

**D03**

**OL/TH/16/1374**

**MAJOR**

**PROPOSAL:** Application for outline planning permission for 100no. dwellings with creation of access on to Haine Road, and all other matters

**LOCATION:** reserved, on land at and adjoining St Stephens Bungalow

St Stephens Haine Road RAMSGATE Kent CT12 5ES

**WARD:** Thanet Villages

**AGENT:** Mr Mick Drury

**APPLICANT:** Mr M Taylor

**RECOMMENDATION:** Defer & Delegate

Defer & Delegate for approval subject to receipt of Section 106 agreement securing required planning obligations and the following 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 The development hereby approved shall be carried out in accordance with the submitted drawings numbered 618/205C, 618/206C, 618/207A, and 618/208, received 12 January 2018.

GROUND:

To secure the proper development of the area.

6 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.

7 Prior to the commencement of development hereby permitted (including site clearance):

- (i) A presence/absence reptile survey shall be carried out on site and submitted to and approved in writing by the Local Planning Authority;
- (ii) If the survey submitted identifies the presence of reptiles on site, the protection measures as outlined within the Reptile Mitigation Strategy received 16 February 2018 shall be implemented and maintained, with details of the completed mitigation measures submitted to and approved in writing by the Local Planning Authority.

GROUND:

To safeguard protected species, in accordance with the NPPF.

8 No development shall take place 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 within the curtilage of the site without increase to flood risk on or off-site. Priority shall be given to the use of infiltration and other sustainable drainage features, however if this is specifically demonstrated to be unfeasible, surface water shall be discharged off-site at a staged controlled rate as detailed in the Surface Water Management Strategy (v2.0), prepared by RMB Consultants (Civil Engineering) Ltd, dated December 2017. The drainage scheme shall also demonstrate that silt and pollutants resulting from the site use and construction can be adequately managed to ensure there is no pollution risk to receiving waters.

GROUND:

To ensure the development is served by satisfactory arrangements for the disposal of surface water and to ensure that the development does not exacerbate the risk of on/off site flooding, in accordance with the NPPF.

9 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 that any measures to mitigate flood risk and protect water quality on/off the site are fully implemented and maintained (both during and after construction), as per the requirements of paragraph 103 of the NPPF.

10 No building on any phase (or within an agreed implementation schedule) of the development hereby permitted shall be occupied until a Verification Report pertaining to the surface water drainage system, carried out by a suitably qualified professional, has been submitted to the Local Planning Authority which demonstrates the suitable operation of the drainage system such that flood risk is appropriately managed, as approved by the Lead Local Flood Authority. The Report shall contain information and evidence (including photographs) of earthworks; details and locations of inlets, outlets and control structures; extent of planting; details of materials utilised in construction including subsoil, topsoil, aggregate and membrane liners; full as built drawings; and topographical survey of 'as constructed' features.

**GROUND:**

To ensure that flood risks from development to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development as constructed is compliant with the National Planning Policy Framework.

11 Prior to the commencement of development hereby permitted, details of the proposed means of foul and surface water sewerage and an implementation timetable, shall be submitted to and approved 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.

12 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.

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

**GROUND:**

The site lies on a principal aquifer and in Source Protection Zones 2 and 3.

14 Prior to the first occupation of the development hereby permitted, the proposed highway improvements within Haine Road, including the road widening, toucan crossing, uncontrolled pedestrian crossing, tactile paving, footway and cycleways, as shown on the approved plans numbered 618/205C, 618/206C, 618/207A, and 618/208, shall be completed and operational.

**GROUND:**

To mitigate against the highway impacts of the proposed development, and to support sustainable modes of transport, in accordance with the NPPF.

15 No development shall take place until a highways work phasing plan, outlining the point at which each mitigation element outlined in condition 14 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.

16 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.

GROUND:

In the interests of highway safety.

17 The following works between a dwelling and the adopted highway shall be completed prior to the first occupation of the dwelling:

- (a) Footways and/or footpaths, 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.

18 Prior to the first occupation of the development hereby permitted, visibility splays of 2.4m x 120m shall be provided to the access onto Haine Road, as shown on the approved plan numbered 618/207A, with no obstructions over 0.6m above carriageway level within the splays, which shall thereafter be maintained.

GROUND:

In the interests of highway safety.

19 Prior to the commencement of development hereby permitted, a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include the following:

- (a) Routing of construction and delivery vehicles to/from the site;
- (b) Parking and turning facilities for construction, delivery and site personnel vehicles;
- (c) Wheel washing facilities;
- (d) Temporary traffic management/signage required;
- (e) Provision of wheel washing facilities;
- (f) Access arrangements;
- (g) Timing of deliveries,
- (h) Hours of construction working;
- (i) Measures to control noise affecting nearby residents;
- (j) Dust control measures.

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

GROUND:

In the interests of highway safety.

20 Any accesses onto Haine Road and Spratling Lane shall be constructed of a bound surface material for the first 5 metres from the edge of the highway, with measures to prevent the discharge of surface water onto the highway.

**GROUND:**

In the interests of highway safety.

21 Details to be submitted in pursuant of condition 1 above shall include a scheme to demonstrate that the internal noise levels within the residential units and the external noise levels in back gardens and other relevant amenity areas will conform to the standard identified by BS 8233 2014: Sound Insulation and Noise Reduction for Buildings - Code of Practice.

**GROUND:**

To protect the living conditions of future occupiers, in accordance with paragraph 17 of the NPPF.

22 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.

23 Details to be submitted in pursuant of condition 1 above shall include an air quality emissions statement that provides details of how the air quality damage costs, as calculated within the emission mitigation assessment reference 1775-201733 dated November 2017, are to be used to achieve air quality improvements through the development.

**GROUND:**

To mitigate against the impact of the proposed development upon air quality, in accordance with the NPPF.

24 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 play space and equipped play areas in accordance with Thanet Local Plan Policy SR5 and guidance within the National Planning Policy Framework.

25 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.

26 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.

27 The landscaping details pursuant of condition 1 shall include hedgerow planting along the western, southern and eastern boundaries of the site, and tree planting along the southern boundary of the site.

**GROUND:**

To limit the impact upon the countryside and Landscape Character Area, in accordance with Policies CC1 and CC2.

**INFORMATIVES**

1. The applicant/developer should enter into a formal agreement with Southern Water to provide the necessary sewerage infrastructure required to service this development. Please contact Southern Water, Southern House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or [www.southernwater.co.uk](http://www.southernwater.co.uk).
2. A formal application for connection to the water supply is required in order to service this development. Please contact Southern Water, Southern House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or [www.southernwater.co.uk](http://www.southernwater.co.uk).
3. 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
4. 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
5. 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/>

6. 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.
7. 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.
8. For the avoidance of doubt, the provision of contributions to as set out in the unilateral undertaking made on submitted with this planning application, and hereby approved, shall be provided in accordance with The Schedule of the aforementioned deed.

#### SITE, LOCATION AND DESCRIPTION

The site consists of 4.25ha of land; mainly comprising agricultural land, with a very small area accommodating a residential plot, which until recently contained a detached bungalow. To the west of the site is Spratling Court Farm and Spratling Street Farm with associated agricultural and office buildings, and to the south of the site is Manston Golf Centre. Spratling Lane adjoins the northern boundary of the site, and Haine Road adjoins the eastern boundary of the site. To the north of the site is existing residential development in the form of a 3-storey block of flats, and to the east of the site is Haine Industrial Estate. The frontage to Haine Road comprises irregular hedgerow planting with post and wire fencing, and the street frontage to St.Stephens comprises of a lay-by in front of a tall brick wall, with hedgerow and trees along the southern boundary to the golf centre.

#### RELEVANT PLANNING HISTORY

No relevant planning history.

#### PROPOSED DEVELOPMENT

The application was originally submitted as a hybrid application, consisting of an outline application for the erection of up to 95no. dwellings with all matters reserved, and a full application for the erection of 5no. dwellings. The application has since been amended and is now solely an outline application for the erection of up to 100no. dwellings, to include the creation of a single vehicular access point onto Haine Road along with a right hand turn lane, and the removal of the proposed roundabout. All matters regarding layout, scale,



appearance and landscaping are reserved for future consideration; however, an illustrative layout plan has been submitted showing how the 100no. units could be accommodated on the site.

The illustrative layout plan shows a mix of flats, terraced, semi-detached and detached dwellings across the site, with a large open space to accommodate the play area to the front of the site, and a loop road through the site, with cul-de-sacs that extend off the road.

Off-site highway works required to mitigate against the impact of the proposed development include a toucan crossing across Haine Road, the widening of Haine Road to accommodate a separate right hand turn lane, the provision of a footpath along the eastern boundary of the application site, and the provision of a cycleway/footway on the eastern side of Hine Road linking the toucan crossing to Leigh Road.

## DEVELOPMENT PLAN POLICIES

### **Thanet Local Plan 2006**

CC1 - Development in the Countryside

CC2 - Landscape Character Area

H1 - Residential Development Sites

H8 - Size and Type of Housing

H14 - Affordable Housing

HE11 - Archaeological Assessment

HE12 - Archaeological Assessment

TR12 - Cycling

TR16 - Car Parking Provision

D1 - Design Principles

D2 - Landscaping

SR5 - Play space

EP13 - Groundwater Protection Zones

SR11 - Private Open Space

CF2 - Financial Contributions

EP5 - Local Air Quality Monitoring

## NOTIFICATIONS

Neighbouring occupiers have been notified and a site notice posted. 14 letters of objection have been received. The main concerns are:

- Increased traffic and congestion,
- Spratling Lane is too narrow, could not take additional traffic,
- Gas mains on site,
- Increased noise and disturbance,
- Loss of agricultural land,
- Loss of countryside,
- Visual impact,
- Lack of infrastructure, nearby doctors always full,

- Density of development out of keeping with Manston Village,
- Illustrative layout plans shows proposed trees overhanging neighbours boundary, which is not agreed,
- Inadequate parking provision,
- Inadequate road and footpath infrastructure,
- Proximity of development to driving range,
- Lack of public transport,
- Development is out of keeping,
- Land within sightlines not in ownership of applicant.

**Cliffsend Parish Council** - Having discussed and carefully considered the planning application, we would recommend it be refused.

The density is too high and the proposed road modifications are unsuitable, considering the road issues now. The addition of a roundabout in an area already filled with roundabout will make gridlocks worse.

**Manston Parish Council -**

1. This is an over development of the site. This amount of housing would increase the size of housing in Manston Parish by nearly 1/4. We have 500 approx homes at the moment, and another 100 is a sizeable addition.
2. This development would put an enormous strain on existing community facilities. Doctors for Manston are already hard to find, also Dentists and saying the convenience shop is a short distance away. Tesco Manston Road would be the nearest shop to them and that is across the main road and quite a distance on an unfootpathed road.
3. Traffic or Highways. Haine Road - is a very busy road which is not going to be helped by further a roundabout. Spratling Lane will be used as a 'rat run/cut through' to avoid Haine Road. 95 homes would mean at least 95 vehicles, which would be coming and going twice daily. Most homes these days have 2 cars so that would mean a further 380 movements extra per day. This would also affect pollution levels for this area. Noise pollution would also be increased.
4. There is no public transport provision for this area. No amenities.
5. A general dislike for the proposal, due to the effect the size of the development will have of the village, and it is not in keeping with the village of today.

*(in response to amended plans)*

Our previous comments are still valid and we would like them taken into consideration when the decision is made.

These include - that we consider it an overdevelopment of the site - It would put an enormous strain on existing community facilities - This development would add to the already existing traffic issues in the area - there is no public transport for the area - it is not in keeping with the village.

CONSULTATIONS

**KCC Highways and Transportation -**

*(final comments)*

I refer to the amended plans and additional information submitted for the above on 12th January, which demonstrate that suitable access can be achieved to/from Haine Road for vehicles, cyclists and pedestrians. The proposed access arrangements include a new right turn lane for the site with associated right turn lanes for Leigh Road and Spratling Lane, together with a Toucan crossing in Haine Road and connection to the existing cycleway on the east side of Haine Road. This will also enable eventual more direct pedestrian and cycle access to the services and facilities in the Manston Road corridor to the east, through the approved Manston Green development.

The development is likely to generate approximately 57 two-way vehicle movements in the network peak hours, split almost evenly to the north and south of the site. This additional traffic is significantly less than the typical variation in daily flow on the adjacent highway network and is unlikely to have a severe impact, particularly as the proposed right turn lanes will mean that the flow of traffic in Haine Road should not be obstructed by turning vehicles.

Whilst the internal layout is not for consideration at this time, the illustrative layout shows no vehicular connection to Spratling Lane, to discourage the use of the same by residents of the site. A secondary emergency access connection is indicated but this will include bollards to ensure vehicular access is only for emergency vehicles, whilst allowing pedestrian access.

I therefore now have no objections in respect of highway matters subject to safeguarding conditions.

*(amended comment following change of application to full outline and alterations to off-site highway works)*

I refer to the change of description and amended illustrative layout submitted for the above on 19th October, and would comment as follows:

1. The proposed access off Haine Road is acceptable in principle but the detailed plans of the access arrangements and associated highway alterations, together with a safety audit and designer's response, should be submitted.
2. A bollarded emergency access from Spratling Lane is acceptable in principle. The exact location and design of the route to accommodate a fire service vehicle can be resolved through reserved matters, but it will need to provide a suitable pedestrian connection to the existing footway on the opposite side of Spratling Lane.
3. A pedestrian crossing point with dropped kerbs and tactile paving will be required across the Spratling Lane junction to connect the proposed footway to the existing. The detail of this can be resolved through reserved matters.
4. It is not clear why footway connections have been made to Spratling Lane in the north west corner of the site, but there is no existing footway for pedestrians in the vicinity and the connections should therefore be removed.

*(initial comment)*

Outline Application

1. The TRICS data used to derive trip rates for the proposed dwellings should be submitted.
2. Detailed plans and information including dimensions, visibility splays/envelopes, etc. are required to demonstrate that the proposed access roundabout complies with DMRB guidance. Any departures from standards and reasons for the same should be identified. A safety audit and designers response will also be required.
3. The capacity of the proposed roundabout also needs to be assessed in the network peak hours to demonstrate it is acceptable. The assessment should include the traffic from committed developments at the Manston Green and Eurokent sites, and also take account of the current planning application for Stone Hill Park. The assessment will require the distribution of traffic to/from the site to be considered and once this is agreed, the highway authority can then determine whether or not assessment of existing junctions to the north and south of the site is necessary.
4. Suitable pedestrian and cycle access should be provided to/from the site, to link with the wider network and the pedestrian and cycle facilities being provided as part of the Manston Green development to the south. A Toucan crossing should therefore be provided to the south of the proposed roundabout together with a shared footway/cycleway on the eastern side of Haine Road. The crossing will need to be included in the modelling of the proposed roundabout and suitable details of the proposed facilities, including a safety audit, will need to be submitted.

#### Full Application

5. Visibility splays of 120 metres x 2.4 metres x 120 metres are required at the proposed access for the 5 dwellings, unless measured speeds indicate otherwise. It should be demonstrated that these splays are available over land within the control of the applicant and/or the highway authority.
6. A connection must be made between the site and the existing footway network to the north, to prevent pedestrians having to walk in the carriageway in Haine Road.
7. The tandem parking arrangements and remoteness of the parking from the dwellings on plots 47 and 48 are likely to lead to unacceptable on-street parking in Haine Road. As the site is considered to be suburban edge in accordance with Kent Design Interim Guidance

**KCC SUDs** - The revised surface water management strategy proposes discharging surface run-off from the site into combined sewer located at Haine Road, whilst earlier version (dated September 2016) proposed to discharge into ground using deep borehole soakaways.

We have no objection in principle to the application but we would strongly recommend that priority is given to the use of infiltration on the site prior to utilising an off-site discharge and we do not feel that it should be disregarded on the basis of 1 poor result.

We would expect more detailed ground investigation including infiltration testing being presented during further detailed design work. Indeed the strategy itself states "More comprehensive site investigation should be carried out as part of the detailed design to establish whether or not disposal via infiltration is feasible, even over a limited extent."

Should infiltration be demonstrated to be unfeasible, we would have no objection to a connection to the public combined water sewer at the equivalent of the greenfield runoff rate on a staged discharge basis as stated in the strategy. Consultation with southern Water will

be required to agree the discharge rate and confirm that there is adequate capacity within the sewer network to receive additional/ proposed discharges from the development site.

At the detailed design stage, we would expect to see the drainage system modelled using FeH rainfall data in any appropriate modelling or simulation software. Where FeH data is not available, 26.25mm should be manually input for the M5-60 value, as per the requirements of our latest drainage and planning policy statement (June 2017).

No objections subject to safeguarding conditions.

**KCC Archaeology** - The site lies in an area rich in archaeology with significant remains of prehistoric and Roman date having been found in the surrounding landscape. I note from the submitted Design and Access Statement that an archaeological desk study was undertaken for the scheme but I have not seen this and it is not otherwise referred to in the submission. Given the potential for archaeology on the site and that likely to be at shallow depth on the basis of the ground investigation report I recommend that in any forthcoming consent provision be made for archaeological evaluation and mitigation that may include preservation measures for any particularly significant discovery and or more detailed investigation works.

**KCC Economic Development** - The County Council has assessed the implications of this proposal in terms of the delivery of its community services and is of the opinion that it will have an additional impact on the delivery of its services, which will require mitigation either through the direct provision of infrastructure or the payment of an appropriate financial contribution - £4,535 per house and £1,134 per flat towards primary school provision (phase 2 of the new Manston Green Primary School), £4,115 per house and £1,029 per flat towards secondary school provision (Phase 2 Royal Harbour Academy expansion), and £4,753.57 towards the library in Newington.

**KCC Biodiversity** -

(final comment following submission of Reptile Mitigation Strategy)

We are satisfied with the proposed reptile receptor site around the edges of the development, and consider that this would be sufficient for the likely low numbers of reptiles on site. We would advise that if planning permission is granted, conditions are attached to ensure that the reptile surveys are undertaken and mitigation measures as outlined are implemented.

(initial comment)

We have reviewed the ecological information submitted in support of this outline application and we advise that additional information is required. All surveys and necessary mitigation measures need to be submitted prior to determination of any outline planning application to ensure that Thanet District Council are taking into account all material considerations.

Bats

The building on site has features which show potential for roosting bats and therefore further surveys will need to be undertaken. These surveys, along with any necessary mitigation will need to be undertaken, prior to the determination of any planning application.

### Reptiles

The periphery of the site contains habitat suitable for reptiles and therefore a full reptile survey will need to be carried out along with any necessary mitigation measures. This information will need to be submitted prior to determination of any planning application.

### Nesting Birds

The boundary of shrubs and hedgerows offer nesting potential for breeding birds and consideration for these species will need to be undertaken during the construction phase. We advise that any boundary shrubs should be retained in line with the 'mitigation hierarchy', however if this is not possible appropriate mitigation will need to be implemented. These measures can be secured as a condition of any planning application.

Enhancements One of the principles of the National Planning Policy Framework is that "opportunities to incorporate biodiversity in and around developments should be encouraged". Suggestions are made in section 11 of the submitted ecological report and these include:

- o Enhancement of hedgerows with native species.
- o Provision of species rich grassland around the margin of the site.

We advise that clear ecological enhancements are included in any submitted landscape plans taking into consideration the suggestions made in the submitted ecological report and any further suggestions in the further survey reports. It is important to ensure that any enhancement measures do not include retained habitats or mitigation measures, and are clear enhancements of the current ecology of the site. Thanet District Council should aim to have these measures implemented into any landscape plans and secured as a condition of any planning application.

### **TDC Environmental Health -**

*(final comment)*

### Noise

The noise assessment has demonstrated that noise from the nearby commercial sources is insignificant but road traffic noise from Haine Road significantly affects the Eastern edge of the site during the day and night. Properties 1 and 2 which are nearest to the road will need enhanced acoustic protection in the form of acoustically screened mechanical ventilation (where occupants do not need to open their windows for fresh air) to ensure reasonable internal living conditions. I do not consider that this is appropriate mitigation given the size of the development and that there is scope at this outline stage, to re-position these properties further away from the road. Properties 91 to 100, although further away, are also affected by road traffic noise and will require mitigation in the form of a landscaped bund along the edge of the Central Green. I would therefore request that the detailed application be supported by

a revised layout and a more detailed noise assessment which demonstrates that the required internal and amenity noise levels can be achieved. The applicant should be made aware of these concerns prior to determination.

### *Air Quality*

The revised report is acceptable as the damage costs have been calculated using the baseline year of 2017 and have increased to £89K. I agree with the comments made by Mick Drury about the extensive highway works being undertaken and that further mitigation work is therefore unnecessary. However, for completeness they will need to provide an air quality emissions statement which explains this. I have suggested a condition below but if they can submit something before determination that would avoid the need for a condition.

Prior to the first use of the development hereby permitted, an air quality emissions statement that provides details of how the air quality damage costs, as calculated within the emission mitigation assessment reference 17751-201733 dated November 2017, are to be used to achieve air quality improvements through the development, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. A Construction Environmental Management Plan condition and electric vehicle charging condition is also recommended.

### *(initial comment)*

Given the number of dwellings proposed and that the site falls within the urban AQMA, an AQ assessment is necessary to determine the impact on relevant receptors. If the AQ impacts do not warrant refusal than an Emission Mitigation Assessment will be required along with the subsequent submission of an Emissions Mitigation Statement.

I would also wish to ensure that the development is not adversely affected by noise from the surrounding commercial activities including Spratling Street Farm and road traffic noise from Haine Road. I would therefore recommend that a noise assessment is submitted prior to determination to ensure that the site is suitable for the proposed new residential development.

**TDC Waste and Recycling** - It appears that there are several areas that are not accessible by our vehicles - 'Home Zones' and private drives. We wouldn't expect the crews to walk these out to the vehicle so this would involve either a change to the layout or designated collection points that the residents take their bins to and then collect them from there later in the day.

**TDC Strategic Housing** - No objections

**Southern Water** - 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.

The application details for this development indicate that the proposed means of surface water drainage for the site is via a watercourse. The Council's technical staff and the relevant authority for land drainage consent should comment on the adequacy of the proposals to discharge surface water to the local watercourse.

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. We request that should this application receive planning approval, the following informative is attached to the consent:

The proposed development would lie within a Source Protection Zone around one of Southern Water's public water supply sources as defined under the Environment Agency's Groundwater Protection Policy. Southern Water will rely on your consultations with the Environment Agency to ensure the protection of the public water supply source.

**Environment Agency** - Thank you for consulting us on the above application. We have reviewed the information submitted and consider that planning permission could be granted if the following planning conditions are included. Without these conditions, the proposed development on this site poses an unacceptable risk to the environment and we would object to the application.

#### *Surface Water Drainage*

The application form states that surface water drainage is to be discharged via a sustainable drainage system and soakaways. The Surface Water Management Strategy (dated September 2016), states that deep bored soakaways are proposed to dispose of surface water. From the information provided in this report, it appears that deep bored soakaways are proposed to be constructed up to 30 metres deep. It is not acceptable to construct soakaways up to this depth in a chalk aquifer in SPZ 2 and 3.

This will create a pathway for any contaminants entering the drainage system to get to the groundwater quickly. The design of infiltration SuDS schemes and their treatment stages needs to be appropriate to the sensitivity of the location and subject to the dilution and attenuation properties of the aquifer. Shallower infiltrating SuDS should be considered in this vulnerable location. As much unsaturated zone as possible must be maintained between the base of any infiltration device and the groundwater. The discharge of clean roof water will be acceptable discharging to shallow infiltrating SuDS provided that all roof water down-pipes are sealed against pollutants entering the system from surface run-off, effluent disposal or other forms of discharge. The method of discharge must not create new pathways for pollutants to groundwater or mobilise contaminants already in the ground. All other surface water drainage, i.e. from roads and car parking areas, should pass through appropriate pollution prevention measures prior to discharging to any infiltrating SuDS.

There should be no discharge into or allowed to discharge into land impacted by contamination or land previously identified as being contaminated. There should also be no discharge to made ground.

#### *Foul Drainage*



All foul drainage should be directed to mains foul sewer.

**Thanet CCG Estates Manager** - NHS Thanet CCG (TCCG) now has the responsibility for requesting Section 106 (s106) health care contributions, on behalf of developments in areas where CCG practices are located. TCCG wishes to apply for such assistance and a healthcare contribution is therefore requested against the above development in accordance with the recognised Thanet District Council Planning Obligations and Contributions Guidance.

Inevitably, any increase in the local population has a knock-on effect in terms of health care and TCCG would seek to apply this s 106 contribution to meet these extra demands placed upon the local primary care health service.

With regards to this particular application, despite being modest in size in its own right, it poses a risk to the provision of primary care in the locality as only a limited number of practices cover the address within their catchment area.

The CCG Primary Care Home and Estate strategies support the construction of a purpose built facility at Westwood Cross. The strategies identify that the practices in the vicinity of the Westwood development are no longer fit for purpose for the long term provision of primary care services to the local population, are significantly undersized compared to NHS England guidance and are indeed not able to increase clinical capacity within their existing premises to take on additional patients as a result of the development of the wider Westwood Cross area.

The CCG has identified a need for approx. 3,500 - 4,000 sqm of accommodation to provide the required primary care services to the existing population coupled with the increase in population expected as a result of the Westwood Cross development. The Development cost of the scheme is estimated at circa. £15m.

The CCG would therefore request a capital contribution from each housing development in order to contribute towards the build cost of the facility on the understanding that the existing primary care infrastructure cannot accommodate any additional patients in its current state.

In respect of this application a developer's contribution is required in the form of £720 per 2-bed unit, £1,008 per 3-bed unit, and £1,260 per 4-bed unit.

In respect of phasing and patient numbers, the contribution is sought as a lump sum as opposed to being a phased payment. This will allow the CCG to properly plan the investment.

## COMMENTS

This application is brought before members as the site lies outside of the urban confines, and is therefore a departure to Policy H1 of the Thanet Local Plan.

## **Principle**

The site is non-previously developed land outside of the urban confines. The proposal for residential development is therefore contrary to Policy H1 of the Thanet Local Plan.

Policy CC1 of the Thanet Local Plan states that 'within the countryside, new development will not be permitted unless there is a need for the development that overrides the need to protect the countryside'.

Currently the Local Authority cannot demonstrate a 5 year supply of housing, and therefore all applications for residential development must be considered on their own merits. Whilst the application site would be a departure to current Local Plan Policy H1, the site has been identified by officers in the draft local plan as suitable for residential development. The draft local plan has limited weight in decision-making; however, given the draft allocation and identified need for housing, the proposal falls to be considered under paragraph 14 of the NPPF as to whether it represents sustainable development.

Policy H02E of the Draft Local Plan specifically relates to this housing allocation, and requires that development does not exceed a maximum density of 35 dwellings per hectare, with an indication that the number of units proposed should be up to 85no. dwellings. The policy also requires that any application be accompanied by a masterplan for the whole site informed by a Transport Assessment and Travel Plan, along with the provision and incorporation of suitable access arrangements, together with suitable footway connections. These issues are covered within the report.

The site is located on the edge of Westwood Town Centre, which has good facilities and services, and is also within close proximity of Manston Road, which contains a supermarket and primary school. There are good bus links to both of these locations, with the bus stop within 400m of the application site. The proposal includes the provision of footways/cycleways and a toucan crossing, enabling good pedestrian and cycle links between the site and nearby facilities/services, which contribute to the sustainability of the development.

Given the need for housing, the principle of development is likely to be considered acceptable, subject to all other material considerations, such as the impact upon the countryside, highway safety, drainage and archaeology.

### **Quality of Land**

The NPPF states that local planning authorities should seek to use areas of poorer quality land in preference to that of higher quality. The planning statement advises that the application site consists of Grade 2 agricultural land, similar to much of the agricultural land within Thanet that is either Grade 2 or higher. The loss of this land will need to be balanced against the need for the development.

### **Impact upon Countryside and Landscape Character Area**

The site falls outside of the urban confines and within a Landscape Character area. Policies CC1 and CC2 of the Thanet Local Plan look to protect the open landscape, with particular

care being taken to avoid skyline intrusion and the loss or interruption of long views of the coast and the sea. The application site is located on the edge of the existing urban area, and is visible from Spratling Lane and Haine Road, with existing residential development to the north of the site, an industrial estate allocated for employment use to the east of the site, a golf centre to the south of the site, and an existing farm development to the west of the site. Given the presence of existing activity surrounding the site, the proposed development will not appear as an isolated development into the countryside, but rather as a natural expansion of the urban area.

The application site is one of a number of sites, within the immediately surrounding area, that has been strategically allocated for housing development within the Draft Local Plan. Given the need for housing in the district, the expansion of Westwood has been identified as one of the preferred choices for new housing development. As such, land to the west of Haine Road, between Westwood Town Centre and up to and including the application site, has been allocated for housing within the Draft Local Plan. In addition, land to the south east of the application site has also been allocated for housing, with an application approved last year for the erection of 785no. dwellings (Manston Green development).

The development of the application site would have limited impact upon views of the countryside and the landscape character area, with the only views of the site being from the two adjoining roads. From Haine Road there would be no loss of view of the coast as the application site is to the west of Haine Road, and views of the coast are only achieved when looking from the east of Haine Road. When looking across the site from Spratling Lane, due to the distance and the presence of mature trees along the southern boundary of the site, views of the coast are again unlikely to be achievable. Furthermore, development has already been approved for residential development on land to the south east of the application site, meaning there will be a backdrop of development to the application site when looking towards the coast. With regards to the impact upon the countryside, this is a small area of agricultural land that is detached from any surrounding agricultural land, and therefore has limited use as agricultural land. The site is also surrounded by existing development, so there would be a limited impact upon long views of the countryside.

The application site does not provide an active recreational use, and it is not considered that the site provides intrinsically beneficial qualities or makes a significant contribution to the character of the area. When approaching the site along Haine Road from the north, views across the Golf Course and fields beyond are of greater importance to the character of the area than views across this site, which are limited given the presence of a brick wall and extensive growth along the boundary adjacent to Haine Road. It is therefore considered that the proposed development complies with Policy SR11 of the Thanet Local Plan.

Based on the limited long views of the site, limited impact upon coastal views, and the position of the application site, which is between both existing and future development, it is considered that the development of the site would have minimal visual harm upon the wider landscape. As a result the landscape impact is considered to be acceptable at this stage, subject to further details within future reserved matters applications regarding the scale, appearance and landscaping of the development.

### **Impact upon Character and Appearance of area**

The proposal is in outline form only, with the only consideration being the number of units proposed and the access to the development. The allocated housing policy within the draft Local Plan indicates that up to 85no. units would be acceptable on the site, up to a density of 35 dph. Whilst 100no. units are proposed, the density is only at 24 dph, which is considered to be an acceptable level of development for this edge of urban area location. The submitted illustrative layout plan shows that the 100no. units can spaciouly fit upon the site along with the necessary formal and informal open space, and landscaping buffers along the boundaries. As such, it is considered that the proposed density would result in a form of development that is unlikely to detract from the character and appearance of the area.

The scale and appearance of the development is not being proposed at this stage, but within the design and access statement it is noted that the houses will be pre-dominantly 2-storey in height to complement the scale of existing houses in the immediate area.

In terms of the appearance and layout of the proposed development, the illustrative plan suggests that there would be a mixture of terraced, semi-detached and detached dwellings, along with a flat block. This variety of building form is considered to be in keeping with the surrounding pattern of development where there is a variety of building types, scale and designs.

Access is a consideration of the proposed development. The site plan shows the provision of a single access point into the development from Haine Road. The access point will be opposite the industrial estate and a suitable distance from Spratling Lane; and the illustrative layout plan suggests that the access will be adjacent to the proposed open space, and the access road into the site will be tree lined. The location and general appearance of the access point is considered to be acceptable with regards to the character and appearance of the area.

Landscaping is a reserved matter, however, it is stated within the draft policy that a soft landscaped edge is expected between the site and the open countryside. Furthermore, within the Reptile Mitigation Strategy, a 0.1ha ecological buffer zone is recommended to be provided and retained along the western and southern boundaries of the site. Such requirements are expected to follow through into any future reserved matters application for landscaping.

The illustrative layout plan provides for a large area of formal/informal play space adjacent to the eastern boundary of the site, measuring approximately 0.528ha. This exceeds the minimum open space requirements as set out within Policy SR5 of the Thanet Local Plan, and will include the provision of an on-site equipped play area to serve the development and surrounding properties. Additional areas of green space are also shown throughout the development, enabling the provision of a good quality spacious development that incorporates attractive soft landscaping.

Overall it is considered that the density of the development proposed, along with the location of the vehicular access point, will not significantly detract from the character and appearance of the area, and as such will be in accordance with Policy D1 of the Thanet Local Plan and the NPPF.

## **Living Conditions**

The application site lies adjacent to Spratling Street Farm and Spratling Court Farm, which accommodates agricultural and office buildings that will not be affected by the proposed development. To the east of the application site is an industrial estate, which will again not be affected by the proposed development. To the south of the site is Manston Golf Centre. It is possible that further netting may need to be erected to protect the proposed dwellings from golf balls if existing netting along the southern boundary of the site is not adequate, but this is a private matter to be resolved under health and safety regulations.

The only residential properties to be affected by the proposed development are within Saddlers Mews to the north of the site, on the northern side of Spratling Lane. The layout, scale and appearance of the proposed development is not being assessed at this stage, so it is not possible to assess the specific impact upon the existing neighbouring properties; however, based on the illustrative layout plan there is a minimum distance of 11m between the proposed development and the nearest neighbouring property. This would be an adequate distance to prevent any significant loss of light or outlook to the neighbouring occupiers. With regards to overlooking, the illustrative layout plan suggests that the location and orientation of the nearest proposed development to the neighbouring occupiers would not result in a significant loss of privacy.

Whilst the provision of an additional 100no. dwellings on the site may increase noise and disturbance to neighbouring occupiers, the proposed access onto the site is from Haine Road, away from Saddlers Mews. There is no additional accesses onto Spratling Lane other than an emergency access. As such it is unlikely that there would be a significant increase in noise and disturbance from increased use of Spratling Lane, as the majority of vehicles will use Haine Road only.

The impact upon neighbouring occupiers at this stage is therefore considered to be acceptable and in accordance with Policy D1 of the Thanet Local Plan.

Within the development itself, the illustrative site layout plan shows that each dwelling can be provided with doorstep play space, in accordance with Policy SR5 of the Thanet Local Plan.

Whilst there may be some noise and disturbance for future occupiers of the development that adjoin the farms to the west of the site, there is a wide landscaping buffer proposed and the existing uses on the farm of agricultural and office uses are unlikely to result in significant noise and disturbance for future occupiers. A noise assessment has also been submitted at the request of Environmental Health to ensure that the site is suitable for the proposed new residential development. The submitted noise assessment has demonstrated that noise from the nearby commercial sources is insignificant but road traffic noise from Haine Road significantly affects the Eastern edge of the site during the day and night. As a result, development within close proximity of the road will need enhanced acoustic protection in the form of acoustically screened mechanical ventilation, and a landscaped bund is likely to be needed along the eastern boundary of the site to ensure reasonable internal living conditions. Whilst environmental health have recommended that these issues be considered

prior to determination, this is an outline application and the proposed layout is not being agreed at this stage, so it is not considered reasonable to request any additional information at this stage.

The impact upon neighbouring and future occupier living conditions is therefore considered to be acceptable, and in accordance with Policy D1 of the Thanet Local Plan and paragraph 17 of the NPPF.

## **Transportation**

The application is in outline form only, with consideration to be given to the highway impact that may result from the provision of up to 100no. dwellings on the site, along with the adequacy of the proposed vehicular access to the site.

Draft Policy H02E requires that the proposed development of the site incorporate and provide for suitable access arrangements together with suitable footway connections.

The original plans showed the provision of a vehicular access onto both Haine Road and Spratling Lane, and the provision of a roundabout on Haine Road. A Transport Assessment was also submitted to support the proposal.

KCC Highways and Transportation were consulted, and queried the need for the provision of a roundabout in this location. The proposed development will generate approximately 57 two-way vehicle movements in the network peak hours, split almost evenly to the north and south of Haine Road. KCC consider that this additional traffic is significantly less than the typical variation in daily flow on the adjacent highway network, and is therefore unlikely to result in a severe impact to the network. In addition, the provision of a roundabout at this point would also disrupt the free flow of traffic along Haine Road, to the detriment of road users.

The application has now been amended to provide for the widening of Haine Road for the section between the southern boundary of the application site and the junction with St.Johns Avenue. The widening of Haine Road enables a third lane to be provided, which will provide a right turn lane into the application site, Spratling Lane and Leigh Road. This provision will enable the free-flow of traffic along Haine Road to be maintained, and will mitigate against the additional vehicle movements generated by the proposed development. The amended plans also show the creation of a single access point from the proposed development onto Haine Road, with the access point on to Spratling Lane changed to an emergency only access with bollards. The loss of the access onto Spratling Lane addresses many of the concerns raised by neighbouring residents.

In order to improve sustainable transport links, KCC have requested the provision of a toucan crossing and an uncontrolled pedestrian crossing point on Haine Road, along with the provision of a new footpath adjacent to Haine Road, along the entire eastern boundary of the site, to facilitate pedestrian movement from the site. To the eastern side of Haine Road a new footpath/cyclepath is proposed that will link to both the existing footpath/cycle path to the north, and the future proposed footpath/cycle path link to the south (which is to be provided as part of the approved Manston Green application). Connection to both of these

will improve pedestrian and cycle links between the application site and both Westwood Town Centre and Manston Road. These improvements will enable good access for both future residents of the development and existing neighbouring residents to retail uses, a primary school and health facilities, achieving wider sustainability benefits for the area.

The proposed access into the site is considered to be acceptable, as it achieves the necessary 2.4m x 120m visibility splays, and a junction stagger of 60m is achieved. A Road Safety Audit has also been submitted for the proposed access and toucan crossing, with recommendations of the audit incorporated into the design.

The number of vehicle movements that would result from the development is not considered to have a severe impact upon the highway network, and on the basis of the amended plans and additional information submitted, it is considered that appropriate off-site highway works and sustainable links are provided to mitigate against the impact of the development, and incorporate it into the surrounding area. The access is considered to be both safe and suitable, and as such the impact upon highway safety is considered to be acceptable and in accordance with the NPPF.

## **Utilities**

### *- Foul drainage*

It is proposed to connect to the public combined sewer running along Haine Road for foul drainage. Southern Water have advised that there is currently inadequate capacity within the local foul sewerage network to accommodate the foul flow from the proposed development, and that off-site upgrade works will be necessary to provide adequate capacity. The agent has agreed to this, and therefore it is considered that adequate foul drainage to serve the development is achievable.

### *- Surface water drainage*

It was originally intended that surface water drainage from the site would be through the use of deep bored soakaways, which KCC SUDs had no objections to. Following the submission of amended plans, KCC requested that the drainage strategy be updated to reflect the revised illustrative layout. The Environment Agency had also advised that deep bored soakaways would not be acceptable, as the site lies above a chalk aquifer above a source protection one, and as such the soakaways could create a pathway for contaminants entering the drainage system to get to the groundwater quickly.

A revised surface water management strategy has been submitted, which now proposes discharging surface water run-off from the site into the combined sewer, as their shallow soakage tests have shown poor infiltration rates. The Environment Agency and Southern Water have no concerns with this, although KCC SUDs strongly recommend that that priority is given to the use of infiltration on the site prior to utilising an off-site discharge, and therefore recommend that more detailed ground investigation work, including infiltration testing, be carried out to determine whether or not disposal via infiltration is feasible.

Given the outline nature of the application, all consultees are satisfied that no further information is required at this stage, but can be submitted and agreed via condition. It is therefore considered that adequate surface water drainage to serve the development is achievable.

- *Electricity and gas*

The utilities statement submitted by the applicant states that utility companies have been contacted to determine whether or not sufficient capacity is available to support the development.

Electricity connections to the site have been found to be available subject to minor off-site works.

With regards to gas provision, a medium pressure gas pipe cuts diagonally across the southeast corner of the site. Development is not allowed above the gas pipe and an easement will need to be maintained along the main of this line. Further gas connections to the site have been found to be available subject to minor off-site works.

### **Affordable Housing**

Policy H14 of the Thanet Local Plan requires that 30% affordable housing be provided on sites of 15 units or more. The agent has confirmed that 30% of the development will be provided as affordable units, which equates to 30no. units.

Whilst the size and location of units is illustrative at this stage, the submitted plan suggests that a range of flats, terraces and semi-detached properties would be provided. The applicant has also confirmed that they would intend to provide the 30no. units with a mix of shared ownership and affordable rent, with a 40/60 split. The Strategic Housing Officer has commented on the application and advises that she has no objections to the number of units being provided, or the 40/60 split proposed.

A legal agreement is to be submitted that includes the provision of the 30% affordable housing. The proposal therefore complies with Policy H14 of the Thanet Local Plan.

### **Size and Type of units**

Policy H8 of the Thanet Local Plan requires that there should be a mix of dwelling sizes and types within developments to meet a range of community needs. The proposal is in outline form only, so the size and type of units is not being agreed at this stage; however, the illustrative layout plan suggests that a variety of unit types will be provided, including flats, terraces, semi-detached and detached properties. It is also intended that a range of unit sizes, including 2, 3 and 4-bed units will be provided. Given the intention to provide a range of unit sizes and types, the proposal complies with Policy H8 of the Thanet Local Plan, with further consideration to be given at the reserved matters stage once the finalised size and type of units is known.



Policy H8 also requires that 15% of the development is provided as lifetime homes, which the applicant has agreed to.

### **Play Provision**

Policy SR5 of the Thanet Local Plan requires that where a development in its completed form would amount to fifty or more residential units, there is a requirement for the development to incorporate local play area provision on the basis of 0.7ha per 1000 population, which should be split between equipped (36%) and casual (64%) play space.

The illustrative site layout plan shows the provision of 0.528ha of open play space, to include casual and equipped play space. The illustrative site layout plan therefore shows that the provision of the necessary play space as required through Policy SR5 of the Thanet Local Plan is achievable whilst still accommodating the number of units proposed.

The provision of play space is therefore considered to be acceptable and in accordance with Policy SR5 of the Thanet Local Plan, subject to a condition requiring the minimum provision of the formal and casual open space as part of any future reserved matters application.

### **Archaeology**

The site lies in an area rich in archaeology with significant remains of prehistoric and Roman date having been found in the surrounding landscape. The Archaeological Officer at KCC has been consulted, who has advised that given the potential for archaeology on the site, and that likely to be at shallow depth on the basis of the ground investigation report, a safeguarding condition for archaeological evaluation and mitigation is recommended. This may include preservation measures for any particularly significant discovery, and/or more detailed investigation works.

On the basis of the safeguarding condition, the impact upon archaeology is considered acceptable.

### **Biodiversity**

A Preliminary Ecological Appraisal was undertaken by Native Ecology in September 2015, which found that there are patches of habitat within the site that are suitable for reptiles, and therefore a reptile survey is required. The appraisal also recommended a bat survey as the existing building had the potential for roosting bats; however the building has since been demolished so there is no longer a justification for a bat survey.

Due to the time of year, it has not been possible for the applicant to carry out the necessary surveys. Instead, the applicant has submitted a Reptile Mitigation Survey. This sets out what would need to be done within the site to accommodate the reptiles if they were found following the survey. The Reptile Mitigation Strategy suggests the provision of a receptor site in the form of a 0.1 ha Ecological Buffer Zone along the western and southern boundaries of the site, a reptile proof fence to protect the receptor site, and the provision of 3no. artificial hibernacula's within the receptor site. Other ecological enhancements are also recommended. KCC Biodiversity have confirmed that they are satisfied with the proposed

receptor site around the edges of the development, and consider that this will be sufficient for the likely low numbers of reptiles on site.

There are no concerns in relation to biodiversity subject to safeguarding conditions requiring the submission of a reptile survey, and if reptiles are identified on site, a condition to enforce the mitigation measures as identified within the Reptile Mitigation Survey.

## **Air Quality**

Given the number of dwellings proposed, and the location of the site within the urban Air Quality Management Area, an Air Quality assessment was requested by Environmental Health.

The submitted assessment identifies air quality damage costs of £89,000, but this can be offset against the air quality improvements proposed, including the toucan crossing and footpath/cycle path links, along with the provision of electric vehicle charging points within the site.

Environmental Health accept that these improvements will offset the damage to air quality as identified, and therefore comment that no further mitigation work would be necessary; however, the submission of an air quality emissions statement is required via condition that explains this.

Subject to safeguarding conditions, and the provision of the off site highway works, the impact upon air quality is considered to be acceptable.

## **Financial Contributions**

### *- Education/Libraries*

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, a financial contribution towards the cost of such provision will normally be sought.

KCC have been consulted and have advised that there would be a requirement for a financial contribution of £4,535 per house and £1,134 per flat towards the new Manston Green Primary School (Phase 2); a financial contribution of £4,115 per house and £1,029 per flat towards Phase 2 of Royal Harbour Academy expansion works; and a financial contribution of £4,743.57 towards book stock at the local library in Newington.

The applicant has agreed to provide all of the required financial contributions, which will be secured through the submission of a legal agreement.

### *- Healthcare Provision*

A request has been received from the NHS regarding the need to mitigate the increased healthcare requirement created by this housing development. They have advised that any

contributions secured should be put towards the provision of a new purpose built medical facility at Westwood to serve the population.

The formulae used to calculate the contribution is based on a cost per head to provide a new surgery. This equates to £360 per person, resulting in an overall contribution of £720 per 2-bed unit, £1,008 per 3-bed unit, and £1,260 per 4-bed unit.

The principle of the contribution is considered to meet the statutory test of planning obligation, and the applicant has agreed to the principle of a contribution to be part of the Section 106 agreement. The impact upon healthcare provision is therefore considered to be acceptable.

### **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. Therefore, to enable the Council to be satisfied that the proposed development will avoid a likely significant effect on the designated sites (due to an increase in recreation) a financial contribution is required to contribute to the district wide mitigation strategy.

The tariff for this contribution is provided in the SAMM report. For this development the contribution required is in the form of £40,800. The applicant has agreed to this contribution, which will be secured through a legal agreement.

### **Heads of Terms**

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

- 30% affordable housing,
- £4,535.00 per 'applicable' house and £1,134.00 per 'applicable' flat towards primary school provision in the form of Phase 2 of the new Manston Green Primary School,
- £4,115.00 per 'applicable' house' and £1,029.00 per 'applicable' flat towards secondary school provision in the form of Phase 2 Royal Harbour Academy expansion works,
- £4,753.57 towards library provision,
- £40,800 towards the Special Protection Area.
- £720 per 2-bed unit, £1,008 per 3-bed unit, and £1,260 per 4-bed unit for improvements within primary care through contributing towards the provision of a new purpose built medical facility at Westwood,
- Off-site highway works in Haine Road.

### **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 100no. 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. It is not considered that the proposed development would significantly impact upon neighbouring amenity due to the distance to the nearest residential properties, and an equipped play area is to be provided on site. All requests for social contributions towards education, social and health care have been agreed by the applicant, and 30% on-site affordable housing is provided. 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, but would be viewed as a natural expansion of the urban area, with limited impact upon the wider landscape area. The density of the proposed development falls below 30 dwellings per hectare, thus in keeping with the character of this urban edge location, and landscape enhancements are proposed including a large area of amenity space and soft landscaping along the boundaries of the site. Kent Highways raise no objection in principle to the proposal, and the proposed access is considered to be both safe and suitable. Off-site highway works are proposed to improve traffic flows and a toucan crossing, island crossing and footpath/cyclepath links are proposed to both improve sustainable links with the surrounding area, and mitigate against air quality concerns resulting from the development. 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 or drainage.

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 proposed development of this draft allocated housing site.

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**

Emma Fibbens

TITLE: OL/TH/16/1374

Project St Stephens Haine Road RAMSGATE Kent CT12 5ES

Scale:

