

A01

R/TH/17/1144

PROPOSAL: Application for the approval of reserved matters (appearance, landscaping, layout, and scale) in pursuant of outline permission OL/TH/15/0956 for the erection of up to 28No. dwellings with associated access from Cliffside Drive

LOCATION:

Land Adjacent Holy Trinity School 99 Dumpton Park Drive
BROADSTAIRS Kent CT10 1RR

WARD: Viking

AGENT: Hume Planning Consultancy Ltd

APPLICANT: Sunningdale House Developments Ltd.

RECOMMENDATION: Approve

Subject to the following conditions:

1 The proposed development shall be carried out in accordance with the submitted application as amended by the revised drawing numbered 0025/17/B/1B, received 04 December 2017; revised drawings numbered 1401 016 B, 1401 013 A, 1401 014 A, 1401 019, and 1401 003 E, received 30 November 2017; revised drawings numbered 1401 012 B and 1401 005 A, received 15 November 2017; revised drawings numbered 0025/17/B/1A, received 19 September 2017; revised drawing numbered 12417-T-01 P2, received 19 September 2017; plan numbered 1401 017, received 07 August 2017; and plans numbered 1401 006, 1401 010, 1401 011, and 1401 015, received 2 August 2017.

GROUND:

To secure the proper development of the area.

2 Prior to the first occupation of each dwelling hereby permitted, the associated parking for that unit shall be provided and thereafter maintained. All visitor parking, as shown on the approved plan numbered 1401 003E, shall be provided prior to the occupation of the 20th unit hereby permitted.

GROUND:

In the interests of highway safety

3 Prior to the first use of the access road hereby permitted, visibility splays of 25m x 2m x 25m at the junction between the two internal access roads, and an 18m forward visibility splay onto Cliffside Drive, as shown on the approved plan numbered 1401 003E, shall be provided and thereafter maintained, with no obstructions over 1m above carriageway level within the splays.

GROUND:

In the interest of highway safety.

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

GROUND:

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

5 The bat and bird boxes and native hedgerow/trees as shown on the approved Landscape Planting plan numbered 0025/17/B/1B should be provided prior to the first occupation of the development hereby permitted, and thereafter maintained.

GROUND:

To provide ecological enhancements, in accordance with the NPPF.

6 Prior to the installation of any external lighting, details of the lighting scheme shall be first submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall include the location, height and design of the proposed lighting, and shall show only minimal lighting on site boundaries, and no lighting directed towards Tree 34.

GROUND:

To protect foraging and roosting bats, in accordance with the NPPF.

7 Any external lighting used during construction shall be directed away from the site boundaries, and turned off when not in use.

GROUND:

To protect foraging and roosting bats, in accordance with the NPPF.

8 The development hereby approved shall incorporate a bound surface material for the first 5 metres of the access from the edge of the highway.

GROUND:

In the interests of highway safety.

9 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.

10 The development hereby permitted shall be constructed using yellow stock brick, cladding, painted render, and slate roof tiles, with samples/colours of the materials along with a material schedule identifying the use of materials for each dwelling type, to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development hereby permitted. Development shall be carried out in accordance with the approved details.

GROUND:

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

11 All first floor windows within side elevations of the proposed dwellings hereby permitted shall be provided and maintained with obscure glass.

GROUND:

In the interests of neighbouring amenity, and the amenity of future occupiers of the development, in accordance with Policy D1 of the Thanet Local Plan and the NPPF.

INFORMATIVES

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

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

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

The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (section 1), it is an offence to remove, damage or destroy the nest of any wild bird while that nest is in use or being built. Planning consent for a development does not provide a defence against prosecution under this act. Trees and scrub are likely to contain nesting birds between 1st March and 31st August inclusive. Trees and scrub are present on the application site and are to be assumed to contain nesting birds between the above dates, unless a recent survey has been undertaken by a competent ecologist to assess the nesting bird activity on site during this period and has shown it is absolutely certain that nesting birds are not present.

SITE, LOCATION AND DESCRIPTION

The site is located within Ramsgate, approximately 1.5 miles south of Broadstairs train station and approximately 0.4 miles from Dumpton Park train station. The site's topography sits slightly higher towards the southern side of the site. At present the site is unused and covered by overgrown foliage and trees. Current access to the site is only available through gated access off Cliffside Drive. The site is not covered by any landscape designation, tree preservation orders, heritage or flood risk designations.

Surrounding Area

Surrounding the site is a mixture of educational, leisure and residential uses. The majority of the northern boundary abuts the grounds of Ramsgate Holy Trinity C.E Primary School. The northern eastern corner of the site, the western end of the southern boundary and the western site boundary abut the rear gardens of residential properties along Dumpton Park Drive, Cliffside Drive and Montefiore Avenue. The remainder of the eastern boundary abuts

a public right of way which runs north to south linking Seacroft Road with Montefiore Avenue. Beyond this lies a wooded area of King George VI Memorial Park, and residential properties forming Ocean View cul-de-sac. The remainder of the southern boundary abuts a sports club with an open grassed area adjacent and a bowling green and tennis courts beyond. Land to the south has Village Green status.

RELEVANT PLANNING HISTORY

Outline application OL/TH/15/0956 for the erection of up to 28no. dwellings, including access, was refused by planning committee in May 2016.

The decision was appealed and the application was allowed by the Inspector in February 2017, subject to safeguarding conditions and planning obligations..

PROPOSED DEVELOPMENT

The principle of developing the site for up to 28no. dwellings, along with the location of the vehicular access into the site, has been approved through the outline planning permission. No consideration can therefore be given to the principle of developing the site, or any highway impact relating to either the wider network or access point into the site.

This reserved matters application is for the consideration of the site layout for the 28no. units, the scale and design of the buildings, and the landscaping of the site.

The proposed site plan shows a cul-de-sac layout, with the erection of 12no. semi-detached dwellings and 16no. detached dwellings. All of the dwellings are 2-storey in height, with only 4no. of the dwellings benefitting from accommodation within the roof space (units 8-11).

The proposed development consist of 2, 3, 4 and 5 bedroom dwellings, with 4no. 2-bed units, 7no. 3-bed units, 15no. 4-bed units and 2no. 5-bed units.

DEVELOPMENT PLAN POLICIES

Thanet Local Plan Policy (2006) Saved Policies

D1 - Design principles
D2 - Landscaping
H8 - Size and type of housing
H14 - Affordable housing provision
SR5 - Doorstep and local play space
TR12 - Cycling
TR16 - Car parking provision

NOTIFICATIONS

Neighbouring occupiers have been notified and a site notice posted. 32 letters of objection have been received. The main concerns are:

- Increased traffic
- Inadequate parking provision
- Highway safety
- Lack of access for emergency vehicles
- Loss of space for school use
- Loss of privacy
- Construction traffic
- Loss of habitat
- Noise nuisance
- Proposal doesn't tie up with the description
- Overdevelopment
- Loss of view
- Development will appear out of place
- Lack of footpath provision
- Out of keeping
- Should continue the palette of materials viewed within Cliffside Drive
- Construction vehicles should only access the site outside of peak hours
- Impact from plot 15
- Existing trees should be protected

Broadstairs Parish Council - Object to the application and recommend refusal. Urgently need the land for the heavily over-subscribed school to expand. Present demand for classroom spaces confirmed by the school. Greater necessity for education than housing. This should be a new application due to changes in the style of houses.

CONSULTATIONS

KCC Highways and Transportation -

(final comment)

I refer to the amended plans submitted for the above on 19 September and note that the internal roads are to remain private and will therefore not be adopted by the highway authority. I note that item 2 of my previous comments has not been entirely resolved, however as the road is to remain private this is not a matter for the highway authority. The proposed layout and parking provision are unlikely to have an impact on the existing highway and are therefore acceptable. The applicant should note that suitable delineation of the extent of the existing highway will need to be provided where the new road connects to the same, and details of this will need to be agreed with the highway authority. Separate permission will also be required for works in the existing highway at the site access. The following should be secured by condition:

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

(initial comment)

I refer to the above planning application and note that access (from Cliffside Drive) was approved under the outline permission granted on appeal. It appears from the current application that the main access road within the site is intended to be offered for adoption by

the highway authority, with the shared driveway serving plots 3-11 remaining private. The following amendments/additional information are required on that basis:

1. Forward visibility of 18 metres is required around the bend where the new access road joins Cliffside Drive and it should be demonstrated that this is achievable within the highway.

