety concerns.
- \* Transport assessment does not consider all future Local Plan allocations, nor demonstrated that it is futureproof.
- \* Air quality assessment should be completed to demonstrate proposal affect AQ targets.
- \* Proposal must preserve setting of Listed Salmestone Grange and views across the agricultural landscape.

## CONSULTATIONS

**Kent County Council Highways and Transportation** - Have the following comments to make with respect to highway matters:

The following comments take into account information submitted within the original TA documents, along with recently submitted supplementary information set out within Technical Note 14-011 (TN008).

It is generally challenging to assess development proposals that are submitted ahead of the formal submission and examination of an emerging Local Plan (and its associated Transport Strategy and Infrastructure Delivery Plan). This is because the weight given to such documents is generally limited prior to formal examination. It is however evident that this site has a role to play in contributing towards potential highway infrastructure and mitigation, currently subject to consideration and further highway assessment as part of the emerging local plan.

Whilst these development proposals should stand on their own two feet (in terms of highway impact at the time of submission), a level of perspective is necessary to avoid material conflict with those emerging policies. The full theoretical benefits of reconfiguring the highway layout and links around the site, cannot be realised until such time that further development and associated infrastructure is potentially delivered through other development opportunities being considered within the emerging local plan.

As it currently stands, the site is not ideally located in relation to existing commercial bus services. Generally it is reasonable to seek to a maximum walking distance of 400 metres for all dwellings to bus stops (to encourage sustainable travel), however the distances in the case of this development are not considered to be unreasonable (particularly as there is currently limited scope to reasonably improve on this given the surrounding geometrical highway constraints). It is possible that future development and infrastructure improvements in the area could provide future scope to enhance bus access.

Whilst a specific contribution towards bus services is not considered appropriate at this stage, it would be necessary to secure a contribution towards the provision of a pair of bus stops and shelters within the new link road. A £15k contribution towards such works would be appropriate in this case, with flexibility for the developer to build these under agreement if appropriate.

When assessing development proposals, balanced consideration should not only take into account traffic impacts / gains in terms of highway capacity, but also any road safety benefits /issues that would be realised or exacerbated as a result of a highway reconfiguration and development impact. It is on this basis that I have considered these development proposals.

The highway environment around the site currently subject to regular congestion in the peak hours, which is exacerbated by both existing road geometry and the impacts born from pick up and drop off activity associated with the local school (school impacts predominately experienced in the AM peak). The existing road alignment at the Manston Road / Shottendane Road junction is poor and subject to restricted visibility. The junction of Empire

Terrace is located within the signal controlled junction at Coffin House Corner, which is a far from optimal and the same junction currently has no controlled pedestrian facilities, which in turn acts as a barrier to walking to and from the school and existing residences in the area.

Consider that the development proposals respond to these issues in the following ways:

- o Provision of a new Link Road between Nash Road and Manston Road, providing an opportunity for traffic travelling to and from Shottendane Road and Manston Road to bypass the Coffin House Corner Junction completely when utilising Nash Road.

- o Provision of improved on street parking facilities and pedestrian access to the school, which can be designed in such a way that they reduce the obstruction to traffic flow in the morning peak hour in Manston Road and Shottendane Road, currently experienced within the current configuration. This also provides the scope to introduce additional waiting restrictions on these roads to assist in improving safety and reinforce more appropriate parking on surrounding highways.

- o Closure of the Nash Road arm of the Coffin House Corner Junction, which in turn provides safety benefits in terms of reduced conflict at Empire Terrace and improved pedestrian connectivity to the school and destinations to the east of Nash Road.

- o Providing the ability to optimise junction capacity and traffic flow at Shottendane Road /Manston Road and Coffin House Corner by providing improved visibility, along with revisions to signal phasing, which in turn reduces the amount of time lost between individual signal phases.

The new junction arrangement onto Manston Road is considered to be adequate to serve the new development, with a reasonable amount of residual capacity remaining in order to accommodate potential increases in traffic flow in the future. The flows used to appraise future year flows are acceptable. It is clear from the traffic modelling outputs that there will already be a significant increase in flows through the Coffin House Corner junction (when adding future year committed development flows to the baseline, including growth factors). Therefore as such in a 'do nothing' scenario the future environment on local junctions is likely to be one of significantly increased queuing and delay.

Whilst it is evident that the closure of Nash Road and provision of the new link road doesn't eliminate queues and delay at the junction, the performance of the network as a collective is shown to improve. Therefore the impacts of the development proposal are more than mitigated. This will mean that some of the queuing that currently reside on Nash Road will in part transfer to Manston Road /Shottendane Road, however this new infrastructure / access arrangement provides further flexibility in the future to provide complimentary improvements to local infrastructure.

Whilst the principle of the highway changes are accepted, there are some detailed matters to address as follows:-

Drawing 14-011-002 Rev C (Link Road Phase 2)

- o Review and implementation of revised speed limit on the approach to the site from the east. This part of Nash Road is currently derestricted and could lead to vehicles



approaching the site at excessive speed, it would be appropriate to implement a 30mph limit and gateway treatment in advance of this to manage speeds.

- o The drawing shows a 2 metre footway on the southern side to the east, but a 3 metre wide cycleway to the west. I consider that a 3 metre wide off road cycleway should be provided to the east linking to the pedestrian bridge and an appropriate termination and crossing point provided at the crest of the hill.

- o An informal crossing point and cycle connections will be required close to the new priority junction with Nash Road.

Drawing 14-011-005 (Rev B) Nash Road Closure

- o There will be a requirement for waiting restrictions to be imposed at the turning head close to Empire Terrace to ensure that this is kept clear, with further restrictions required on Nash Road to ensure that there are adequate passing opportunities for approaching traffic.

- o The indicative phasing of the signals accepted, however it is possible that the general arrangement and phasing will need to be reviewed at the time of implementation, as such details of the final junction arrangement and phasing plan should be secured by condition.

- o 14-011-07 Rev C - (Manston Road / Shottendane Road Priority Shift) - This arrangement is now acceptable in principle, whilst the proximity of the school access is not ideal, I consider it to be a material improvement over the existing access arrangement, particularly when considered in tandem with the scope for separated pedestrian access within the development site.

- o I note that the realignment of the footpath to accommodate the new right turn lane into Shottendane Road will require the school to reconfigure their boundary fence to maintain visibility at the access, which in turn falls outside of the control of the applicant. The same applies to the reconfiguration of the school pedestrian access to be located via the new development. The applicant has indicated that the school are happy to implement these changes, however it is important that these are formally secured prior to the commencement of development.

\* The proposed waiting restrictions do not require 'at any time' restriction plates as shown.

I am confident that the above are achievable and as such they could potentially be addressed by condition. It is noted that a stage 1 safety audit has been completed for each material change to the highway and an acceptable designers response has been prepared.

Whilst I am satisfied that there is sufficient space on the site for an acceptable link road arrangement, it is disappointing that this is not outlined in detail at this stage. It is important that the road is sufficiently wide to accommodate all types of vehicles. As such the typical 7.3 metre wide road referred to is adequate for this purpose and could possibly be reduced in places where necessary to the design process. It will be necessary to ensure that the free flow of traffic is protected where possible, as such the road may require the provision of layby parking and crossing facilities in appropriate locations, to be informed by the overall masterplan.

On balance, I consider that the development proposals are acceptable and provide the opportunity to better manage traffic flows in the locality. I recommend that the following matters are secured by appropriately worded conditions:

- o Submission of details and subsequent approval of revised access arrangements at the St Gregory's school access on Manston Road, to be implemented prior to the delivery of the junction scheme (outlined in 14-011-07 Rev C).

- o Submission and subsequent approval of the final route, specification and geometry of the link road between Manston Road and Nash Road in accordance of details to be submitted by the LPA. The link road and associated footway / cycleways and bus stops and shelters should be provided to an acceptable local distributor standard in accordance with the most recent revision of the Kent Design Guide.

- o Submission and subsequent approval of revised pedestrian access arrangements for St Gregory's school as outlined on the indicative masterplan.

- o Submission and subsequent approval of a construction management plan outlining the details of how the construction of the development will be managed, including details of vehicle routing, construction vehicle loading/unloading and turning facilities, parking facilities for site personnel and visitors & provision of wheel washing facilities.

- o Submission and subsequent approval of details relating to the provision of revised access arrangements at the St Gregory's school access on Manston Road, to be implemented prior to the delivery of the junction scheme outlined in 14-011-07 Rev C.

- o Submission and subsequent approval of details relating to the proposed closure and reconfiguration of the signalised Junction of Hartsdown Road, Shottendane Road and Nash Road.

- o Submission and subsequent approval of full details relating to the proposed reconfiguration of Manston Road / Shottendane Road.

- o Submission and subsequent approval of details relating to waiting restrictions to be imposed on the surrounding highway network.

- o Full details of internal road layouts, including provision of communal on street parking to accommodate likely demand from school pick up and drop off activity to be submitted by the Local Planning Authority.

- o Provision and approval of a phasing plan, outlining at which point of the development each highway mitigation element will be provided.

Standard Requirements for dwellings

- o Provision and permanent retention of the vehicle parking spaces should be accordance with adopted residential parking standards contained with Interim Guidance Note 3 - Residential Parking of the Kent Design Guide.

- o Provision of measures to prevent the discharge of surface water onto the highway.

- o 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.

- o Gradient of the access to be no steeper than 1 in 10 for the first 1.5 metres from the highway boundary and no steeper than 1 in 8 thereafter.

- o Parking to be provide in accordance with Kent Design Guide - Interim Guidance Note 3 (Residential Parking)

- o Use of a bound surface for the first 5 metres of the access from the edge of the highway
- o The proposed roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, driveway gradients, car parking and street furniture to be laid out and constructed in accordance with details to be submitted to and approved by the Local Planning Authority.

Completion of the following works between a dwelling and the adopted highway prior to first occupation of the dwellings:

- o Footways and/or footpaths, with the exception of the wearing course;
- o Carriageways, with the exception of the wearing course but including a turning facility, highway drainage, visibility splays, street lighting, street nameplates and highway structures (if any).
- o 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

**Environment Agency** - Assessed this application as having a low environmental risk. No comments to make.

**Southern Water** - There is a public foul sewer and 18 inch, 15 inch and 3 inch water distribution main within the access of the site. The exact position of the public sewer and water main must be determined on site by the applicant before the layout of the proposed development is finalised, as there are constraints in relation to where development and landscaping can be placed in relation to sewers/mains.

Should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its condition, the number of properties served, and potential means of access before any further works commence on site.

The results of an initial desk top study indicates that Southern Water currently cannot accommodate the needs of this application without the development providing additional local infrastructure. The proposed development would increase flows into the wastewater sewerage system and as a result increase the risk of flooding in and around the existing area, contrary to paragraph 109 of the National Planning Policy Framework.

Should the Local Planning Authority be minded to approve the application, Southern Water would like a condition to secure a drainage strategy (including SUDs) together with a scheme for sewerage disposal imposed.

The planning application form makes reference to drainage using Sustainable Urban Drainage Systems (SUDS). Under current legislation and guidance SUDS rely upon facilities which are not adoptable by sewerage undertakers. Therefore, the applicant will need to ensure that arrangements exist for the long term maintenance of the SUDS facilities. It is critical that the effectiveness of these systems is maintained in perpetuity. Good management will avoid flooding from the proposed surface water system, which may result in the inundation of the foul sewerage system.

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.

**Kent Police** - Unable to find any reference to crime prevention or CPTED in the Design and Access Statement (D&AS). To date we have had no communication from the applicant/agent and there are other issues that may need to be discussed and addressed including a formal application for BREEAM and Secured By Design (SBD) if appropriate.

Whilst I appreciate this is an outline planning application with indicative layout plans, I do have concerns regarding the layout of some of the pedestrian access paths indicated on the plan, located around the St Gregory's School boundary fence (south western and south eastern boundaries), particularly where the path runs behind the residential property rear gardens. I appreciate the need for the pedestrian access point into the school grounds, however the paths running behind the residential units shown above, which also connect to the open area leading out to Nash Road, may cause issues and opportunities for crime, anti-social behaviour, graffiti, drugs dealing and misuse, it is not ideal that children, pupils and other legitimate users are directed down narrow paths to the rear of properties. I recommend that serious consideration be given to removing these paths from the design plan, which would still allow access to the proposed pedestrian access gate via the formal pathways along the formal footpaths of the residential roads to be retained. Pedestrian access to the open area towards Nash Road could also be maintained by using the formal roadside paths in front of the residential units in this area.

Suggest an informative is added to any grant of consent to encourage the applicant/agent to contact the Crime Prevention Design Advisor.

**Natural England** - Designated nature conservation sites - no objection

The application site is in close proximity to a European designated site (also commonly referred to as Natura 2000 sites), and therefore has the potential to affect its interest features. European sites are afforded protection under the Conservation of Habitats and Species Regulations 2010, as amended (the 'Habitats Regulations'). The application site is in close proximity to:

\* The Thanet Coast & Sandwich Bay Special Protection Area (SPA) and Ramsar site<sup>2</sup>, part of which is also designated as the Tankerton Slopes and Swalecliffe Special Area of Conservation (SAC).

The above site is also designated at a national level as the Thanet Coast Site of Special Scientific Interest (SSSI).

The proposals are not necessary for the management of the European site but; subject to appropriate financial contributions being made to strategic mitigation, the proposals are unlikely to have a significant effect on this site, and can therefore be screened out from any requirement for further assessment.

To address the in-combination impact of recreational pressure arising from the new housing an appropriate financial contribution should be made to the Thanet Coast and Sandwich Bay

SPA SAMM Plan being developed in conjunction with Canterbury City Council. This strategic mitigation will need to be in place before the dwellings are occupied.

Natural England is satisfied that the proposed development being carried out in strict accordance with the details of the application, as submitted, will not damage or destroy the interest features for which the SSSI named above have been notified. We therefore advise your authority that this SSSI does not represent a constraint in determining this application.

**KCC Ecology** - We are satisfied with the conclusions of the Extended Phase 1 Habitat Survey and advise that sufficient information has been submitted to determine the planning application.

The submitted ecological information has detailed that due to the current intensive management of the site there is limited potential for protected/notable species to be impacted by the proposed development. However conditions can change over time and the ecological interest of the site can change over time and the report has recommended that breeding bird surveys are carried out in 2017. We advise that as the current cropping regime makes it largely unsuitable for breeding birds we are satisfied that the surveys are not required prior to determination but instead can be submitted, with details of any mitigation required, as part of the reserve matters application. If planning permission is granted we recommend the following condition wording (or similar)

Prior to the submission of the reserve matters application an updated ecological scoping survey and any recommend specific species surveys are carried out - the results of the surveys must inform a detailed mitigation strategies, if required. The results of the surveys and detailed mitigation strategy must be submitted to the LPA for approval.

Lighting - The submitted ecological report has made recommendations for a sensitive lighting scheme and we recommend that the lighting scheme submitted with the reserve matters application demonstrate that the recommendations are being implemented within the final scheme.

Enhancements - The submitted document has made recommendations for the final development to incorporate measures to benefit biodiversity in to the proposed development. We recommend if planning permission is granted the layout submitted as part of the reserve matters demonstrates that the recommended enhancements are being incorporated in to the site.

Designated Sites - Studies which have been carried out in Kent on the impacts of recreational activities on SPA and Ramsar sites indicate that recreational disturbance is a potential cause of the decline in bird numbers in the SPAs. The proposed development site is within 2km of the Thanet Coast and Sandwich Bay SPA and Ramsar and Thanet Coast SSSI. In order for the development to demonstrate that they will avoid a likely significant effect on the designated sites we recommend that that the development contributes to the TDC strategic recreational mitigation strategy.

**KCC Development Contributions** - KCC Contribution requirements:

Primary Education: £3324 per applicable house (x250), £831 per applicable flat; Total - £831,000, Project - Phase 1 of St Gregory's Primary School expansion.

Secondary Education: £5091.61 per applicable house (x250), £1272.90 per applicable flat;  
Total - £1,323,826, Project - Phase1 of new secondary free school in Thanet.

#### Community Learning

£20.63 per dwelling, Total - £5156.77, Project - Towards portable equipment in Margate for new learners.

#### Youth Services

£59.44 per dwelling, Total - £14,860. Project - Towards the Quarterdeck Youth club in Margate refurbishment.

#### Libraries

£48.02 per dwelling, Total - £12,003.95. Project - Towards the additional bookstock required to mitigate the impact of the additional borrowers generated from this development.

#### Social Care

£67.94 per dwelling, Total - £16,985. Project - To develop and enhance the community hub space at the learning disability day service building in Margate.

3 Wheelchair Adaptable Homes delivered as part of the on-site affordable housing

Super Fast Fibre Optic Broadband secured via an informative.

**KCC Archaeology** - Site lies in an area of high archaeological potential and this has been confirmed by investigations in the form of two phases of evaluation and a geophysics survey. The site lies adjacent to the medieval Salmestone Grange a Scheduled Monument.

Advised that in terms of the buried archaeology of the site an Environmental Statement was not needed however we would expect a full consideration of the archaeological impacts and scheme for preservation in the forthcoming application and its heritage statement.

I note that the submission includes a 2014 Desk Based Assessment by SWAT Archaeology. That assessment is poor and does not include a proper consideration of the archaeology of the site, the potential of the site arising from the fieldwork and the potential impacts of development or proposals for mitigation. The Heritage Statement by CgMs provides a far better summary of the potential of the site for buried archaeological remains and has taken into account the previous findings which SWAT had not and also has taken account of discussions with myself regarding the preservation of archaeology in the northern corner. There is high potential for archaeology with known concentrations identified in the Oxford Archaeology 2005 evaluation. I agree that the remaining archaeological potential can be addressed through a condition on the planning consent that secures a programme of archaeological work which should mainly take the form of Strip, Map and Sample archaeological excavation across the site development phases. A condition to secure a programme of archaeological works should be added to any grant of planning consent.

**KCC Flood Authority** - No objection to the proposal from a surface water flood risk perspective .The submitted FRA includes source control features such as swales and permeable paving within the indicated layout and adequately demonstrates that the

development can manage surface water within the site boundary. Recommend that additional ground investigation is undertaken during any detailed design work to confirm the infiltration rates within the Head Deposits where the depth to chalk exceeds the permeable paving depth. The detailed design of other features such as individual soakaways, trench soakaways and the swale under-drain should ensure that they penetrate into the more permeable chalk to ensure the features will perform as proposed. Please note that the statutory undertakers generally object to assets being placed beneath permeable pavements, therefore any detailed designs will need to consider the routing of underground services and adoptable drainage networks within service corridors throughout the development. Service corridors should also be incorporated into the permeable paving where plant crosses access roads to avoid impacts upon adoption of plant and highways (where applicable).

Recommend that a condition to secure a SUDs drainage plan is imposed on any grant of planning permission.

**Thanet District Council Environmental Health** - In accordance with the Air Quality Technical Guidance, the site will require an Emissions Mitigation Assessment, with screening for an air quality assessment to consider the impacts of transport emissions on new and existing dwellings and also model the crematorium emissions from the nearby by stack. This should be submitted prior to reserved matters so that identified mitigation measures can be secured as reserved matters.

Consider that conditions should also be imposed relating to potential and unexpected contamination, construction management and road traffic noise.

Note that the internal layouts of the premises are not included. I note that this will likely be dealt with under reserved matters. For the new proposed dwellings the developer should ensure that where possible rooms of the same use are placed next to each other in adjoining buildings (i.e. bedrooms adjacent to bedrooms in neighbouring terraced properties). When dealing with flats the developers should consider placing rooms of the same use above and below each other (i.e. bedrooms above and below bedrooms in adjoining flats).

**Thanet District Council Open Space Manager** - Play area cost for up to 250 houses that includes equipment, surfacing and fencing for all age groups is £110,000. They would need to provide 0.7 hectares of open space per 1,000 population.

**Thanet District Council Conservation Officer** - In addition to Salmestone Grange there are a number of other historic assets in proximity to the site, such as Shottendane House, which will need to be considered through a Heritage Assessment. Will comment in detail at the reserved matters stage.

**Thanet District Council Housing** - A requirement for 30% affordable units to be provided on site. Mix of 70% affordable rented and 30% shared ownership.

**Historic England** - No objection to the application on heritage grounds. Consider that the application meets the requirements of the NPPF, in particular paragraphs 8, 17, 132, 134

and 139. The development is close to a scheduled monument and a number of listed buildings. Consider that the area adjacent to the south east of Salmestone Grange and the school, where evidence of archaeological remains associated with the grange were discovered and views of the countryside remain, should remain as open green space. An area has been left open on the illustrative master plan and the applicants have agreed that this could be made a fixed parameter of any future development via a condition of this application - an acceptable approach. While development in other parts of the proposed development area would cause some harm to the setting of the grange, archaeological remains and the cemetery, consider this harm will be moderate and could be weighed against the public benefits which would arise from the proposed development.

## COMMENTS

The application is reported to planning committee as a departure from Policy H1 in the current Local Plan as it located outside the urban confines and on non-previously developed land.

### **Principle**

Policy H1 of the Thanet Local Plan requires that residential development on non allocated sites will only be permitted within existing built up confines unless specifically permitted by other local plan policies. This policy no longer accords with the requirements of the National Planning Policy Framework (NPPF), as the Council cannot demonstrate a 5 year housing land supply, and as such this policy has little weight. Policy CC1 of the Thanet Local Plan states that new development will not be permitted unless there is a need for the development that overrides the need to protect the countryside. There is a current need for housing within Thanet which is being reviewed through the Local Plan process, and this site is allocated in the emerging local plan under Policy H02B for up to 250 dwellings.

Whilst the application site would be a departure to current Local Plan Policy H1, this policy is not up-to-date, and the direction of travel of the new Policy document to allocate the site for housing development has some weight in decision-making to support this submission. The proposal falls therefore to be considered in the context of the presumption in favour of sustainable development in accordance with paragraph 49 of the National Planning Policy Framework.

Therefore in determining whether the development of the site is acceptable, the need for housing in the district and benefits of the proposal will therefore need to be balanced against other issues such as the impact on the countryside and character and appearance of the area, impact on the highway network, impact on the historical environment and all other material planning considerations.

### **Character and Appearance**

This is an outline application with only the principle of the development and access to be considered at this time with layout, scale, landscaping and appearance reserved for future consideration. The detailed considerations in relation to the character and appearance of the development would, therefore, be considered at reserved matters stage.



An indicative plan and a Design and Access Statement have, however, been submitted to support the application and show how the 250 housing units can be accommodated on the site and sets out some parameters for the proposed development. The Design and Access Statement advises that the mix of the proposed 250 units would reflect that identified in the Council's Strategic Housing Market Assessment (SHMA) and sets the parameters of set access points from Nash Road and Manston Road and that the development would be two storeys in height (although accommodation could be accommodated within the roof in parts of the development).

It is noted that the indicative plan and the Design and Access Statement show and state that an area of public open space (1.1 hectares) would be provided and that there would be areas of landscaping throughout the site. This is welcomed in principle, but the landscaping of the site is a reserved matter and will be assessed at that time.

As set out above, the site is currently in agricultural use and in the countryside for planning purposes. It is, however, located adjacent to the southern settlement boundary of Margate and, given the clear need for additional residential accommodation; it is considered that this site would be a logical expansion of the surrounding residential area. It is considered that boundary treatments on the site can be enhanced to provide a buffer between the site and the adjoining countryside.

The proposed development of 250 residential units gives a density of approximately 32 dwellings per hectare (with the open space taken from the total site area). This is in line with the details of emerging policy HO2B which states a maximum density of 35 dwellings per hectare and is comparable to the density of existing residential development in the surrounding area.

Policy CC2 (Landscape Character Areas) identifies the area as lying within the central chalk plateau of Thanet. The policy states that within this area care should be taken when developing sites to avoid skyline intrusion and the loss or interruption of long views of the coast and sea. Whilst the detailed design and layout is reserved for future consideration, it is noted that the applicants propose to limit the height of the proposed residential units to two storeys with some areas where there would be rooms within the roof and would be prepared to accept a condition to this effect. Whilst Manston Road consists of a mix of bungalows and 2 storey properties, two storey dwellings (including those with rooms within the roof) would limit skyline intrusion and would not be out of keeping with the general character of the surrounding residential development.

The indicative plan illustrating how the 250 residential units could be accommodated on the site shows houses fronting onto Nash Road, but with the rear gardens of dwellings fronting onto Manston Road and to the main spine road running through the site, as well as landscaping to the boundaries of the site and the area of open space to the north west corner of the site. Whilst it is disappointing that there is limited residential frontages onto Manston Road and the spine road, it is noted that these would be the higher status roads around and through the development and, as such, subject to higher speeds and potential noise and disturbance. It is acknowledged that this plan is, however, indicative and the details of the scheme would be considered in detail at the reserved matters stage.

The open space to serve the development is shown on the indicative plan adjacent to Salmestone Grange, and the impact on the heritage asset is considered in the 'Historic Environment' section of the report.

### **Living Conditions**

As set out above, as an outline application with only the principles and accesses to be considered at this time and only an indicative layout plan, the impact of the proposed development on the living conditions of neighbouring properties and the living conditions for future occupiers will be fully assessed within the reserved matters submission upon receipt of plans of the location and design of the new properties. However, it is considered that the quantum of development proposed provides sufficient flexibility to ensure that living conditions of neighbours can be safeguarded from loss of privacy and associated impacts and a good standard of accommodation for future occupiers of the development provided through an appropriate layout.

The proposal would agree the location of the access to the site, and this includes a new roundabout opposite residential properties on Manston Road. Concern has been raised in representations about the impact on residential properties on Manston Road from the position of the roundabout. Environmental Health has requested a condition requiring details of a noise mitigation scheme to be submitted prior to any development to ensure that the amenities of these properties are protected. From the arrangement submitted, the properties would be separated from the new roundabout by an access road to serve those dwellings, which would create a buffer of between 4-9metres to the front boundary to the new carriageway, with all front gardens of the residences between 6-9 metres. The applicant has submitted that other mitigation can be considered such as lowering the road channel depth and landscaping on the strip of highway land between the access road and roundabout. The applicant has also submitted that the exact location of the roundabout will be agreed at reserved matters stage, however it will be in a similar location but could be moved slightly east to provide additional landscaping mitigation between the access road and roundabout. Whilst the location of an access via a roundabout into the site would result in some noise and disturbance to properties, a condition requiring details of a noise mitigation scheme, informed by an assessment of the impact on the properties adjacent, to be submitted prior to any reserved matters (to allow for any mitigation to be designed into the scheme) is considered to adequately safeguard the living conditions of neighbouring occupiers.

Concerns have been raised regarding the potential for light pollution from the development. A condition will be imposed requiring details of the outdoor lighting from the development, which has been recommended by Environmental Health. In terms of potential glare from headlights at nighttime from the new road, the exact layout and landscaping of the area surrounding the roundabout will be considered at the reserved matters stage, and can be designed to minimise this impact, whilst the existing front boundary walls of residential properties on Manston Road will reduce the impact on ground floor windows. Overall it is considered that this would not result in substantial harm to existing occupiers' living conditions given these factors to warrant refusal of the application.

All impacts on living conditions during construction will be temporary and managed through submission to the Local Authority within an environmental management plan. This will be agreed with Environmental health prior to development commencing.

## **Highways**

As set out above, this application seeks to agree the principle of up to 250 dwellings on the site (with all matters except access reserved for future consideration) together with works to the surrounding highway network.

The proposed highway works have been the subject of detailed discussions with both the Council and KCC as the Local Highway Authority and form part of the strategic highway infrastructure works for the district.

On site highway works include the provision of a link road between Manston and Nash Roads with a roundabout access proposed on to Manston Road to the west. It is intended that this roundabout would be the primary access to the development and also serve as strategic transport infrastructure, taking traffic from the reassigned Nash Road. The link road would provide an opportunity for traffic travelling to and from Shottendane Road and Manston Road to bypass the Coffin House Corner Junction completely when utilising Nash Road. The access to the site from the eastern end of the link road would take the form of a priority junction from Nash Road.

Works will be required to include the provision of improved on street parking facilities and pedestrian access through the site to the school. This also provides the scope to introduce additional waiting restrictions on these roads to assist in improving safety and reinforce more appropriate parking on surrounding highways, which currently has an impact on road safety and the free flow of traffic within the locality.

A package of off-site mitigation is also proposed as part of this application with the dual focus of mitigating the impact of the development whilst supporting the emerging transport strategy within the district. These include the closure of the Nash Road arm of the Coffin House Corner Junction, which in turn provides safety benefits in terms of reduced conflict at Empire Terrace and improved pedestrian connectivity to the school and destinations to the east of Nash Road. The change to the Shottendane Road/Manston Road junction facilitates improved visibility and increased junction capacity, along with revisions to signal phasing, which in turn reduces the amount of time lost between individual signal phases.

### *Highways Capacity*

Concerns have been raised that the new road arrangement including the roundabout on Manston Road and the new development would result in increase in congestion surrounding the site. KCC Highways have stated that the new road arrangement, with the closure of the Nash Road access to Coffin House Corner, will collectively improve the local network's capacity to handle vehicle movements, actually resulting in a net benefit to the network above the projections of movements if no development occurs on the site. The roundabout to be provided on Manston Road is anticipated to operate with significant residual capacity, meaning that it will allow for potential increases in traffic in future years. There is no

empirical evidence to suggest that on balance the development would result in network capacity issues to cause severe congestion to warrant refusal of the application on this ground, and the road network development is part of the emerging Thanet Transport Strategy, which will not come forward without the associated housing development to enable this provision. The proposed works are therefore considered to mitigate the impact on the network from this development whilst contributing a key new piece of infrastructure towards the emerging Thanet Transport Strategy.

### *Public Safety*

Concerns have also been raised about public safety from the development and how the access to the school has been affected. A stage one safety audit has been carried out and agreed by KCC (which covers each change to highway to ensure all accesses can be used safely, all visibility splays can be provided etc), whilst a significant number of conditions are required to provide safe routes for vehicles, pedestrian and cyclists, including revised access details at the St Gregory's school vehicular access on Manston Road, improved on street parking facilities and provision of informal crossing point at new priority junction with Nash Road. An informative would be placed on any permission for a review of the speed limit on the approach to the site from the east along Nash Road.

The work would also change the road layout at the junction between Shottendane Road and Manston Road, which will mean that Shottendane traffic will join Manston Road, rather than the opposite which is the current arrangement. The change will allow traffic flows from the revised Coffin House Corner to the new roundabout. This change results in material improvements in visibility when compared to the existing junction geometry.

### *Other matters*

Objection to the approach of KCC Highways has been raised by the CPRE, on the grounds that the scope of the transport modelling should be broadened to include all the local plan allocations to take into account the wider highways implications. The application has the potential to indirectly affect other junctions from the changes to the network, however the application must be considered on its own merits as to whether it results in severe harm to the transport network. The evidence, agreed by KCC, is that on balance, local network performance will not worsen as a result of this development, and the development accords with the emerging Thanet Transport Strategy which will inform the Council's new Local Plan. The scope of the assessment is therefore considered appropriate for the consideration of this application, and KCC Highways have not raised an objection to the development in its revised form subject to condition requirements.

The proposed work to the network will need to be phased appropriately to minimise disruption to the network whilst ensuring that the new development is served by the new road network at the appropriate time. Therefore a phasing plan for the highways mitigation will be required prior to the submission of the first reserved matters application, as well as a construction highway management plan prior to any development to ensure appropriate management of the construction period including vehicle routing, unloading, parking and other related requirements are secured.

## *Bus Services*

The site is not ideally located in relation to existing commercial bus services. Generally it is reasonable to seek to a maximum walking distance of 400 metres for all dwellings to bus stops (to encourage sustainable travel), however the distances in the case of this development are not considered to be unreasonable (particularly as there is currently limited scope to reasonably improve on this given the surrounding geometrical highway constraints). It is possible that future development and infrastructure improvements in the area could provide future scope to enhance bus access. Whilst a specific contribution towards bus services is not considered appropriate at this stage, it would be necessary to secure a contribution towards the provision of a pair of bus stops and shelters within the new link road. A £15k contribution towards such works would be appropriate in this case, with flexibility for the developer to build these under agreement if appropriate.

Overall, KCC Highways has worked closely with the applicants in developing this package of highway works and support the scheme as submitted as it would provide the opportunity to manage new traffic flows in the area whilst alleviating congestion through the new layout. The applicants have advised that they intend to meet KCC Highways guidance in relation to car parking and cycle parking, and this will be submitted for assessment at reserved matters stage. It is considered that the proposed highway works, subject to the imposition of conditions, would mitigate the impact of the proposed development as well as contributing the better management of more general traffic flows within the area.

## **Biodiversity**

Local residents have raised concerns about the loss of wildlife from the site. The applicants have submitted an Extended Phase 1 Habitat Survey (April 2014 with an updated survey 2016) in support of the application which concluded:

- o No rare or uncommon habitats or plant species have been recorded.
- o None of the trees on site has the potential to be used by bats and the site has little potential for use by foraging or commuting bats - no further studies for bats required.
- o No suitable habitat for reptiles (including boundaries) - no further reptile studies required;
- o The site has poor sustainability to be used by wintering birds - no further surveys required
- o Recommendations have been given for the planting of native tree and shrub species where possible to create new habitats and pollen rich plants.

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 located in close proximity to Thanet Coast and Sandwich Bay SPA, and in the locality of Ramsar site 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.

Both Natural England and KCC Biodiversity have been consulted on the application. They raise no objection to the development in relation to its impact on the statutory designated nature conservation sites subject to the financial contribution to mitigate the effect of the development in 'The Strategic Access Management and Monitoring Plan (SAMM)'. The applicants have advised that they will accept this contribution.

In terms of protected species, KCC Biodiversity agree the conclusions of the extended Phase 1 habitat Survey, given the current intensive management of the site. They note, however that conditions, and therefore the ecological potential of a site, can change over time and recommend that an updated ecological scoping survey and any recommended specific species surveys are carried out prior to the submission of a reserved matters application. They also note that the submitted ecological report makes recommendations for a sensitive lighting scheme and they consider that a scheme should be submitted with the reserved matters application. They also draw attention to the NPPFs aim to seek measures to benefit biodiversity in and around new developments and advise that measures should be identified in the reserved matters application.

Given the above, it is considered that the development of the site, with appropriate safeguarding conditions, would not have an adverse effect on biodiversity and protected species.

### **Historic Environment**

Concerns have been raised by local residents in relation to the potential impact of the proposed development on Salmestone Grange which is a listed building (grade II\*) and the fact that the application site might be of historic interest as it would have been part of the pilgrims route to Canterbury Cathedral.

The NPPF (paragraph 132) advises that when considering an impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the assets conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Where a proposed development will lead to substantial harm or to the total loss of a designated heritage asset, Local Planning Authorities should refuse consent. Paragraph 134 goes on to advise that where a development will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.

Historic England state that they raise no objection to the application on heritage grounds and that the application meets the requirements of the NPPF. They consider that the area adjacent to the south east of Salmestone Grange and the school, where evidence of archaeological remains associated with the grange were discovered and views of the countryside remain, should remain as open green space. An area has been left open on the indicative layout plan and the applicants have agreed that this open space could be made a fixed parameter of any future development via a condition of this application. This is considered to be an acceptable approach. While development in other parts of the proposed

development area would cause limited harm to the setting of the grange, archaeological remains and the cemetery, consider this harm will be moderate and could be weighed against the public benefits which would arise from the proposed development.

KCC Archaeology have also reviewed the submissions and their view aligns with that of Historic England in relation to the most sensitive area of the site being that identified as open space on the indicative plan, and they do not raise an objection to the development. They advise that a condition securing a programme of archaeological work is secured on any grant of planning consent.

The Council's Conservation Officer advises that he has no objection to the proposed development in principle, but would wish to make detailed comments on the scheme at the reserved matters stage.

It is considered that with appropriate safeguarding conditions in place, the development would result in less than substantial harm to the designated heritage assets in the vicinity, with the setting of the Grade II\* Listed Building preserved through the provision of a large area of open space on the site. The public benefits of the proposal, from the provision of strategic road infrastructure and the provision of 250 houses in an area with an identified need and emerging allocation, is considered to outweigh this moderate harm, and therefore the proposal is in accordance with paragraphs 131 and 134 of the NPPF.

### **Flooding and Drainage**

When determining planning applications, Local Planning Authorities should ensure flood risk is not increased elsewhere and only consider development in areas at risk of flooding where, informed by a site specific flood risk assessment that within the site, the most vulnerable development is located in areas of the lowest flood risk and development is appropriately flood resilient and resistant and that any residual risk can be managed and which gives priority to the use of sustainable drainage systems.

The application site lies in flood zone 1 - low probability of flooding - as defined by the Environment Agency flood maps, however, given that its size exceeds a hectare a site specific flood risk assessment is required.

A detailed Flood Risk Assessment was submitted to support this application. It concludes that the site is not exposed to any significant risks of flooding, it will not increase flood risk elsewhere and by including appropriate mitigation measures, it will be possible to mitigate the risk of flooding further. It makes recommendations for flood resilient measures and a surface water management strategy for the development to be incorporated into the detailed design of the site.

The Environment Agency and KCC as the Lead Local Flood Authority have all reviewed the submitted information. The Environment Agency considered there to be a low environmental risk from the application and did not wish to comment, whilst both Southern Water and KCC were satisfied that the any issues of flooding and drainage could be dealt with via conditions on any grant of consent.

No objection has been raised to the development by the drainage provider. Southern water have stated that additional infrastructure will be required to serve the development, and this will be secured through safeguarding conditions.

Given the above, subject to the imposition of conditions, it is not considered that the proposed development would have an adverse effect in terms of flooding or drainage.

### **Air Quality**

The Council's Environmental Health Team have advised that a full air quality emissions Mitigation Assessment is required to consider the impacts of transport emissions on new and existing dwellings and also model the crematorium emissions from the nearby by stack.

It is considered appropriate to secure this assessment via a condition to be submitted prior to any reserved matters application as it will inform the development of the detailed design for the site. If the scheme is developed according to the findings and recommendations of the report, it is considered that the proposal would not have an adverse effect on air quality, and this approach is acceptable to the Council's Environmental Health team.

### **Open Space/Play Area**

Policy SR5 of the Local Plan Relating to play space is also of relevance to this application. It states that new family dwellings will be expected to incorporate garden space in order to provide safe "doorstep" play area for young children. It goes on to advise that where development is proposed, which in its completed form would amount to fifty or more residential units, the District Council will require the development to incorporate local play area provision on the basis of 0.7 hectares per 1,000 population. Such provision will be expected to comprise approximately 36% equipped play area and approximately 64% casual/informal play space.

The applicants have indicated that they would provide a 1.1 hectare area of open space and the future management arrangements for this area. This provision would need to be secured within a S106 agreement or a unilateral undertaking. Policy HO2B does not specify a requirement for specific amount of open space to be provided, but does state that the disposition of development and landscaping will be expected to enable a soft edge between the site and open countryside and provide a green link between the cemetery and disused railway line to the east. The applicants have expressed a willingness to accept a condition that the large area of open space shall be taken forward into the detailed design as shown on the indicative plan, other areas of open space and developed areas will come forward at the detailed design stage.

Given the above it is considered that the proposed development would contain an appropriate level of open space and that a soft to the development can be provided to minimise its impact and to provide green links to the surrounding area.



## **Planning Obligations**

### *Financial Contributions*

Policy CF2 of the Thanet Local Plan requires that where a proposed development would directly result in the need to provide new or upgraded community facilities (including transport infrastructure educational, recreational facilities or affordable housing) the Local Planning Authority will negotiate with the applicant for a contribution towards the cost of such provision, which is fairly related in scale and kind to the proposed development.

Such financial contributions would need to be secured via a S106 agreement or unilateral undertaking. The test for such contributions is that they must be fairly and reasonably related in scale and kind to the development proposed.

KCC have been consulted and have advised that there is a need for financial contributions towards primary and secondary schools, community learning, youth services and libraries. The primary contribution is in the form of £831,000 to be used towards phase 1 works at St Gregory's Roman Catholic School enhancement and the secondary contribution is in the form of £1,323,826 to be used towards the phase 1 of a new secondary free school in Thanet. The contribution for community learning is £5156.77 towards portable equipment for new learners in Margate, whilst the contribution for youth services of £14,860 towards the refurbishment of the Quateryard Youth Club, Margate. A library contribution of £12,003.95 is also required towards additional bookstock required to mitigate the impact of the additional borrowers generated from this development.

It is considered that the above requests meet the tests for inclusion in a S106 agreement/undertaking.

### *Affordable Housing*

The proposal would provide 30% (70% affordable rent and 30% shared ownership) on site affordable housing units which complies with Policy H14 of the Thanet Local Plan. It is considered that the request meets the criteria for inclusion in a S106 agreement. The affordable units and their mix would be secured via the S106 agreement.

### *Habitat Regulations*

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., 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. It is considered that the request meets the test for inclusion within a S106 agreement. The contribution required in this instance would be £408 per dwelling, totalling £102,000 for the 250 units.

The applicants have agreed to pay this contribution and this would be secured through the S106 agreement to accompany any permission.

### *Bus Services/Bus Stops*

KCC Highways have advised that the site is currently ideally located in relation to commercial bus services. They advise that a contribution of £15,000 towards a pair of bus stops and shelters within the link road, with the flexibility for the developer to build these under agreement if appropriate. It is considered that this request meets the test for inclusion within a S106 agreement. The agreements have agreed to pay this contribution and it would be secured via the S106 agreement accompanying any grant of permission.

### **Heads of Terms**

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

- 30% affordable housing,
- the provision and future maintenance of an area of 1.1 hectares of open space;
- £ 831,000 towards primary school provision at St.Gregory's RC School
- £1,323,826 towards phase 1 of a free secondary school provision in Thanet,
- £5156.77 towards portable equipment for new learners in Margate
- £14,860 towards the refurbishment of the Quarterdeck Youth Club in Margate.
- £12,003.95 towards library provision in Margate,
- £102,000 towards the Special Protection Area,
- £15,000 towards the provision of two bus stops and shelters within the proposed link road through the site.
- Off-site highways works

### **Other Matters**

Concerns have been raised about the potential impact of the development on the cemetery.

Firstly whether the development would be located on land set aside for the expansion of the cemetery, secondly the impact of noise and disturbance from the development to its tranquil environment and disturbance during services and lastly in relation to its historic setting and location. Each of these points will be considered in turn below.

The application site is adjacent to the land shown for the expansion of the cemetery and it not, therefore, considered that the proposed development would prejudice the expansion of the cemetery.

Secondly, concerns were raised that residential development in the vicinity of the cemetery would result in noise and disturbance and would result in a loss of tranquillity to it. It is recognised that the development would bring residential development closer to the cemetery, but it is not considered that this would, in itself, be unacceptable. There are many locations where residential development is located close to cemetery/burial grounds and these do not appear to suffer unduly from noise and disturbance. Environmental Health have not identified this as an area of concern and it is considered that once the detailed

layout of the site is submitted a better understanding of any potential impact could be understood at that stage.

The third concern in relation to the cemetery is that historically it enjoyed a countryside location and the proposed development would create a more urban setting. Whilst Historic England flagged this issue up, they did not consider it would be less than substantially harmful which would be outweighed by the public benefits from the development.

Objection has been raised that the development would result in the loss of property value to existing residential occupiers, however this is not a material planning consideration for the determination of this application and should not be taken into account.

As required under policy HO2B of the emerging plan, the applicants have submitted a Utility Site Investigation Report which has looked at existing connections for electricity, water, gas, telecoms, cable tv, communications, tunnels and pipelines and transport and goes on to explore the provision of new connections to serve the proposed development with a number of suppliers. This demonstrates the ability for adequate utilities to serve the proposed development site.

## **Conclusion**

Whilst the site lies within the countryside as identified by the Local Plan, the authority does not have a 5 year supply of deliverable housing sites. Accordingly the proposed housing development must be viewed in the context of the presumption in favour of sustainable development and the tests of paragraph 14 of the NPPF, with any adverse impacts of granting permission having to significantly and demonstrably outweigh the benefits from the scheme to withhold planning permission.

The provision of 250 dwellings would make a significant contribution to the District's housing supply, supporting economic and social dimensions of sustainable development, with employment provided through construction. All requests for social contributions towards education and social care have been agreed by the applicant, and 30% on-site affordable housing. This attaches significant weight in favour of the application due to these social and economic benefits.

In terms of the environmental dimension, the proposal would result in the loss of countryside, however would appear as a logical extension of Margate rather than an encroachment into the countryside. Whilst the loss of rural character around the Grade II\* Listed Salmestone Grange would affect the setting of the building, Historic England have not objected subject to provisions for open space adjacent to the boundary with the listed building in future submissions. Kent Highways raise no objection in principle to the proposal and consider that the proposal secures both on site and off site highway improvements which will mitigate the impact of the proposed development and also contribute to the effective management of the traffic flows in the surrounding area and the strategic transport infrastructure. Therefore overall limited environmental harm would result from the proposal.

It is considered that, with safeguarding conditions and appropriate contributions and items secured via a S106 legal agreement, that there would be no adverse impact of the

development on ecology, archaeology, air quality, flooding or drainage. The reserved matters application(s) will consider detailed impact on living conditions of neighbouring occupiers, however the development of the site for the development submitted can be accommodated without resulting in a significant adverse impact to residential properties in the vicinity of the site.

Therefore when considering the framework as a whole, the proposal constitutes sustainable development, as any harm is outweighed by the significant economic and social benefits from the proposal, and the development supports the direction of the emerging Thanet Local Plan and Thanet Transport Strategy.

It is therefore recommended that Members defer and delegate the application for approval, subject to the receipt of a satisfactory Section 106 agreement to secure the required planning obligations.

**Case Officer**

Annabel Hemmings

TITLE: OL/TH/16/1765

Project Land Adjacent To Salmestone Grange Nash Road MARGATE Kent

Scale:

