



Date: 07 August 2017
Our ref: Planning/Agenda
Ask For: Emily Kennedy
Direct Dial: (01843) 577046
Email: emily.kennedy@thanet.gov.uk

PLANNING COMMITTEE

16 AUGUST 2017

A meeting of the Planning Committee will be held at **7.00 pm on Wednesday, 16 August 2017** in the Council Chamber, Council Offices, Cecil Street, Margate, Kent.

Membership:

Councillor Grove (Chairman); Councillors: J Fairbrass (Vice-Chairman), Bambridge, Buckley, K Coleman-Cooke, Connor, Edwards, Fenner, Partington, L Piper, R Potts, Rusiecki, D Saunders, Taylor and Tomlinson

A G E N D A

Item
No

Subject

1. **APOLOGIES FOR ABSENCE**

2. **DECLARATIONS OF INTEREST**

'To receive any declarations of interest. Members are advised to consider the advice contained within the Declaration of Interest Form attached at the back of this Agenda. If a Member declares an interest, they should complete that form and hand it to the Officer clerking the meeting and then take the prescribed course of action.'

3. **MINUTES OF PREVIOUS MEETING** (Pages 3 - 12)

To approve the Minutes of the Planning Committee meeting held on 19 July 2017, copy attached.

4. **SCHEDULE OF PLANNING APPLICATIONS** (Pages 13 - 16)

To consider the report of the Director of Community Services, copy attached for Members of the Committee.

Note: Copies of correspondence relating to applications received will be available for members' perusal in the Members' Room from 5.00pm on the Friday before the meeting until the date of the meeting.

Item
No

Subject

For Approval

- 4a **A01 R/TH/15/0250 LAND NORTH OF HAINE ROAD BROADSTAIRS AND WEST OF NASH, ROAD MARGATE KENT** (Pages 17 - 36)
- 4b **A02 F/TH/17/0592 97 KINGSGATE AVENUE BROADSTAIRS KENT CT10 3LH** (Pages 37 - 46)

For Deferral

- 4c **D03 OL/TH/16/1765 LAND ADJACENT TO SALMESTONE GRANGE NASH ROAD MARGATE, KENT** (Pages 47 - 84)

Declaration of Interests Form



Please scan this barcode for an electronic copy of this agenda.

Planning Committee

Minutes of the meeting held on 19 July 2017 at 7.00 pm in Council Chamber, Council Offices, Cecil Street, Margate, Kent.

Present: Councillor J Fairbrass (Vice Chairman); Councillors Bambridge, Buckley, K Coleman-Cooke, Connor, Partington, L Piper, R Potts, Rusiecki, D Saunders and Tomlinson

207. **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillor Edwards, Councillor Grove and Councillor Fenner for whom Councillor Campbell was present.

In Councillor Grove's absence, the Vice-Chairman acted as Chairman for the meeting.

208. **DECLARATIONS OF INTEREST**

There were no declarations of interest.

209. **MINUTES OF PREVIOUS MEETING**

It was proposed by Councillor Tomlinson, seconded by Councillor Buckley and AGREED that the minutes of the Planning Committee held on 21 June 2017 be approved and signed by the Vice Chairman.

210. **SITE VISIT**

211. **FH/TH/17/0363 - 36 CORONATION CLOSE, BROADSTAIRS**

PROPOSAL: Erection of two storey rear extension together with porch to front elevation

It was proposed by the Chairman and seconded by Councillor L.Piper:

"THAT the officer's recommendation be adopted, namely:

'That the application be APPROVED subject to the following conditions:

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

GROUND:

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

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

16/208/03 Revision B received 16/05/17
 16/208/04 Revision B received 16/05/17
 16/208/SP/LP Revision A received 16/05/17

GROUND:

To secure the proper development of the area.

3 The external materials and external finishes to be used in the extension hereby approved shall be of the same colour, finish and texture as those on the existing property.

GROUND:

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

Following debate, the motion was put to the vote and declared CARRIED.

212. SCHEDULE OF PLANNING APPLICATIONS

213. A01 - F/TH/17/0295 - PLOTS 5, 6 AND 7, YOUNGS NURSERY, ARUNDEL ROAD, RAMSGATE

PROPOSAL: Erection of 3no. 3-bed detached chalet bungalows

It was proposed by the Chairman and seconded by Councillor Bambridge:

“THAT the officer’s recommendation be adopted, namely:

‘That the application be APPROVED subject to the following conditions:

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

GROUND:

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

2 The proposed development shall be carried out in accordance with the submitted application as amended by the revised drawings numbered 2017-020-03 Rev B, 2017-020-04 Rev B, 2017-020-05 Rev B, and 2017-020-02 Rev C, received 17th May 2017; revised drawings numbered 2017-020-09 Rev C, 2017-020-10 Rev C, and 2017-020-11 Rev C, received 16th May 2017; revised drawing numbered 2017-020-01 Rev A, received 30th March 2017; revised drawing numbered 2017-020-12 Rev A, received 28th April 2017; and drawings numbered 2017-020-06, 2017-020-07, and 2017-020-08, received 1st March 2017.

GROUND:

To secure the proper development of the area.

3 Prior to the commencement of development hereby permitted, details of the measures to be undertaken to protect the public underground water supply sources (which shall include proposed surface water and foul drainage plans) shall be submitted to, and approved in writing by the Local Planning Authority.

GROUND:

To prevent pollution in accordance with the NPPF.

4 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.

5 No development shall take place until the access and highway improvements (including the provision of a footway, the provision of a bell mouth at the junction, and alterations to the bus shelter/stopping zone) as shown on plans numbered 2017-020-01 Rev A and 2017-020-02 Rev C, are provided and made operational.

GROUND:

In the interests of highway safety.

6 Prior to the commencement of works hereby permitted, construction vehicle loading/unloading and turning facilities, and parking facilities for site personnel and visitors shall be provided for the duration of construction.

GROUND:

In the interests of highway safety.

7 The area shown on the approved plan numbered 2017 - 020 - 02 Rev C as vehicle parking spaces and turning areas, shall be kept available for such use at all times and such land and access thereto shall be provided prior to the first occupation of the dwelling hereby permitted.

GROUND:

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

8 Prior to the commencement of development hereby approved, full details of both hard and soft landscape works, to include:

- o species, size and location of new trees, shrubs, hedges and grassed areas to be planted
- o the treatment proposed for all hard surfaced areas beyond the limits of the highway
- o walls, fences, other means of enclosure proposed

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

GROUND:

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

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

GROUND:

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

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

GROUND:

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

11 Prior to the first occupation of plot 7 hereby permitted, a 1.8m high obscure glazed privacy screen shall be erected along the northern side of the rear balcony, and thereafter maintained.

GROUND:

In the interests of neighbouring privacy, in accordance with Policy D1 of the Thanet Local Plan.

12 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order), no windows or other openings shall be inserted in the first floor rear elevation of the dwelling on plot 5 hereby approved without the prior written permission of the Local Planning Authority.

GROUND:

To safeguard the privacy and amenities currently enjoyed by the occupiers of adjoining residential properties in accordance with Policy D1 of the Thanet Local Plan.”

Following debate, the motion was put to the vote and declared CARRIED.

214. A02 - FH/TH/17/0471 - 8 WILDERNESS HILL, MARGATE

PROPOSAL: Alterations to roof to facilitate loft conversion, erection of 1no. dormer window, insertion of 2no. rooflights and 2no. windows to front elevation together with insertion of 1no. window to south west side elevation

It was proposed by Councillor Campbell, seconded by Councillor Buckley and RESOLVED:

“THAT the officer’s recommendation be adopted, namely:

‘That the application be APPROVED subject to the following conditions:

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

GROUND:

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

2 The proposed development shall be carried out in accordance with the submitted application as amended by the revised drawing numbered PR01.04 Rev C and dated received 26 May 2017

GROUND:

To secure the proper development of the area.

3 The external materials and external finishes to be used in the erection of the extensions hereby approved shall be of the same colour, finish and texture as those on the existing property.

GROUND:

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

215. A03 - FH/TH/17/0651 - 120 WESTWOOD ROAD, BROADSTAIRS

PROPOSAL: Erection of first floor rear extension

It was proposed by Councillor Campbell, seconded by Councillor Buckley and
RESOLVED:

“THAT the officer’s recommendation be adopted, namely:

‘That the application be APPROVED subject to the following conditions:

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

GROUND:

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

2 The proposed development shall be carried out in accordance with the submitted application as amended by the revised drawing numbered NB22/02A received 14 June 2017.

GROUND:

To secure the proper development of the area.

3 The external materials and external finishes to be used in the development hereby approved shall be of the same colour, finish and texture as those on the existing property.

GROUND:

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

216. D04 - OL/TH/16/1416 - LAND ADJOINING 1 CHILTON LANE, AND CANTERBURY ROAD EAST, RAMSGATE

PROPOSAL: Outline application for erection of 14No. detached dwellings including access, layout and scale

It was proposed by Councillor Campbell, seconded by Councillor Buckley and
RESOLVED:

“THAT the officer’s recommendation be adopted, namely:

'That the application be DEFERRED AND DELEGATED to the Director of Community Services to approve subject to receipt of a legal agreement securing the agreed planning obligations and the following safeguarding conditions:

1 Approval of the details of the layout, scale and appearance of any buildings to be erected, the means of access to the site and the landscaping of the site, (hereinafter 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 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 commencement of the development hereby permitted, a construction management plan shall be submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include:

- i) Details of construction access point to the site
- ii) Parking and turning for delivery and site personnel vehicles
- iii) Wheel washing facilities
- iv) Any temporary traffic management required during construction (details of this should be agreed beforehand with the Streetworks Team)

Development shall be carried out in accordance with the approved details.

GROUND:

In the interests of highway safety.

6 No development shall take place until the highway alterations shown on plan numbered 8250Z/02 Rev A, which include the provision of parking controls outside of the site, either side of the new access, have been completed.

GROUND:

In the interests of highway safety.

7 The areas shown on the approved plans for vehicle parking and turning shall be provided prior to the first occupation of the development hereby permitted, and thereafter maintained.

GROUND:

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

8 Prior to the first occupation of the development hereby permitted, visibility splays of 120 metres x 2.4 metres x 120 metres shall be provided at the access, with no obstructions over 1 metre above carriageway level within the splays.

GROUND:

In the interests of highway safety.

9 Prior to the first occupation of the development hereby permitted, visibility splays of 0.5 metres x 18 metres into the site on both sides of the access, with no obstructions over 0.6m above footway level, shall be provided and thereafter maintained.

GROUND:

In the interests of highway safety.

10 No development hereby permitted shall commence until a detailed sustainable surface water drainage scheme for the site has been submitted to (and approved in writing by) the local planning authority. The detailed drainage scheme shall 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 within the curtilage of the site without an increase to the flood risk on or off-site. The drainage scheme shall also demonstrate that silt and pollutants resulting from the site use can be adequately managed to ensure there is no pollution risk to receiving waters.

GROUND:

To ensure that the principles of sustainable drainage are incorporated into this proposal without increasing the on and off-site flood risk, in accordance with the NPPF.

11 No building hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

a) a timetable for its implementation, and

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

GROUND:

To ensure the ongoing efficiency of the surface water drainage system and to clarify the responsibilities for the post-construction care of the approved system, in accordance with the NPPF.

12 Where infiltration is to be used to manage the surface water from the development hereby permitted, it will only be allowed within those parts of the site where it has been demonstrated to the Local Planning Authority's satisfaction that there is no resultant unacceptable risk to controlled waters and/or ground stability. The development shall only then be carried out in accordance with the approved details.

GROUND:

To protect vulnerable groundwater resources and ensure compliance with the National Planning Policy Framework.

13 Details to be submitted in pursuant of condition 1 above for landscaping shall show:

- the use of a bound surface material for the first 5 metres of the access from the edge of the highway;
- a lighting design strategy for biodiversity, which shows how and where external lighting will be installed, and areas/features on site that are particularly sensitive for badgers and bats;
- details of how the development will enhance the quality and quantity of biodiversity on site;
- ecological enhancement measures to be provided on site, i.e. bat/bird boxes;
- the provision of mature tree planting within the site;
- retention of the tree planting to the northern boundary of the site.

GROUND:

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

14 No development shall take place until details of the means of foul disposal have been submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with such details as are agreed and thereafter maintained.

GROUND:

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

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

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

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

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

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

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

GROUND:

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

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

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

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

GROUND:

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

17 The proposed development shall be carried out in accordance with the submitted application as amended by the revised drawings numbered 15128-05-C and 15128-06-B, received 27th June 2017, and the additional parking controls plan numbered 8250Z/02 Rev A, received 28th February 2017.

GROUND:

To secure the proper development of the area.”

Meeting concluded : 7.25pm

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THANET DISTRICT COUNCIL

PLANNING COMMITTEE

16 August 2017

BACKGROUND PAPERS TO SCHEDULE OF APPLICATIONS

The Local Authorities (Executive Arrangements) (Access to Information) (England) Regulations 2000 (as amended)

- (A) Standard Reference Documents - (available for inspection at the Council offices)
1. Thanet District Council Local Plan saved policies
 2. Cliftonville Development Plan Document
 3. Government Circulars and the National Planning Policy Framework issued by the Department of Communities and Local Government.

- (B) Register of Applications for Planning Permission (Article 40 of the Town and Country Planning (Development Management Procedure) (England) Order 2015))

(Copy of applications together with accompanying plans or drawings are available for inspection at the Council offices)

- (C) Background Papers in relation to specific reports in the Schedule of Planning Applications

(Copies of background papers and any appeal decisions referred to are available for inspection at the Council offices and via the Council's website)

I certify that the above items are not exempt information.

- (D) Exempt information in accordance with paragraph of Schedule 12 (A) of the Local Government Act 1972.

N/A

I certify that the above items are exempt information.

Prepared by: IAIN LIVINGSTONE



SIGNED:.

Proper Officer

DATE:7 August 2017

THANET DISTRICT COUNCIL

REPORT OF THE DIRECTOR OF COMMUNITY SERVICES

PART A

TO: THE PLANNING COMMITTEE

DATE: 16 August 2017

Application Number	Address and Details	Recommendation
<p>A01 R/TH/15/0250</p> <p>MAJOR</p>	<p>Land North Of Haine Road Broadstairs And West Of Nash Road MARGATE Kent</p> <p>Application for approval of access, appearance, landscaping, layout and scale pursuant to condition 1 of planning permission reference F/TH/12/0964 for the development of phase 5 of a mixed use urban extension comprising residential, community and commercial use, open space, infrastructure and new access.</p> <p>Ward: Thanet Villages</p>	<p>Approve</p>
<p>A02 F/TH/17/0592</p>	<p>97 Kingsgate Avenue BROADSTAIRS Kent CT10 3LH</p> <p>Change of use of existing single dwellinghouse into 2no. 3 bedroom and 1no. 4 bedroom terrace houses with erection of single storey ground floor extension to side elevation, alterations to fenestration, installation of balcony at second floor level to front elevation, raised rooflights to main roof and new vehicular access onto Kingsgate Avenue</p> <p>Ward: Kingsgate</p>	<p>Approve</p>

THANET DISTRICT COUNCIL

REPORT OF THE DIRECTOR OF COMMUNITY SERVICES

PART B

TO: THE PLANNING COMMITTEE

DATE: 16 August 2017

Application Number	Address and Details	Recommendation
D03 OL/TH/16/1765	Land Adjacent To Salmestone Grange Nash Road MARGATE Kent	Defer & Delegate

MAJOR

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

Ward: Salmestone

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A01

R/TH/15/0250

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

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

WARD: Thanet Villages

AGENT: Miss M Nagy

APPLICANT: CRG Thanet

RECOMMENDATION: Approve

Subject to the following conditions:

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

GROUND:

To secure the proper development of the area.

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

GROUND:

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

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

GROUND:

In the interest of highway safety.

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

GROUND:

In the interest of highway safety.

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

GROUND:

In the interest of highway safety.

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

GROUND:

In the interest of highway safety.

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

GROUND:

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

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

GROUND:

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

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

GROUND:

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

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

GROUND:

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

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

GROUND:

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

SITE, LOCATION AND DESCRIPTION

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

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

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

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

RELEVANT PLANNING HISTORY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PROPOSED DEVELOPMENT

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

This phase includes:

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

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

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

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

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

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

RELEVANT DEVELOPMENT PLAN POLICIES

Thanet Local Plan (2006) Saved Policies

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

NOTIFICATIONS

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

CONSULTATIONS

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

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

Southern Water - No comment.

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

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

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

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

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

The following should be secured by condition:

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

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

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

Strategic Housing Manager - No objection.

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

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

COMMENTS

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

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

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

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

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

Character and Appearance

The proposed development can be analysed in five character areas:

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

Central Hub

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

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

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

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

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

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

The Link Road

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

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

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

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

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

Central South

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

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

Central North

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

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

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

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

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

The Rural Edge

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

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

Size and Type of Housing

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

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

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

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

Breakdown of unit types and sizes provided in Phase 5

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

Highways

Layout

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

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

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

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

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

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

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

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

Parking

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

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

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

Living Conditions

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

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

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

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

Landscaping

Biodiversity

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

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

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

Recreation

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

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

Trees

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

Drainage

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

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

Conclusion

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

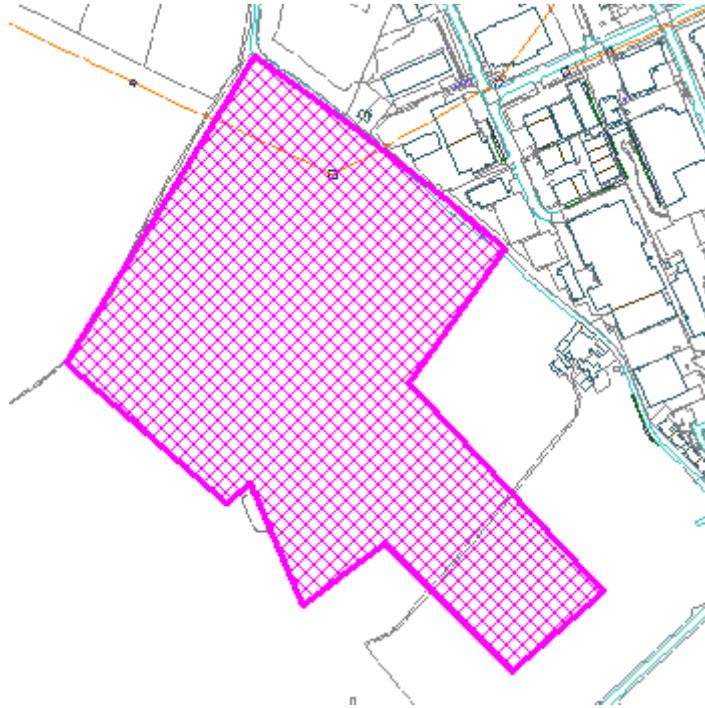
Case Officer

Lauren Hemsley

TITLE: R/TH/15/0250

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

Scale:



A02 **F/TH/17/0592**

PROPOSAL: Change of use of existing single dwellinghouse into 2no. 3 bedroom and 1no. 4 bedroom terrace houses with erection of single storey ground floor extension to side elevation,
LOCATION: alterations to fenestration, installation of balcony at second floor level to front elevation, raised rooflights to main roof and new vehicular access onto Kingsgate Avenue

97 Kingsgate Avenue BROADSTAIRS Kent CT10 3LH

WARD: Kingsgate

AGENT: Chris Chambers

APPLICANT: Mr Alastair Narraway

RECOMMENDATION: Approve

Subject to the following conditions:

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

GROUND:

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

2 The proposed development shall be carried out in accordance with the submitted application and the plans numbered 105-100 & 105-101 received by the Local Planning Authority on 20th June 2017, the amended plan numbered 105/02 Rev A received by the Local Planning Authority on 7th July 2017 and the amended plan numbered 105/03 Rev C received by the Local Planning Authority on 1st August 2017.

GROUND:

To secure the proper development of the area.

3 Prior to the first occupation of the dwelling the windows to be provided at second floor level in the north west and south west elevations hereby permitted shall be provided and maintained with obscure glass and non-opening below 1.7metres.

GROUND:

To safeguard the residential amenities currently enjoyed by neighbouring property occupiers in accordance with Policy D1 of the Thanet Local Plan and the National Planning Policy Framework.

4 Prior to the first occupation of the dwellings obscure glazed privacy screens at a height of 1.8 metres shall be installed to the south west elevations of the balconies at first floor level to the north west elevation and thereafter maintained.

GROUND:

To safeguard the residential amenities currently enjoyed by neighbouring property occupiers in accordance with Policy D1 of the Thanet Local Plan and the National Planning Policy Framework.

5 The first 5 metres of the access from the edge of the highway hereby permitted shall be constructed of a bound material.

GROUND:

In the interests of highway safety.

6 Prior to the first use of the vehicular access, measures to prevent the discharge of surface water onto the highway shall be provided and thereafter maintained.

GROUND:

In the interests of highway safety.

7 Prior to the first occupation of the dwelling hereby approved 2m x 2m pedestrian visibility splays behind the footway/carriageway on both sides of the access with no obstructions over 0.6m above footway level shall be provided and thereafter maintained.

GROUND:

In the interests of highway safety.

8 Prior to the first occupation of the dwellings hereby approved visibility splays as shown on approved plan numbered 105-100 received by the Local Planning Authority on 20th June 2017 at the access with Kingsgate Avenue with no obstructions over 900 mm above carriageway level within the shaded area shall be provided and thereafter maintained.

GROUND:

In the interests of highway safety.

9 Prior to the first occupation of the dwelling hereby approved the vehicle parking spaces shown on the approved plans shall be provided and thereafter retained.

GROUND:

In the interests of highway safety.

10 Prior to the first occupation of the dwelling hereby approved, the cycle parking facilities shown on the approved plans shall be provided and thereafter retained.

GROUND:

In the interests of highway safety.

11 Prior to the first occupation of the dwelling hereby approved, the cycle parking facilities shown on the approved plans shall be provided and thereafter retained.

GROUND:

In the interests of highway safety.

12 Prior to the first occupation of the houses hereby approved, the bin store shown on the approved plans numbered 105-100 & 105-101 received by the Local Planning Authority on 20th June 2017 shall be provided and thereafter maintained.

GROUND:

To secure the proper development of the area.

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

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

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

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

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

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

GROUND:

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

14 Prior to the commencement of the development hereby approved the window and door details shall be submitted to, and approved in writing by, the Local Planning Authority. Development shall be carried out in accordance with the approved samples.

GROUND:

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

15 Prior to the first occupation of the dwelling the windows to be provided at first floor level in the south west elevation hereby permitted shall be fixed shut and provided and maintained with obscure glass.

GROUND:

To safeguard the residential amenities currently enjoyed by neighbouring property occupiers in accordance with Policy D1 of the Thanet Local Plan and the National Planning Policy Framework.

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

SITE, LOCATION AND DESCRIPTION

The site is located within the urban confines and comprises a detached three storey property (with basement) set within a spacious plot. The property benefits from balconies at first floor level to the front and rear elevations, an integral garage and vehicular access from Kingsgate Avenue.

RELEVANT PLANNING HISTORY

The most recent planning site history:

F/TH/03/0503 - Erection of a two storey, four bed detached dwelling house with roof-top balcony following demolition of existing dwellinghouse - granted 23/10/2003.

PROPOSED DEVELOPMENT

The application proposes the change of use of the existing dwellinghouse into 2no. 3 bedroom and 1no. 4 bedroom terrace houses. The scheme involves the erection of a modest single storey extension to the side of the property, together with alterations to fenestration and the installation of a balcony at second floor level to the front elevation. There are raised roof lights proposed to the main roof. The proposed houses would benefit from private amenity space to the rear and car parking to the front of the property which would be accessed via a new vehicular access from Kingsgate Avenue.

DEVELOPMENT PLAN POLICIES

Saved Thanet Local Plan Policies

H1 - Housing

H4 - Windfall Sites
D1 - Design
D2 - landscaping
D7 - Area of High Townscape Value
SR5 - Play Space
TR12 - Cycling
TR16 - Car Parking

NOTIFICATIONS

Neighbour notification letters were sent to properties directly surrounding the site and a site notice was posted near the site.

There have been five objections received to the original plans, raising the following concerns:

- o Overlooking
- o Loss of privacy
- o Overdevelopment
- o Highways impacts
- o Standard of accommodation for future occupiers of the houses
- o Impact on the character and appearance of the area
- o Construction and traffic noise
- o Loss of existing trees

Following receipt of amended plans which: corrected the existing plans, confirmed that existing trees were to be retained, provided further access details, bin store details, confirmed obscure glazing and privacy screening to existing balconies. Three objections have been received, raising the following concerns:

- o Overdevelopment
- o Out of keeping with the surrounding area
- o Environmental health impact due to positioning of waste
- o Traffic access
- o Noise
- o More open space needed

CONSULTATIONS

Kent County Council Highways and Transportation - whilst the proposed development within this application does not meet the criteria to warrant involvement from the Highway Authority in accordance with the current protocol arrangements, due to concerns raised during the consultation period regarding highway safety and amenity, the Highway Authority were consulted.

The Highways Officer requested a condition regarding pedestrian visibility splays in addition to the usual conditions relating to parking and vehicle visibility splays.

Broadstairs Town Council - raises an objection, considering that the proposal is out of keeping with the character of the area, overdevelopment, traffic/highways impacts.

COMMENTS

The application is brought before members at the request of Councillor Bayford, as Ward Councillor, on the grounds of over development, overlooking and being out of keeping with the area.

The main considerations in determining this application are the principle of development, the impact on the character and appearance of the area, the impact on the living conditions of future and neighbouring property occupiers and impact on the local highway network.

Principle

The site lies within the urban confines and the principle of the proposed change of use, is acceptable, subject to the assessment of the material considerations.

Character and Appearance

The site comprises a single, detached dwelling set within a spacious plot, located towards the northern end of Kingsgate Avenue. The existing dwelling lies adjacent to a detached two storey property, and to the other side boundary lies the hardstanding parking area serving a block of flats (Kingsgate Court) set back from the road frontage. Kingsgate Court is predominantly three storey, reducing to a single storey to the rear of the application site.

The site lies within an Area of High Townscape Value and Saved Local Plan Policy D7 states that within such areas, the conservation or enhancement of the local character will be the primary planning aim and development will be allowed only where the design, scale of development, separation between buildings, use of materials and landscaping are commentary to the special character of the area.

This section of Kingsgate Avenue is characterised by dwellings of differing design, material, scale and density, with mature planting. There are examples of detached, semi-detached and flatted development in the immediate area.

The application proposes minor alterations to the existing building to facilitate the change of use, together with a modest single storey side extension and installation of a balcony at second floor level to the front elevation. The addition of doors at ground floor level and alterations to fenestration to the front elevation would not result in a significant change to the appearance of the building or streetscene and would be in keeping with development in the area.

The property currently benefits from hard standing to the front, available for car parking and this area will serve the parking needs of future occupiers, with a revised access from Kingsgate Avenue. The proposed bin store to the front of the property would be constructed in timber, set back from the road frontage and obscured by an existing substation within the site.

There are protected trees within the site, and there are no works proposed to these trees or any loss of existing trees within the site. It is not considered that works to or the loss of protected trees would be required in order to facilitate the change of use. There will need to be some works undertaken to the existing planting beyond the front boundary of the site in order to secure highway safety.

The proposed single storey extension to the side elevation, providing a porch area, is modest in scale and as such the separation between the existing property and neighbouring properties would be maintained.

Balconies are typical within residential areas that lie in close proximity to the beach. There is an existing balcony to the front elevation of the property, at first floor level, and there are examples of balconies in the vicinity of the site which vary in terms of material and design.

For the reasons outlined above it is considered that the proposed change of use respects the character and appearance of the surrounding area, in terms of scale, massing and rhythm whilst retaining gaps in development and existing mature trees. The proposed development would therefore not cause material harm to the character and appearance of this Area of High Townscape Value and accords with Saved Thanet Local Plan Policies D1 and D7 and the National Planning Policy Framework.

Living Conditions

In terms of living conditions, the proposed change of use would provide 2no. 3 bedroom houses and 1no. 4 bedroom house. The units would each benefit from a living room, kitchen/diner and toilet at ground floor level, with three bedrooms and bathrooms to the first floor. Plot 2 (the middle house) would benefit from a second floor providing a further bedroom and ensuite bathroom, whilst Plots 1 & 2 would have utility areas at basement level. Plot 3 benefits from a larger living space at ground floor level. Plot 1 (3 bed house) would have a total floor area of 100m², Plot 2 (4 bed house) a total floor area of 122m² and Plot 3 (3 bed house) a total floor area of 102m². Each house would have a rear garden containing a storage shed and future occupiers would have access to communal refuse storage to the front of the site.

It is considered that the habitable rooms within the proposed houses would benefit from adequate natural light and ventilation and the rear gardens would provide private amenity space at an appropriate scale for clothes drying and the provision of safe doorstep play space for small children in accordance with Saved Thanet Local Plan Policy SR5.

The existing opening at first floor level to the side elevation facing the neighbouring property no. 95 Kingsgate Avenue would be fixed shut and obscure glazed. This would protect the privacy currently enjoyed by this neighbouring property occupier and the bedroom this window would serve also benefits from windows and doors out on to a balcony to the rear elevation, providing natural light and ventilation.

The plans propose the use of the existing room at second floor level as a bedroom with ensuite, to Plot 2. The windows to the rear and side elevation of this bedroom will be

obscure glazed. In order to protect neighbouring residential amenity a safeguarding condition would be attached to the consent requiring that these openings at second floor level are obscure glazed and fixed shut below 1.7 metres. This bedroom would benefit from windows and doors out on to a balcony to the front elevation, providing natural light and ventilation.

The existing property benefits from balconies to the rear at first floor level. There are no enlargements proposed to these and an obscure glazed screen is proposed to the left hand side elevation of each of these balconies to safeguard the privacy of future occupiers and the privacy of the neighbouring property no. 95 Kingsgate Avenue. There will be no material change in the impact of the balconies to the neighbouring property occupiers to the rear of the site, above the existing relationship.

The proposed balcony at second floor level to the front elevation would overlook the highway and due to its siting and scale would not result in an unacceptable sense of overlooking or loss of privacy to the private amenity space of neighbouring property occupiers. Concerns have been raised that the proposed balcony would result in a loss of privacy to habitable room windows of neighbouring properties on the opposite side of Kingsgate Avenue. Having regards to the separation distances and relationship with the built form of these neighbouring properties it is not considered that the proposed balcony would result in harm to the living conditions of these neighbouring property occupiers.

The only extension to the proposed building relates to a modest single storey side extension to the elevation facing the parking area of Kingsgate Court. Due to its positioning the proposed extension would have no impact upon neighbouring amenity.

For the reasons outlined above it is considered that the proposal would provide a good standard of accommodation for future occupiers and would not cause material harm to the living conditions of neighbouring property occupiers.

Concern has been raised regarding odour that may result from the location of the proposed bin store. The bins that would be contained within the bin store would be council issue wheelie bins with lids. Having regards to the design of the bins, siting of the bin store and separation distance between the store and nearest neighbouring property occupier, together with the level of demand for refuse storage, it is not considered that this would have a significant material impact.

Transportation

The existing house benefits from an integral garage and hardstanding to the front of the property, together with vehicular access from Kingsgate Avenue. There is currently high level planting within the verge to the front of the property, partially obscuring the front elevation of the property and existing access.

The application proposes 6no. car parking spaces to the front of the property for use by the future occupiers and visitors of the three houses. This is considered an adequate layout and level of provision for residential accommodation in a suburban area. The scheme proposes the re-siting of the existing vehicular access and the submitted plans indicate that adequate

vehicular visibility splays can be achieved, and this together with lower level planting to the verge to the front of the site would ensure adequate pedestrian visibility splays. These would be secured by condition.

Concern has been raised regarding noise from parking. Having regards to the level of car parking provision and location of the hardstanding to the front of the site, adjacent to the parking area serving Kingsgate Court, it is not considered that the proposal would result in a significant increase in level of noise.

Each of the proposed houses would benefit from a timber shed within the rear garden, providing secure, covered cycle parking.

For these reasons outlined above, it is considered that, subject to the imposition of safeguarding conditions, the proposal is unlikely to result in material harm to highway safety or amenity to warrant refusal of the application.

Conclusion

In conclusion, it is considered that subject to appropriate safeguarding conditions, the proposed change of use would preserve the character and appearance of the building and the Area of High Townscape Value, provide a good standard of accommodation for future occupiers and cause no material harm to the living conditions of neighbouring property occupiers or highway safety and therefore accords with Saved Thanet Local Plan Policies and the National Planning Policy Framework. The application is therefore recommended for approval.

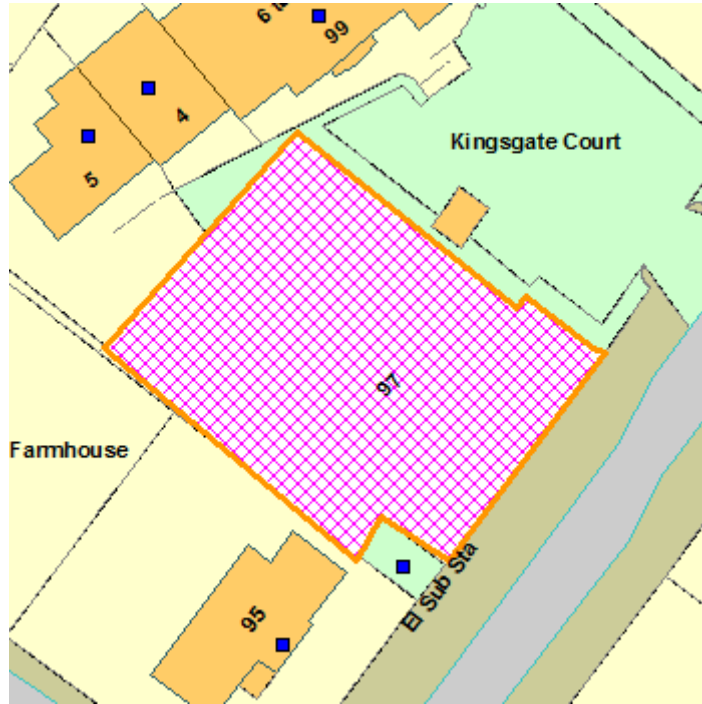
Case Officer

Helen Johnson

TITLE: F/TH/17/0592

Project 97 Kingsgate Avenue BROADSTAIRS Kent CT10 3LH

Scale:



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](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.

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 site², 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.

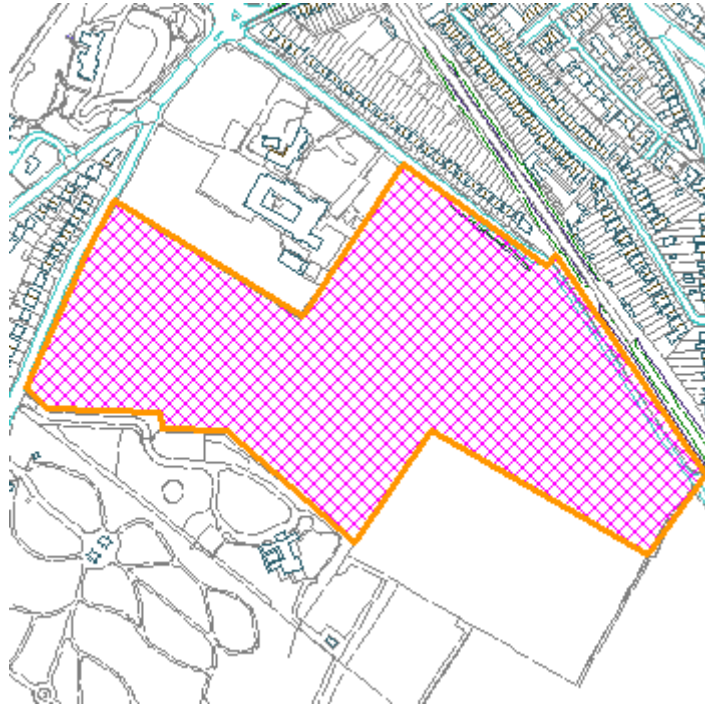
Case Officer

Annabel Hemmings

TITLE: OL/TH/16/1765

Project Land Adjacent To Salmestone Grange Nash Road MARGATE Kent

Scale:



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THANET DISTRICT COUNCIL DECLARATION OF INTEREST FORM

Do I have a Disclosable Pecuniary Interest and if so what action should I take?

Your Disclosable Pecuniary Interests (DPI) are those interests that are, or should be, listed on your Register of Interest Form.

If you are at a meeting and the subject relating to one of your DPIs is to be discussed, in so far as you are aware of the DPI, you **must** declare the existence **and** explain the nature of the DPI during the declarations of interest agenda item, at the commencement of the item under discussion, or when the interest has become apparent

Once you have declared that you have a DPI (unless you have been granted a dispensation by the Standards Committee or the Monitoring Officer, for which you will have applied to the Monitoring Officer prior to the meeting) you **must:-**

1. Not speak or vote on the matter;
2. Withdraw from the meeting room during the consideration of the matter;
3. Not seek to improperly influence the decision on the matter.

Do I have a significant interest and if so what action should I take?

A significant interest is an interest (other than a DPI or an interest in an Authority Function) which:

1. Affects the financial position of yourself and/or an associated person; or Relates to the determination of your application for any approval, consent, licence, permission or registration made by, or on your behalf of, you and/or an associated person;
2. And which, in either case, a member of the public with knowledge of the relevant facts would reasonably regard as being so significant that it is likely to prejudice your judgment of the public interest.

An associated person is defined as:

- A family member or any other person with whom you have a close association, including your spouse, civil partner, or somebody with whom you are living as a husband or wife, or as if you are civil partners; or
- Any person or body who employs or has appointed such persons, any firm in which they are a partner, or any company of which they are directors; or
- Any person or body in whom such persons have a beneficial interest in a class of securities exceeding the nominal value of £25,000;
- Any body of which you are in a position of general control or management and to which you are appointed or nominated by the Authority; or
- any body in respect of which you are in a position of general control or management and which:
 - exercises functions of a public nature; or
 - is directed to charitable purposes; or
 - has as its principal purpose or one of its principal purposes the influence of public opinion or policy (including any political party or trade union)

An Authority Function is defined as: -

- Housing - where you are a tenant of the Council provided that those functions do not relate particularly to your tenancy or lease; or
- Any allowance, payment or indemnity given to members of the Council;
- Any ceremonial honour given to members of the Council
- Setting the Council Tax or a precept under the Local Government Finance Act 1992

If you are at a meeting and you think that you have a significant interest then you **must** declare the existence **and** nature of the significant interest at the commencement of the

matter, or when the interest has become apparent, or the declarations of interest agenda item.

Once you have declared that you have a significant interest (unless you have been granted a dispensation by the Standards Committee or the Monitoring Officer, for which you will have applied to the Monitoring Officer prior to the meeting) you **must**:-

1. Not speak or vote (unless the public have speaking rights, or you are present to make representations, answer questions or to give evidence relating to the business being discussed in which case you can speak only)
2. Withdraw from the meeting during consideration of the matter or immediately after speaking.
3. Not seek to improperly influence the decision.

Gifts, Benefits and Hospitality

Councillors must declare at meetings any gift, benefit or hospitality with an estimated value (or cumulative value if a series of gifts etc.) of £25 or more. You **must**, at the commencement of the meeting or when the interest becomes apparent, disclose the existence and nature of the gift, benefit or hospitality, the identity of the donor and how the business under consideration relates to that person or body. However you can stay in the meeting unless it constitutes a significant interest, in which case it should be declared as outlined above.

What if I am unsure?

If you are in any doubt, Members are strongly advised to seek advice from the Monitoring Officer or the Democratic Services and Scrutiny Manager well in advance of the meeting.

DECLARATION OF DISCLOSABLE PECUNIARY INTERESTS, SIGNIFICANT INTERESTS AND GIFTS, BENEFITS AND HOSPITALITY

MEETING

DATE..... **AGENDA ITEM**

DISCRETIONARY PECUNIARY INTEREST

SIGNIFICANT INTEREST

GIFTS, BENEFITS AND HOSPITALITY

THE NATURE OF THE INTEREST, GIFT, BENEFITS OR HOSPITALITY:

.....
.....
.....

NAME (PRINT):

SIGNATURE:

Please detach and hand this form to the Democratic Services Officer when you are asked to declare any interests.