2. The transition from the conventional street to the shared surface adjacent to plot 11 should include an extension of the footways both sides of the street to a point 1.8 metres beyond the ramp up onto the shared surface, to allow pedestrian access to/from the same. The footway on the southern side should therefore be extended accordingly and the footway on the northern side reduced accordingly. There is no need to reduce the width of the running surface to less than 4.8 metres as shown at the entry ramp, as the approach bend and the ramp itself provide suitable speed restraint. The access to the shared private drive serving plots 3-11 should be via a vehicle crossing in the extended footway. The visitor space adjacent to plot 11 can be moved to the west away from the end of the extended footway (it is acceptable for the 1.8 metre service margin to run underneath the space).

3. The vehicle tracking shown for the removal vehicle does not appear to be a correct continuous manoeuvre and in any case an 11.2 metre refuse vehicle should be accommodated.

4. 25 metre x 2 metre x 25 metre visibility splays are required at the shared private drive access and these should be shown on the plans, with no obstructions over 1 metre above carriageway level within the splays.

5. Dimension of adoptable carriageways, footways and service margins should be shown on the plans

6. Whilst the amount of car parking overall is acceptable (not counting the garages), the visitor parking should be distributed more evenly around the site and ideally located within the highway rather than hidden away in private parking courts. One of the visitor spaces at the rear of plot 21 should therefore be relocated and added to the existing space to be relocated adjacent to plot 11.

7. Parking spaces should be 5 metres long x 2.5 metres wide, increased to 2.7 metres where bounded by walls/fences/landscaping on one side or 2.9 metres where bounded by such obstructions on both sides. Parking spaces in front of garages in adoptable streets should be a minimum of 5.5 metres long to allow for opening/closing the garage door. Lay-by spaces should be 6 metres long x 2 metres wide, increased to 2.5 metres where not adjacent to a footway. The parking spaces shown should therefore be amended accordingly as necessary and dimensions shown (or a note added to the plans identifying the dimensions required).

8. Garages are accepted as providing cycle parking for the relevant plots and plots 21-26 show cycle parking in the rear garden. However, plots 18-20 do not appear to have any cycle parking.

KCC Biodiversity -

Bats

A bat survey has been submitted with the planning application and it has confirmed that a pipistrelle is roosting within the western most poplar tree. We have reviewed the tree survey and the western most poplar tree is T34 which is to be retained within the site.

Therefore we are satisfied that the roost will be retained and there is no requirement for a detailed bat mitigation strategy to be submitted as part of the planning application.

However there is a risk that the construction or operational phase of the development may impact the roost - particularly through the increase in lighting. To address this concern we advise the following:

- . The site wide lighting scheme is designed to ensure that there is minimal lighting on the site boundaries and no lighting is directed towards Tree 34.
- . Any lighting used during construction must be directed away from the site boundaries and turned off when not in use.

We advise that if tree 34 is located within a residential boundary the residents must be provided within information detailing that there is a bat roost present and prior to any tree works to be carried out on the tree they must seek advice from an experienced ecologist to ensure the works do not result in a breach of Wildlife Legislation.

We recommend that if planning permission is granted the following condition is included:

'With the submission of the lighting scheme a report, produced by an experienced bat ecologist, must be submitted demonstrate that the lighting scheme has been designed to avoid impacting roosting/foraging bats'

When the outline planning application was being determined concerns were raised about the use of the site by foraging/commuting bats - as such we are surprised that the activity surveys did not include activity surveys of the site.

It is possible that bats are foraging/commuting within the site and there is a need to ensure that there are still opportunities for bats to commute/forage within the site. We recommend that the landscape plan is updated to demonstrate that all of the site boundaries for the whole site (not individual dwellings) have native hedgerow boundaries or where existing vegetation is being retained it is enhanced to increase foraging/commuting opportunities for bats.

Environment Agency - We have no objections to the proposed monitoring locations within the updated site layout of the email to Sara Gomes at the Environment Agency dated 17/08/2017 and sent at the time of 15:24.

However the applicant should note that the proposed monitoring location they describe as the "existing environment agency well in proximity to the PWS", and quoted on the location

maps as "TR36NW2", is within land licenced to Southern Water to abstract water under their licence 9/40/04/0441/G. This is also known as the 'Minster B' borehole and any permission to carry out sampling there should be sought from Southern Water in the same way as you would if looking to sample at the 'Minster A' site to the south east (the latter site is subject of abstraction licence 9/40/04/0049/GR).

We note in the Firth Consultants Conceptual Site Model & Baseline Monitoring Well Specification report (fc37164, April 2017) that no hydrocarbon screening is proposed in the baseline water quality schedule. Given the identification in the report of two former land uses up hydraulic gradient of the site that are both plausible sources of hydrocarbon contamination to groundwater this does not seem appropriate. We recommend that the monitoring schedule is amended, to incorporate monitoring for BTEX and total petroleum hydrocarbons.

KCC SUDs - We have no objection in principle to the approval of the reserved matters and will undertake further review of the site's surface water drainage proposals pursuant to the discharge of conditions 7 and 8.

Southern Water - No comment

Recycling and Waste Manager - Providing there are no vehicles parked on the highway and the road is wide enough this should be accessible.

Kent Police - I recommend an informative be included as part of this application to ensure that Crime Prevention is addressed effectively.

COMMENTS

Character and Appearance

- *Layout*

The proposal is for a cul-de-sac layout with the road extending from Cliffside Drive and ending in a small cul-de-sac to the south of the site and the west of the site. Part of the road is laid to tarmac, where it extends from Cliffside Drive and at the end of the cul-de-sac where it will need to accommodate the turning of refuse, delivery and emergency vehicles. The remainder of the roads will be constructed using resin bound gravel and permeable block paving, which will reduce any visual impact.

The proposed dwellings are either semi-detached or detached, and are set within adequate sized plots with a minimum depth garden of 10m, and a minimum gap between dwellings of at least 2m, increasing in some areas to 6m. The dwellings are all setback from the road by at least 5m, allowing for car parking and areas of soft landscaping to the front/side of plots. Areas of soft landscaping area also provided adjacent to the road alongside the side boundaries of gardens, and a large number of trees are proposed, with individual trees located to the front of properties, adjacent to parking areas and along the boundaries. Such a layout is similar in character to the pattern of development viewed within Cliffside Drive,

the closest point of reference to the proposed development. Dwellings within Cliffsend Drive are mainly detached with small gaps between, and setback from the road. It is therefore considered that the proposed layout will appear in keeping with the character and appearance of the surrounding pattern of development.

- *Scale and Design*

The proposed dwellings are 2-storey in height, with only 4 of the proposed dwellings containing accommodation within the roof space. These 4no. dwellings are located towards the centre of the site away from the site boundaries, and amended plans have been submitted showing the ridge height of these buildings reduced and the pitched roof maintained. The scale of the proposed development is considered to be in keeping with that of surrounding development, and is therefore acceptable.

With regards to the design, the proposed development has pitched roofs, and mostly features either gable frontages or gable projections, along with integral garages, to appear in keeping with the design viewed within Cliffside Drive.

The proposed development is more modern in appearance than the properties viewed within Cliffside Drive, as a result of the proposed materials and fenestration. This is not of significant concern, as it is often the case that dwelling types would vary across a large estate where development has been carried out over time within phases. It is important, however, that the proposed development attempts to respect some of the features and materials of the neighbouring development.

A material schedule has been submitted as part of the application, which identifies the intended materials to be used throughout the development. These include yellow brick, render, cladding and slate roof. Concern was raised initially that cladding was intended as the dominant material, and that yellow brick would appear more in keeping with surrounding development. As a result amended plans have been submitted which show a number of units types amended to include the provision of yellow brick, including those closest to the existing neighbouring dwellings. As a result of these changes the development as proposed is considered to be in keeping with the character and appearance of the area.

- *Landscaping*

The proposal is accompanied by an 'Arboricultural Implication Assessment', which identifies trees for removal, trees requiring work, the tree protection zone, and the tree spread, in relation to the proposed development. The trees are not protected, but the retention of as many trees as possible is encouraged in order to reduce the visual impact of the development from the surrounding area, in particular from views across the recreational area to the south of the site.

A number of trees are proposed for removal, including those that are dead, dying, young or self-seeded. A large number of new trees are also proposed to be planted within the site, including along the boundaries of the site, within the front gardens of many of the plots, and along the side boundary of gardens and parking spaces. The planting scheme is supported, especially where it would soften views of the development from outside of the site. The types

of trees are also supported, especially where they are evergreen and have the potential to establish themselves as mature trees.

The only area where there is some concern is to the south east corner of the site. The root protection plan shows that part of unit 6 would extend into the root protection zone of T25. The tree report submitted with the application has assessed the potential impact upon the tree from the development, but given the small percentage of the overhang the report concludes that the impact is not likely to be significant, and will not be detrimental to the remaining longevity or overall health of the tree.

Given that the trees are not protected, this conclusion by a qualified Arboriculturist is considered to be adequate to justify that the layout as proposed will not cause significant harm to trees to be retained.

Details of the hard surfacing have been provided in the form of resin bound gravel, permeable block paving, granite setts and patio paving, with a small element of tarmac where essential for the adopted part of the road and turning for large vehicles.

Boundary treatment consists of 1.8m high boundary fences between the rear gardens of plots, 2.1m high fencing around the boundaries of the overall site, and 1m high post and rail fencing to the front of plots. Where there are long boundaries of rear gardens adjacent to the road a 1.8m high brick wall is proposed. This boundary treatment will enable the openness to the front of the plots to be maintained, whilst also providing an attractive boundary in locations of particular prominence.

Overall the landscaping proposals for the site are considered to be acceptable and in keeping with the character and appearance of the area.

Living Conditions

The main issues are the impact upon neighbouring light and outlook, and neighbouring privacy. The nearest neighbouring property to the proposed development is no.19 Cliffside Drive, which is 5.4m from the side elevation of the proposed development. Given this distance and the relationship between the buildings, the impact upon light to and outlook from no.19 is considered to be acceptable.

With regards to privacy, the main property likely to be affected is no.5 Ocean View. There is a distance of 21m between the rear elevation of plot 1 and the rear elevation of no.5 Ocean View. Whilst such a distance is normally considered to be acceptable, there is a ground level change, with no.5 at a much lower level than the proposed development. A section plan was therefore requested showing the relationship between the properties. The section identifies the high boundary wall of approximately 3m to the rear of no.5, and the height of no.5, which is a bungalow. The section plan suggests that any first floor windows within the rear elevation of unit 1 would look towards the roof of the bungalow, and would not overlook the rear garden area. It is therefore considered that given the relationship between heights, the distance between the dwellings, and the proposed landscaping which incorporates the planting of trees along the rear boundary of plot, the impact upon the privacy of no.5 would be acceptable.

There are no other concerns regarding loss of privacy, with the distance between the proposed development and the properties in Dumpton Park Drive a minimum of 35m, and either no windows or only obscure glazed first floor windows within the side elevation facing neighbouring properties in Cliffside Drive.

Whilst there may be some additional noise and disturbance caused by vehicle movements, the access road is joining to an existing road which is adjacent to the neighbouring occupiers, and therefore the additional noise and disturbance is not considered to be significantly worse than existing levels experienced by residents.

Each of the proposed dwellings has been provided with a secure garden area, in compliance with Policy SR5 of the Thanet Local Plan.

Transportation

Vehicular access into the site to serve up to 28no. dwellings has previously been approved through the outline application. The consideration through this application is therefore whether the road layout, including turning for refuse/emergency vehicles, along with the parking provision is acceptable.

The submitted plan shows an access road that leads to two cul-de-sacs, one of which provides turning for larger vehicles. Parking provision is also provided in the form of 1no. space per 2-bed dwelling, 2no. spaces per 3-bed and 4-bed dwelling, and 3no. spaces per 5-bed dwelling, with an additional 6no. visitor parking spaces.

KCC Highways and Transportation have been consulted and originally raised concerns with the level of visibility achievable around the bend where the new access road joins Cliffside Drive and at the access; the extent of footpath provision; lack of vehicle tracking information to prove that a 11.2m refuse vehicle can be accommodated; lack of identification of adoptable carriageways, footways and service margins; location of visitor parking provision, which should be distributed more evenly around the site; and parking space sizes.

Amended plans and additional details have been submitted, along with confirmation from the applicant that it is their intention for the road to remain private. The amended plans and additional details show all of the necessary visibility splays, vehicle tracking for emergency and refuse vehicles, and a revision of the parking provision layout. KCC Highways and Transportation raise no objections to the amended layout plan subject to safeguarding conditions.

The Waste and Recycling Manager previously raised concerns with the location of a parking space adjacent to plot 11 as the road narrows at this point and if the vehicle parked within the space were not parked appropriately then this could restrict the access width for a refuse vehicle. The amended plan shows the parking space relocated to adjacent to plot 27 where the road is wider, which addresses this concern.

The impact upon highway safety is therefore considered to be acceptable.

Size and Type of Units

The proposed development consists of 2, 3, 4 and 5 bedroom dwellings, with 4no. 2-bed units, 7no. 3-bed units, 15no. 4-bed units and 2no. 5-bed units.

Policy H8 of the Thanet Local Plan requires that for developments of 10no. units or more that a range of unit sizes and types are provided in order to meet a range of community needs. The most recent evidence for housing need within the District is identified within Policy SP18 of the Draft Local Plan, which advises that the greatest need is for 3-bed units, followed by 2-bed units and then 4-bed units. There is some concern that the proposed mix of unit sizes does not fully address this need, however, it is appreciated that the pattern of surrounding development is one of large detached dwellings, and therefore larger units are more consistent with the character of the area.

On balance, given that a mix of unit sizes and dwelling types is provided, it is not considered that the proposed development would fully depart from the requirements of Policy H8, and is therefore acceptable.

Ecology

As part of the original outline application a bat survey was submitted that confirmed that a pipistrelle was roosting within a poplar tree to the west of the site (T34). As part of this reserved matters it is intended to retain this tree. KCC Biodiversity have therefore advised that they are satisfied that the roost will be retained and as such there is no requirement for a detailed bat mitigation strategy to be submitted. Notwithstanding this, the Landscape Planting plan shows the location of bat and bird boxes to be provided on eight of the dwellings.

There is concern that an increase in lighting across the site, whether as a result of construction works or within the final development itself, could impact upon the bat roost. KCC Biodiversity have advised that any site wide lighting scheme is designed to ensure that there is minimal lighting at the boundaries of the site, with no lighting directed towards T34, and any lighting used during construction is directed away from site boundaries and turned off when not in use. These concerns can be addressed through safeguarding conditions restricting the use of lighting and requiring the submission of a site wide lighting plan for approval prior to the installation of any lighting.

Concern was also raised by KCC with the lack of opportunities for bats to commute/forage within the site, and they recommended that the landscape plan be updated to demonstrate that all of the site boundaries for the whole site have native hedgerow boundaries. An amended Landscape Planting plan has been submitted showing the provision of native hedgerow around the boundaries of the site.

The impact upon ecology is therefore considered to be acceptable subject to safeguarding conditions requiring the provision of the bat boxes, the provision of the native hedge, and the retention of tree T34.

Other Matters

- *Principle objections*

A number of principle objections have been raised by residents, including the loss of the land for future educational use, the number of units and increased traffic, however the principle of a housing development on the site has previously been approved and therefore these principle matters cannot be considered through a reserved matters application.

- *Affordable Housing*

The outline application approved the provision of 30% affordable housing on the site (8no. units). An accommodation schedule has been submitted showing the location of the affordable units, and the applicant has confirmed that they have secured a housing provider for these affordable units. The Council's Strategic Housing Manager has confirmed that she supports the proposal of affordable units on the site.

- *Drainage*

Drainage was considered and conditioned through the outline application. Whilst the EA have recommended that the monitoring schedule is amended to incorporate monitoring for BTEX and total petroleum hydrocarbons, this is a matter that can be adequately dealt with through the outstanding drainage conditions.

Conclusion

The proposed development is considered to be in keeping with the surrounding pattern and scale of development, and whilst the proposed development is more modern in design than adjacent development, gable features have been used along with yellow brick to enable assimilation with surrounding development. It is not considered that the proposed development would have any significant impact upon neighbouring amenity, and the impact upon highway safety and ecology is considered to be acceptable. A detailed landscaping plan has been submitted as part of the proposed scheme, which shows the provision of native hedge along the boundaries of the site, and tree planting (along with the retention of existing trees) both along the boundaries and within the site. It is therefore considered that the impact of the proposed development upon the character and appearance of the area is acceptable. It is therefore recommended that members approve the application.

Case Officer

Emma Fibbens

TITLE: R/TH/17/1144

Project Land Adjacent Holy Trinity School 99 Dumpton Park Drive BROADSTAIRS
Kent CT10 1RR

Scale:

