

D01

OL/TH/18/0261

PROPOSAL: Outline application for a mixed development of up to 900 dwellings together with a mix of use classes A1 (retail) A2 (Financial and professional services) A3 (restaurants and cafe) A4 (drinking establishments) A5 (hot food takeaways) B1 (business) C1 (Hotel) D1 (non-residential institution) D2 (assembly and leisure) and a two form entry primary school, together with ancillary and associated development including new and enhanced pedestrian / cycle routes and open spaces, car parking and vehicular access with all matters reserved except for access

LOCATION: Land On South Side Of Manston Court Road And West Side Of Haine Road RAMSGATE Kent

WARD: Thanet Villages

AGENT: Miss Lauren Hawksworth

APPLICANT: Greenacre (Thanet) Ltd

RECOMMENDATION: Defer & Delegate

Defer and Delegate to officers for approval subject to the receipt of a legal agreement containing the planning obligations as detailed in the Heads of Terms, and the following conditions:

1 Approval of the details of the layout, scale, appearance of any buildings to be erected and the landscaping (hereinafter called 'the reserved matters') for each phase of the development shall be obtained from the Local Planning Authority in writing before the relevant phase of the development is commenced. The phase shall thereafter be developed in accordance with the approved details.

GROUND: As no such details have been submitted in respect of these matters as the application is in outline. In accordance with Section 92 of the Town and Country Planning Act 1990.

2 Any application for approval of the reserved matters for the first phase of the development shall be made in writing (and accompanied by sufficient plans and particulars as specified by condition 4) to the Local Planning Authority before the expiration of 3 years from the date of this permission. Any application for approval of the reserved matters for any remaining phases shall be made to the Local Planning Authority before the expiration of 5 years from the date of this permission.

GROUND: In accordance with Section 92 of the Town and Country Planning Act 1990.

3 Each phase of the development shall be begun within two years of the date of approval of the final reserved matters to be approved for that phase.

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

4 The reserved matters submitted in accordance with Condition 1 in respect of each phase shall include the following details in respect of that phase to the extent that they are relevant to the reserved matters application in question:-

Layout

- The layout of routes, buildings and spaces;
- The block form and organisation of all buildings;
- The locations and plan form of non-residential buildings;
- The distribution of market and affordable dwellings within that phase including a schedule of dwelling size (by number of bedrooms and floorspace);
- The location of dwellings designed to seek to meet the Local Planning Authority's Accessible and Adaptable Accommodation;
- Full details of the approach to cycle parking including the location, distribution, types of rack, spacing and any secure or non-secure structures associated with the storage of cycles and the location and form of open areas;
- The extent and layout of public open spaces and play space within the phase.
- Full details of measures to prevent the discharge of surface water onto the highway.
- Details of surface water drainage capable of accommodating for all rainfall durations and intensities up to and including the climate change adjusted critical 100 year storm. This should be demonstrated within an outline site wide drainage strategy, supported by appropriate ground investigation and calculations.

Scale and Appearance

Scale, form and appearance of the architecture within each phase, including frontage design and public / private realm definition and boundary treatments.

Landscaping

The landscape design and specification of hard and soft landscape works within each phase, including details surveys of all trees, shrubs and hedges in that phase, giving details of all trees having a trunk diameter of 75mm or more to include species type, spread of crown, height, diameter of trunk and condition assessment, details of existing trees, shrubs and hedges to be retained and details of new trees, shrubs, hedges and grassed areas to be planted, together with details of the species and method of planting to be adopted, details of walls, fences, other means of enclosure proposed. Any such details shall be accompanied by the Landscape Management Plan and Open Space Specification for that phase.

Each phase of the development shall be constructed and laid out in accordance with those details submitted to and approved in writing by the Local Planning Authority.

GROUND: In the interests of achieving sustainable development, in accordance with Thanet Local Plan Policy D1, and the principles within the National Planning Policy Framework.

5 Any reserved matters applications submitted pursuant to this outline application shall accord with the principles and parameter of the following Parameter Plans received by the Local Planning Authority on the 12th November 2018 (including any text set out on those Plans to illustrate the development principles):-

Land Use Parameter Plan - WV001-AHR-S0-ZZ-DR-A-92-003 Rev P20;
Densities Parameter Plan - WV001-AHR-S0-ZZ-DR-A-92-007 Rev P07;
Heights Parameter Plan - WV001-AHR-S0-ZZ-DR-A-92-008 Rev P07;
Access Parameter Plan - WV001-AHR-S0-ZZ-DR-A-92-011 Rev P09

GROUND: For the avoidance of doubt, so as to ensure that any development is in accordance with and within the parameters of that assessed by the Local Planning Authority for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and in the interest of achieving sustainable development, in accordance with Thanet Local Plan Policy D1, and the principles with the National Planning Policy Framework.

6 The phasing of the development shall not be carried out other than in accordance with the approved Phasing Parameter Plan numbered WV001-AHR-S0-ZZ-DR-A-92-005 Rev P07 and received on 12th November 2018 subject to any revisions to the approved phasing plan submitted and approved in writing by the Local Planning Authority pursuant to this condition. This condition does not prevent the construction periods of any phase running concurrently with other phases.

GROUND: To secure the programming and phasing of, and an orderly pattern to the development in accordance with the phasing arrangements that have been assessed.

7 The development hereby approved shall be carried out in accordance with the approved plans received 12th November 2018:

- o Site Access Locations - 162349_A07 Rev B;
- o Site Access Haine Road / New Haine Roundabout - 162349_A10;
- o Western Access - 162349_A12 Rev A;
- o Masterplan and Site Access Junctions - 162349/SK_1000 Rev H;
- o Site Access Junctions - 162349_A13 Rev C;
- o Priority Controlled Access Junction - 162349_A18;
- o Priority Controlled Access Junction - 162349_A19;
- o Priority Controlled Access Junction - 162349_A20;
- o Priority Controlled Access Junction - 162349_A21;
- o Proposed Roundabout at Star Lane Link Option 2 - 162439_A22; S

GROUND: To secure the proper development hereby approved and in the interests of highway safety and providing adequate safe highways infrastructure and capacity in accordance with Thanet Local Plan Policy TR3.

8 Prior to the commencement of each phase, or part thereof, an Open Space Specification for the phase shall be submitted to and approved in writing by the Local Planning Authority. The Open Space Specification shall:

- Identify the location and extent of the main areas of formal and informal open space to be provided which shall accord with the details submitted under condition 1;
- Outline the local play space to be provided, the proposed distribution of play areas and a detailed specification for any equipped play areas to be provided. Such play space shall be provided at a 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
- Identify how the relevant areas of public open space and play areas are to be laid out, paved, planted or equipped; and
- Include the proposed programme for delivery of all landscaped, open space and play space in the phase linked to the occupation of dwellings within the phase. The proposed programme shall ensure that (where applicable in relation to the plans submitted in accordance with condition 1) at least one area of open space and at least one area of local play space / equipped play area within the phase are provided and available for use prior to the occupation of any dwellings in the phase.

The landscaped areas, open space and play space in that phase shall be laid out and implemented in accordance with the agreed timetable and shall be permanently retained thereafter in accordance with the approved Open Space Specification for that phase and used for and made available for public amenity and play space purposes only.

GROUND: In the interests of the visual amenities of the area and to adequately integrate the development into the environment, and provide local play space, in accordance with Policies D1, D2 and SR5 of the Thanet Local Plan and guidance within the National Planning Policy Framework.

9 Prior to the commencement of each phase, or part thereof, a Landscape Management Plan for the phase in question shall be submitted to and approved in writing by the Local Planning Authority for all landscaped, open space and play areas identified in the Open Space Specification for the phase which shall include long term design objectives, details of who it to have ongoing management responsibilities for the area and how those arrangements will be secured in perpetuity and annual maintenance schedules for all landscaped, open space and play areas within the phase.

The approved Landscape Management Plan for each phase shall be implemented and adhered to as approved subject to any minor revisions thereto as may be approved in writing by the Local Planning Authority. The public open spaces in that phase shall be permanently retained and maintained thereafter in accordance with the approved Landscape

Management Plan for that phase and used for an made available as public open space for public amenity purposes only.

GROUND: In the interests of the visual amenities of the area and to adequately integrate the development into the environment, and provide local play space, in accordance with Policies D1, D2 and SR5 of the Thanet Local Plan and guidance within the National Planning Policy Framework.

10 a) No development shall take place until the applicant, or their agents or successors in title, has submitted to and obtained the approval of the Local Planning Authority to a site wide Archaeological Framework Strategy , specification and programme of archaeological mitigation identifying the requirements associated with each phase of the development, including areas for preservation in situ and areas for archaeological fieldwork;

b) Thereafter, no development shall take place on each phase of the development unless or until the applicant or their agents or successors in title has secured the implementation in accordance with details approved pursuant to 9a above, of:

Any further archaeological field evaluation works for the phase in accordance with a specification and written timetable which has first been submitted to and approved in writing by the Local Planning Authority; and

Following on from the evaluation, and to the extent that the work carried out pursuant to 9b(i) identified archaeological deposits any safeguarding measures to ensure preservation in situ of important archaeological remains and/or further archaeological investigation and recording in respect of that phase including arranging for the development archive to be deposited in a suitable museum or similar repository in accordance with a specification and timetable which has been submitted to and approved in writing by the Local Planning Authority.

Following on from the completion of the fieldwork for that phase, a site wide programme of post excavation and publication in accordance with a specification and timetable agreed with KCC Archaeology.

GROUND: To ensure that due regard is had to the preservation in situ of important archaeological remains in accordance with advice in the National Planning Policy Framework.

11 No development shall take place on each phase of the development, or part thereof, until temporary fencing has been erected in a manner to be agreed with the Local Planning Authority, around the archaeologically sensitive zones (if any) within that phase as identifies pursuant to the evaluation carried out per 9b) above which (if required pursuant to the approved scheme) shall be followed by a long term demarcation of the archaeologically sensitive area in accordance with details and a timetable agreed with the Local Planning Authority. The temporary fencing shall be retained for the duration of the construction works in that phase, or part thereof. No works shall take place within the area inside the fencing without the consent of the Local Planning Authority.

GROUND: To ensure that due regard is has to the preservation in situ of important archaeological remains in accordance with Thanet Local Plan Policy HE12 and the advice contained within the National Planning Policy Framework.

12 No development shall take place until the details required by condition 1, demonstrate that requirements for surface water drainage for all rainfall durations and intensities up to and including the climate change adjusted critical 100 year storm can be accommodated within the proposed development layout. This information shall be presented with an outline site wide drainage strategy supported by appropriate ground investigation and calculations.

GROUND: To ensure the development is served by satisfactory arrangements for the disposal of surface water and they are incorporated into the proposed layouts.

13 No development shall begin until a phasing plan for the site wide surface water drainage strategy has been submitted to, and approved in writing by, the Local Planning Authority, which demonstrates the provision of the drainage network to serve any given phase prior to occupation of any dwelling within that phase. The phasing plan shall indicate and provide details of:

Any strategic provision of surface water drainage required across phases

Any temporary works requirement associated with the construction of the surface water drainage.

GROUND: To ensure the development is served by satisfactory arrangements for the disposal of surface water and that they are incorporated into the proposed layouts.

14 Development shall not begin in any phase until a detailed sustainable surface water drainage scheme for the site, compliant with the site wide drainage strategy provision, has been submitted to, and approved in writing by, the Local Planning Authority. The detailed drainage scheme shall demonstrate that the surface water generated by this development (for all rainfall durations and intensities up to and including the climate change adjusted critical 100 year storm) can be accommodated and disposed of without increase to flood risk on or off-site.

The drainage scheme shall also demonstrate (with reference to published guidance):

- That silt and pollutants resulting from the site use can be adequately managed to ensure there is no pollution risk to receiving waters.
- Appropriate operational, maintenance and access requirements for each drainage feature or SuDS component are adequately considered, including any proposed arrangements for future adoption by any public body or statutory undertaker.

The drainage scheme shall be implemented in accordance with the approved details.

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.

15 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 surface water drainage systems, carried out by a suitably qualified professional, has been submitted to the Local Planning Authority which demonstrates the suitable modelled 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, outlines and control structures; extent of planting; details of materials utilised in construction including subsoil, topsoil, aggregate and membrane liners, full as built drawings, topographical survey of 'as constructed' features; and an operation and maintenance manual for the sustainable drainage scheme as constructed.

GROUND: To ensure that flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property and ecological systems, and to ensure that the development as constructed is compliant with and subsequently maintained pursuant to the requirements of paragraph 165 of the National Planning Policy Framework.

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

GROUND: To protect vulnerable groundwater resources and ensure compliance with the NPPF.

17 Prior to the commencement of each phase or part thereof, details of the proposed water and sewerage infrastructure shall be submitted to, and approved in writing by, the Local Planning Authority. The development within that phase shall not be occupied unless and until the approved scheme has been implemented. The phase shall be developed and thereafter maintained in accordance with the approved details.

GROUND: To prevent pollution and risk of flooding in accordance with Thanet Local Plan Policy EP13 and paragraphs 163 and 165 of the NPPF.

18 Prior to the commencement of each phase or part thereof, the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved in writing by the Local Plan Authority:

- A preliminary risk assessment which has identified
 - All previous uses

- Potential contaminants associated with the uses
- A conceptual model of the site indicating sources, pathways and receptors
- Potentially unacceptable risks arising from the contamination of the site.

A site investigation scheme based on (a) to provide information for a detailed assessment of the risks to all receptors that may be affected including those off site.

The results of the site investigation and the detailed risk assessment referred to in (b) and based on these an option appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy (c) are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express written consent of the Local Planning Authority. The scheme shall be implemented as approved.

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.

19 No occupation of any part of the relevant phase shall take place until a verification report demonstrating completion of the works set out in the approved remediation has been submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include a long term monitoring and maintenance plan for longer term monitoring of pollutant linkages and maintenance and arrangements for contingency action, as identified by the verification plan as necessary, and for the reporting of this to the Local Planning Authority. The development shall be carried out in accordance with any long term monitoring and maintenance plan approved by the Local Planning Authority pursuant to this condition.

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.

20 If, during development of any phase, significant contamination is suspected or found to be present at the site, then any development of the phase in question shall cease until such time as this contamination has been fully addressed, an appropriate remediation scheme has been agreed with the Local Planning Authority and the approved works have been implemented so as to render harmless the identified contamination given the proposed end use of the site and surrounding environment, including controlled waters.

GROUND: To ensure that the proposed site investigation, remediation and 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.

21 Details pursuant to condition 1, insofar as they relate to each phase of development, shall include details of any proposed roads (and identify which roads are to be offered for adoption), including provision of communal on street parking to accommodate likely demand from school pick up and drop off activity where appropriate, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, accesses, carriageway gradients, driveway gradients and street furniture in that phase. The phase shall be laid out and constructed in accordance with those details as submitted to, and approved by, the Local Planning Authority prior to occupation of any part of the development within that phase and thereafter retained.

GROUND: In the interests of highway safety and to ensure the proper development of the site without prejudice to the amenities of the occupants.

22 Details pursuant to condition 1, insofar as they relate to each phase of development, shall include details of the areas reserved for vehicle loading and unloading, vehicular parking spaces and/or garages, electric vehicle charging points, and manoeuvring and turning facilities in that phase, which shall be provided in accordance with standards to be agreed with the Local Planning Authority. Such facilities as approved shall be constructed and made available for use prior to the occupation of the unit for which they are provided to meet relevant parking and layout standards, and thereafter shall be retained for their approved purpose.

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

23 Details pursuant to condition 1, insofar as they relate to each phase of development, shall include the provision of adequate secure covered cycle parking facilities within that phase, in accordance with standards to be agreed with the Local Planning Authority. Such facilities as approved shall be made available for use prior to the occupation of the unit for which they are provided to meet relevant parking and layout standards, and thereafter shall be retained for their approved purpose.

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

24 Details pursuant to condition 1, insofar as they relate to each phase of development, shall include the vehicular and pedestrian sightlines for all new junctions and accesses for that phase in accordance with details and standards to be agreed with the Local Planning Authority. No dwelling or non-residential floorspace forming part of the relevant phase shall be occupied until all relevant junctions and access roads serving that dwelling or floorspace (and linking it to the adopted highway) including the approved sightlines have been provided in accordance with the approved details. They shall thereafter be retained free from obstruction.

GROUND: In the interests of highway safety.

25 Details pursuant to condition 1 above shall include the provision of means and routes of access for pedestrians and cyclists within each phase of the development to and from the surrounding footway and cycleway network. No building within that phase shall be occupied until all such routes and means of access within the phase serving that building are constructed and ready for use and thereafter shall be retained for their approved purpose.

GROUND: In the interests of highway safety and to facilitate the use of alternative means of transport, in accordance with Thanet Local Plan Policies TR11 and TR12.

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

- The parking of vehicles of site operatives and visitors
- Construction vehicle loading/unloading, turning facilities and access routes/arrangements
- Loading and unloading of plant and materials
- Storage of plant and materials used in constructing the development
- The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- Wheel washing facilities and their use
- Measures to control the emission of dust and first during construction and a scheme for recycling / disposing of waste resulting from construction works
- A Construction Environment Management Plan, including hours of construction working, measures to control noise for nearby residents, lighting control measures, pollution incident control and site contact details in case of complaints.

GROUND: In the interest of highway safety.

27 No development shall take place until a Highways Work Phasing Plan, outlining the point at which each mitigation element outlined and the new link road through the site, associated access points and footways will be completed and operational, has been submitted to and approved, in writing by the Local Planning Authority in consultation with the Local Highways Authority. The works shall be carried out in accordance with the agreed phasing plan including the timings for the provision of each respective element of infrastructure.

GROUND: In the interests of highway safety and traffic flow, to ensure the sufficient highways infrastructure is provided to serve the development in accordance with Thanet Local Plan Policy TR3.

28 Details pursuant to condition 1, insofar as they relate to each phase of development, shall include the final route, specification, geometry and waiting restrictions of the link road

through the site (as identified in the Thanet Transport Strategy) . All submitted details shall substantially accord with the geometrical layout shown on drawing WV00-AHR-S0-ZZ-DR-A-92-011 received on the 12th November 2019. The link road and associated footway/cycleways, and signalised junctions (which shall be shown) should be provided to an acceptable local distributor standard in accordance with the most up to date revision of the Kent Design Guide. These works shall be implemented and operational in accordance with the timings with the Highway Works Phasing Plan.

GROUND: In the interests of highway safety and providing adequate highways infrastructure capacity in accordance with Thanet Local Plan Policy TR3 and Draft Local Plan Policy SP18 and SP47.

29 Details pursuant to condition 1, for phases PH1A, PH1B and PH2 (as shown on drawing WV00-AHR-S0-ZZ-A-92-005) shall include a pedestrian footway adjacent to Haine Road.

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

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

Ground: In the interests of highway safety.

31 Details pursuant to condition 1 shall substantially accord with the geometric layouts as those approved in condition 7. These works shall be implemented and operational in accordance with the timings within the Highways Work Phasing Plan in condition 27.

GROUND: In the interests of highway safety and traffic flow in accordance with Thanet Local plan Policy D1 and TR3.

32 No more than 90% of the dwellings within each phase shall be occupied until all carriageways, footways, shared surfaces, footpaths and cycleways serving that phase have been completed with final surfacing, unless the road is an identified construction route in which case the final surfacing shall be completed within 1 month following the cessation of use of that road as a construction route.

GROUND: In the interests of highway safety and to ensure the proper development of the site without prejudice to the amenities of the occupants in accordance with Thanet Local Plan Policy D1.

33 Details pursuant to condition 1 in respective of each phase of the development, shall demonstrate safe emergency access to the satisfaction of the Local Highway Authority and Fire Rescue Service.

GROUND: In the interests of safe access in new development in accordance with Thanet Local Plan Policy D1 and paragraph 127 of the National Planning Policy Framework.

34 Prior to the first occupation of any dwelling within a phase of the development, or part thereof, an air quality emissions statement that provides details of how the air quality damage costs, as calculated within the emissions mitigation assessment (dated 16th April 2018), are to be used or have been used to achieve quality improvements within that phase of the approved development, shall be submitted to and approved in writing by the Local Planning Authority. The details within each individual statement shall be carried out in accordance with the approved details.

GROUND: In the interests of ensuring appropriate air quality in accordance with EP5 of the Thanet Local Plan and paragraph 18 of the NPPF.

35 Prior to the erection or installation of any extraction system at each phase of the development, details of such shall be submitted to and agreed in writing by the Local Planning Authority. No extraction system other than that agreed in writing by the Local Planning Authority shall be erected or installed at the site.

GROUND: In the interest of air quality and amenity in accordance with EP5 of the Thanet Local Plan and paragraph 18 of the NPPF.

36 Details pursuant to condition 1, shall show how the provision of 1 Electric Vehicle Charging point per residential property with dedicated parking and 1 in 10 of all non allocated parking has been accommodated within the layout of each respective phase. These shall be installed to the specification within Thanet Air Quality Technical Planning Guidance 2016.

GROUND: In the interest of air quality and amenity in accordance with EP5 of the Thanet Local Plan and paragraph 18 of the NPPF.

37 Details pursuant to condition 1, shall identify a minimum of 10% of housing to be built in compliance with building regulations part M4(2) for each respective phase and 9 units within the affordable on site provision across the development to be built in compliance with building regulations part M4(3).

GROUND: In accordance with policy QD05 of the draft Local Plan.

38 Prior to the commencement of each phase, or part thereof, an Ecological Design Strategy, addressing ecological enhancement of the site shall be submitted to and approved in writing by the Local Planning Authority. The Ecological Design Strategy shall include the following:

- a) Purpose and conservation objectives for the proposed works;
- b) Review of site potential and constraints
- c) Detailed design(s) and/or working method(s) to achieve stated objectives;
- d) Extent and location/area of proposed works on appropriate scale maps and plans;

- e) Type and source of materials to be used where appropriate, e.g. native species of local provenance;
- f) Timetable for implementation demonstrating that works are aligned with the proposed phasing of development;
- g) Persons responsible for implementing the works; and
- h) Details of initial aftercare and long term maintenance and management.

The Ecological Design Strategy shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.

GROUND: In the interests of preserving and enhancing biodiversity and ecological potential, and to adequately integrate the development into the environment, in accordance with Policies D1 and D2 of the Thanet Local Plan and the National Planning Policy Framework.

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

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

40 Details pursuant to condition 1, insofar as they relate to each phase of development, shall include an explanation of how the proposed layout meets Secure by Design, in accordance with advice received from Kent Police.

GROUND: To ensure the proper development of the site without prejudice to the amenities of the occupants.

41 No phase of the development shall commence until details and samples of the materials to be used in the construction of the external surfaces of the development hereby permitted in that phase have been submitted to, and approved in writing by, the Local Planning Authority. The phase shall be carried out using the approved materials.

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

42 No less than 85% of the total number of open market dwellings within the development hereby approved shall be dwellings of two or more bedrooms.

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

43 The development shall provide for not more than 900 dwellings (including 50 specialised units) and the gross floor space provision across the development for other purposes shall not exceed that stated below:

Primary School - 2.05 hectare site/ up to 2 form entry

Commercial Centre - 4.900 m2 Gross internal floor area (comprising use classes A3(restaurants and cafe) A4 (drinking establishments) A5 (hot food takeaways) B1 (business) C1 (Hotel), D2 (assembly and leisure)),

Local Centre - 1,400 m2 Gross internal floor area (comprising use classes A1 (retail) A2 (Financial and professional services) A3 (restaurants and cafe) and D1 (non residential institution))

GROUND: In the interest of certainty as to what is permitted so as to ensure that the development as constructed falls within the parameters of the application.

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

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

INFORMATIVES

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

It is the responsibility of the applicant to ensure, 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

The applicant is advised that separate prior approval is required from Kent Highway Services for the new vehicle crossing/removal of the existing vehicle crossing/works within the highway and in this regard they should contact KHS on 08458 247800

The applicant is advised that a licence will be required from Kent Highway Services for any sign/furniture/awning within or overhanging the highway and in this regard they should contact KHS on 08458 247800

A formal application for connection to the public sewerage system is required in order to service this development. Please contact Southern Water, Southern House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk.

A formal application for connection to the water supply is required in order to service this development. Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire S021 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk.

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

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 comprises some 39 hectares and lies approximately 2.5 km from Margate to the north and Ramsgate to the south and Broadstairs is a similar distance to the east. The site is bounded by Haine Road to the east and Manston Court Road to the north. Haine Road is a mix of industrial and commercial units to the northern end with residential (including some listed buildings) as the road runs southwards. There are some residential dwellings on Manston Court Road to the north west of the site. The site is immediately adjacent to the south western corner of Westwood Cross Retail Park. There is an existing public footpath (TR24) which runs along, but outside the western boundary of the site. The majority of the application site comprises open land currently used for agricultural purposes.

RELEVANT PLANNING HISTORY

No relevant planning history.

PROPOSAL

The application is outline with access points at site boundaries to be considered at this stage with all other matters (appearance, landscaping, layout and scale) reserved for future consideration. It is for the erection of up to 900 dwellings together with a 4,900 sqm commercial centre (comprising use classes A3 (restaurants and cafe) A4 (drinking establishments) A5 (hot food takeaways) B1 (business) C1 (Hotel), D2 (assembly and leisure)), a 1,400 mix use/local centre (comprising use classes A1 (retail) A2 (Financial and professional services) A3 (restaurants and cafe) and D1 (non residential institution) and a 25.05 hectare two form entry primary school, together with ancillary and associated development including new and enhanced pedestrian/cycle routes and open spaces and car parking.

Although the application is in outline form, an indicative masterplan has been submitted to demonstrate how 900 residential units, school and other commercial/retail development could be accommodated within the site. A series of parameter plans has also been submitted. These plans show areas of open space/landscaping throughout the development

including areas of landscaping to the edges of the site. The parameter plans include character areas with higher density and areas of taller buildings concentrated around the centre of the site, with lower density and smaller dwellings adjacent to the boundaries of the site. These will be described in more detail below in the Character and Appearance section of the report. The overall density of the residential development of the site is per 35 dwellings per hectare - but this will vary in the different character areas of the site.

The proposal also include highway works including the provision of a portion of the Manston to Haine Road link and access arrangements from the existing highway network to the proposed development site. These will be considered in more detail in the Highway section of the report.

DEVELOPMENT PLAN POLICIES

Thanet Local Plan – Saved Policies 2006

H1 - Residential Development Sites
H3 - Phasing
H4 - Windfall Sites
H8 - Size and Type of Housing
H14 - Affordable Housing Negotiations on Housing Sites
TC1 - New Retail Development
TC8 - District and Local Centre
TR3 - Provision of Transport Infrastructure
TR4 - New Road and Highway Improvements
TR12 - Cycling
TR16 - Car Parking Provision
D1 - Design Principles
D2 - Landscaping
HE11 - Archaeological Assessment
HE12 - Archaeological Sites and Preservation
SR1 - New Facilities
SR4 - Provision of New Sports Facilities
SR5 - Play Space
SR6 - Amenity Areas
SR10 - Public Open Space
SR12 - Playing Fields
SR13 - Allotments
CC1 - Development in the Countryside
CC2 - Landscape Character Areas
EP5 - Local Air Quality Monitoring
EP7 - Aircraft Noise
EP8 - Aircraft Noise and Residential Development
EP9 - Light Pollution
EP13 - Groundwater Protection Zones
CF2 - Development Contributions

Deposited Draft Local Plan 2019

SP02 - Economic Growth
SP11 - Housing Provision
SP12 - General Housing Policy
SP16 - Westwood Strategic Housing
SP17 - Strategic Housing Site Land fronting Nash and Haine Roads
SP18 - Strategic Housing Site Land at Manston Court Road/Haine Road
SP19 - Type and Size of Dwellings
SP20 - Affordable Housing
SP21 - Development in the Countryside
SP22 - Safeguarding the identity of Thanet's Settlement
SP23 - Landscape Character Areas
SP24 - Green Infrastructure
SP25 - Protection of International and European Designated Sites
SP26 - Strategic Access Management and Monitoring Plan (SAMM)
SP27 - Biodiversity and Geodiversity Assets
SP28 - Biodiversity Opportunity Areas
SP29 - Protection of Open Space
SP30 - Local Green Space
SP31 - Provision of Accessible Natural and Semi Natural Green Space, Parks, Gardens and Recreation Grounds
SP32 - Allotments
SP33 - Quality Development
SP34 - Conservation and Enhancement of Thanet's Historic Environment
SP35 - Climate Change
SP36 - Healthy and Inclusive Communities
SP38 - New Medical Centre at Westwood
SP39 - Community Infrastructure
SP40 - Expansion of Primary and Secondary Schools
SP41 - Safe and Sustainable Travel
SP42 - Accessible Locations
SP43 - Transport Infrastructure
SP44 - Connectivity
SP46 - Strategic Road Network
SP47 - Strategic Routes
E06 - District and Local Centres
GI01 - Protection of Nationally Designated Sites (SSSI) and Marine Conservation Zones (MCZ)
GI04 - Amenity Green Space and Equipped Play Areas
GI06 - Landscaping and Green Infrastructure
QD01 - Sustainable Design
QD02 - General Design Principles
QD03 - Living Conditions
QD04 - Technical Standards
QD05 - Accessible and Adaptable Accommodation
HE01 - Archaeology
CC02 - Surface Water Management
CC04 - Renewal Energy
SE03 - Contaminated Land

SE04 - Groundwater Protection
SE05 - Air Quality
SE06 - Noise Pollution
SE07 - Light Pollution
CM01 - Provision of New Community Facilities
TP01 - Transport Assessments and Travel Plans
TP02 - Walking
TP03 - Cycling
TP06 - Car Parking

NOTIFICATIONS

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

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

- * Affect local ecology;
- * Close to adjoining properties;
- * General dislike of the proposal;
- * Inadequate access;
- * Inadequate parking provision;
- * Inadequate public transport provision;
- * Loss of privacy;
- * Over development;
- * Strain on existing community facilities;
- * Loss of fertile agricultural land;
- * Despite what is stated in the Local Plan, Westwood Cross is not a town centre. This development will be an out of town estate;
- * Greater separation between the proposed development and existing residents should be built in;
- * Negative impact on property values;
- * Distance of the proposed development to public transport links;
- * Doesn't matter how many people object to this application - these houses will be built;
- * No solar panels will be fitted to houses as not economically viable and residents would remove any grey water systems;
- * No thought is given to the water supply;
- * Promised a new road with the Westwood Cross development but this has not happened;
- * Corned that the increase use of the public footpaths in the area from residents of this development could result in disturbance to my agricultural animals;
- * Potential for fly tipping on adjoining land;
- * Need to understand the boundary treatments for the proposed development;
- * Development will destroy the country way of life for residents of this part of Thanet;
- * Out of keeping with the character of the area;
- * Noise nuisance;
- * Properties proposed are unattractive and don't fit in with surrounding properties;

- * Don't need any more shops, restaurants or drinking establishments - an ice rink would be more beneficial;
- * The application site in the Draft Local Plan gave the figure of 700 houses for the allocated site, but the proposal is for 900;
- * The proposal must be considered in conjunction with other proposals in the area;
- * The area will be engulfed by development and will become one large conurbation rather than areas with separate identities:
- * What will happen to bridleways/footpaths?
- * Whilst green space might be provided for the development it is unlikely that people from outside the development would be welcomed;
- * Development will be a commuter town as there are no jobs in the area;
- * What is the definition of affordable housing? These will be occupied by people on benefits making no economic contribution to the area.

Broadstairs Society: Initially did not object or support the application, but commented that there too much information for the proposal to be clearly understood and responded to by members of the public thus not allow full engagement of all parties in the planning process.

Subsequently objected to the application with concerns about the potential level of traffic and congestion surrounding the site leading to a detrimental impact on the quality of life for people living in the area.

Broadstairs and St Peters Town council: Objects to the development for the following reasons:

- * Insufficient information on water, waste management, wildlife and archaeological surveys prior to development;
- * The potential for 2,000 plus cars adding to already unresolved traffic issues and congestion surrounding the site;
- * Detrimental impact on the quality of life for surrounding residents;
- * Information missing from plans; and
- * General dislike of the proposal.

Manton Parish Council: Strongly object for the following reasons:

- * Site should not be named Westwood Village - Haine Village is more appropriate;
- * Manston is a small village that will be surrounded by proposed development;
- * Would be nice to have single storey dwellings nearest Manston Court Road;
- * Loss of agricultural land; and
- * More traffic and cars on roads that are already unsuitable.

Margate Civic Society: Raises extreme concerns. The existing highway access into and out of site is totally inadequate to cope with the massive increase in vehicular movements. The marginal improvements proposed by the applicants are minimal and would not alleviate the problems that would be caused by the development. Consider that major new road(s) would need to be constructed to prevent chaos.

Ramsgate Town Council: Ramsgate Town Council hopes that TDC will work with the developer to bring this phase forward.

Roger Gale MP: Supports the concerns of the local residents in relation for the potential intrusion from the development onto adjoining land - objects to the application.

Cllr Pugh: Supports local residents concerns about the potential for litter to be dropped along cycle paths which could threaten livestock and have a detrimental effect on the surrounding environment. No details of boundary treatment at this stage.

CONSULTATIONS

Ministry of Housing, Communities and Local Government: Have no comments to make on the Environmental Statement.

Campaign for the Protection of Rural England: Thanet District CPRE considers that this application is incomplete (despite the plethora of accompanying material) and premature and should be rejected pending proper consultation and that "early engagement" set out in NPPF and an agreed Transport Strategy that has been the subject of full and comprehensive consultation is essential and vital for a development of this size.

Historic England: No comment. The views of your specialist conservation and archaeological advisers should be sought.

Natural England: Initially requested further information on the wintering bird surveys carried out by the applicant and clarification regarding the mitigation proposed to address recreational pressure impacts to allow the significance of the development on the Thanet Coast Special Protection Area, Ramsar Site and Site of Special Scientific Interest (SSSI) and Sandwich Bay to Hacklinge Marshes Site of Special Scientific Interest. Following the receipt of additional information, no objection is raised subject to confirmation that the appropriate contribution to the Thanet Coast and Sandwich Bay Strategic Access Management and Monitoring (SAMM) project is secured. Agree the submitted Appropriate Assessment.

Sport England: Initial Comment: The occupiers of the new development (especially residential) will generate a demand for sporting provision. New developments should contribute towards meeting the demand that they generate through the provision of on site facilities and/or additional capacity off site. The level and nature of any provision should be informed by a robust evidence base, such as an up to date Sports Facilities Strategy, Playing Pitch Strategy or other relevant needs assessment.

Indoor/built facilities - Sport England's Facilities Calculator (SFC) can help to provide an indication of the likely demand that will be generated by a development for certain facility types. The SFC indicates that the proposed development would generate a demand for 0.15-0.22 Sports halls (£421,444 - £590,021), 0.11-0.15 swimming pools (£461,289 - £645,804), 0.06-0.09 artificial grass pitches (sand/3G £63,093/£69,813 - £88,330 - £97,738) and 0.18-0.25 indoor bowls rinks (£774,750 - £104,650).

Although, it is unclear what will be what sports facilities would be provided at the proposed school, it does not appear that the proposal adequately mitigate the impact of the increase population for indoor/built facilities.

Playing Pitches - Note that the master plan shows a football pitch within the central green space - although it is referred to in the Design and Access Statement as football/rugby pitch. It appears that this provision is not based on a robust assessment of need and no changing facilities are proposed which would limit its use. It is also noted that it would come forward over various phases of the proposed development which is a concern. It appears that a smaller pitch would be provided at the school site and community use of the school could provide changing facilities etc. It is recognised that this might result in the need for the school footprint to be increased, but this would be to the overall benefit of the whole community.

Local demand for playing pitches would not be met by this proposal.

Conclusion - Object. Proposal does not align with Sport England's objective to provide new facilities based on need and the guidance of the NPPF.

Further Comment - Sport England needs to understand what the intended sporting provision would be and how this provision was identified so that the principle of what being provided can be assessed. The sports facilities provided should address existing deficits and address the needs of the future population. Furthermore, understanding the full nature of the provision would then allow the imposition of appropriate conditions relating to the detail such as establishing appropriate ground conditions, facility designs etc. and identifying what should be included in any s.106, which cannot be imposed on Reserved Matters. Although, as you note, some of the exact detail can be addressed at a later stage the principle of what will be provided, and rationale behind that, should be addressed now. Furthermore, if more onsite provision is required this may have an impact on where the access is located. As a result, Sport England's previous comments are still applicable.

Environment Agency: Initially objected to the application on the basis that it involved the use of a non mains foul drainage system which presented an unacceptable risk of pollution to groundwater and that the Drainage and Utility Strategy did not cover foul drainage (over than in relation to possible diversions). Following the receipt of additional information, consider the indicative surface and foul drainage strategy for the proposed development are now acceptable, however further details will need to be agree when full detailed designs are completed. With regard to foul drainage provision, no occupation of premises should be permitted until all necessary connections and upgrades have been agreed and implemented in appropriate timescales with Southern Water.

Southern Water: Records show a public foul sewer, combined sewers and water mains within the site. The exact location of which must be determined by the applicant/developer the layout of the proposed development is finalised. If any sewers are found during construction work, an investigation of its condition and the number of properties served and means of access will need to any ascertained before works continue.

There are no public surface water sewers in the area. Alternative means of draining surface water must be proposed which should not involve disposal to a public foul sewer. Reference is made to drainage using Sustainable Urban Drainage Systems (SUDS). Where a SUDS scheme is to be implemented, the drainage details should be submitted to the Local Planning Authority. These should specify the responsibilities of each party for the implementation of the SUDS scheme, a timetable of implementation and provide a management and maintenance plan for the lifetime of the development.

Any grant of consent should include a condition that development shall not commence until details of the proposed means of foul and surface water sewerage disposal have been submitted to and agreed by the Local Planning Authority.

Wastewater grease trap should be provided on kitchen waste pipes/drain

Southern Water can provide a water supply to the site. A formal application for this is required. This can be secured via an informative.

A desk study has been undertaken in relation to the impact of the additional flows from the proposed development on the existing public sewer network. There is an increased risk of flooding unless any required reinforcement is provided. Southern Water and the developer will need to work together to ensure the delivery of network reinforcements aligns with the proposed occupation of the development. This should be secured via the imposition of a planning condition.

KCC Flood and Water Management: Initially objected as there was no clear statement as to how surface water would be managed and integrated into open space within the development area. Following the receipt of additional information and discussions with the applicants, it is agreed that given the size of the development site that surface water would be able to be managed within its boundaries, however how it is managed will have implications for the layout of the proposed development. Therefore recommend that these matters are addressed as the application proceeds. This requires that any future reserved matters for layout are informed by a detailed surface water layout supported by appropriate groundwater investigation. This requires that each phase of the development manages its own surface water within the area of that phase, unless a phasing plan is submitted which demonstrates the management of surface water across phases for delivery of the development. This would be secured via the imposition of conditions on any grant of planning approval.

Thanet Clinical Commissioning Group (TCCG): Any increase in population has a knock on effect in terms of healthcare and TCCG would seek to apply a financial contribution from the development to meet these extra demands from the development on local primary care health service. TCCG is currently progressing a proposal for a new development in the Westwood Cross area - resulting from a need in that area to meet the demands of new housing planned for the area. The existing primary care infrastructure is ageing and has no capacity to absorb this level of population growth.

The TCCG together with local practices are progressing a scheme to reprovide facilities for those local practices in aging non compliant premises, along with building in capacity for the

increased population growth. The proposed new facility would allow the shift of some acute services into the community serving patients closer to home in line with CCG policies and well as the aims of sustainable development. The new premises would be approximately 600sqm (Gross Internal Area) in size with an estimated development cost of £24 million (based on benchmark development costs). The contribution secured from this development would be used to part fund this development and mitigate the impact of the increase patient population as a result.

The requested contribution is £907,200 based on 900 units with a total occupancy of 2,520 people. The contribution is sought upfront from the application to allow improvement works to be completed in advance of new patients wishing to register and mitigate capacity issues going forward.

Kent Fire Service: Consider that the means of access is satisfactory.

Kent Police: Disappointed to note that the applicants/developers have not engaged with the Designing Out Crime Officers. Recommend a condition or informative is attached to any grant of consent to secure involvement with designing out crime.

Kent Wildlife Trust: No objection, subject to ecological protection and mitigation measures being secured by planning agreement and/or planning condition.

KCC Ecology: Additional information is required in relation to the Golden Plover prior to determination of any planning application. This was necessary to enable an assessment to be made of the application site's functionality as a feeding or roosting resource for golden plovers (as a feature of the Thanet Coast and Sandwich Bay SPA/Ramsar). This species makes use of land outside the designated site, particularly at high tide when intertidal feeding habitat is not available, and at night.

If planning permission is granted, we advise that a condition securing the implementation of ecological enhancements is attached. Developer Contributions will need to be provided due to the increase in dwellings within the zone of influence of a Special Protection Area (SPA).

Protected Species - The ecological report has carried out the required range of protected species surveys and taken into consideration any detrimental impacts. We are satisfied with the conclusions of the ecological report in relation to any potential impacts that the proposed development may have on any protected species or sites. As the site is currently very dense arable farmland, there are limited opportunities for protected species (apart from the ground nesting birds). Advise that a condition is attached ensuring that the lighting design takes biodiversity into consideration.

Statutory Designated Sites - The development includes proposals for new dwellings within the zone of influence (6km) of the Thanet Coast and Sandwich Bay Special Protection Areas (SPAs) and Wetlands of International Importance under the Ramsar Convention (Ramsar Sites). It will need to ensure that the proposals fully adhere to the agreed approach within the Strategic Access Management and Monitoring Strategy (SAMB) to mitigate for additional recreational impacts on the designated sites and to ensure that adequate means are in place to secure the mitigation before first occupation. Subject to this, we would be satisfied that the

proposals may be screened out as not having a likelihood of significant effects upon the designated sites due to recreational impacts.

Further Comment - Further information on the winter bird survey has confirmed that three of the four survey visits carried out in the winter 2015/16 did not coincide with high tide, and did not cover dusk. This, and the lack of survey effort (only 1 visit per month, and not for the full winter period of October to March), confirms that little confidence can be attached to the fact that no golden plovers were recorded.

The Ecology Appendix (White Young Green, November 2018) provides further information, including a data search of previous records, and survey data from Thanet District Council's work to inform the Local Plan. Thanet District Council survey had a greater survey effort than the applicant's and included nocturnal counts. A peak count of two golden plovers was found on the application site on three occasions. Kent Ornithological Society records revealed a higher count of 29 birds, likely to be from the application site, in 2014. The low number of birds lead White Young Green to conclude that the application site is of low value as supporting habitat for the SPA.

It would have been helpful for the applicant to have provided a wintering bird survey that added to the data, so that data from a greater number of years was available. Given that a historic data search does not identify the application site as important for golden plovers, and neither does more recent survey data, we are satisfied that it is of limited value as functionally linked land. It is concluded that its loss is not likely to have a significant effect on the foraging/roosting resource of golden plovers associated with the Thanet Coast and Sandwich Bay SPA/Ramsar.

KCC Minerals and Waste: KCC notes that the area proposed for the mixed-use development does not lie within a Minerals Safeguarding Area as defined in the Kent Minerals and Waste Local Plan 2013-2030. The County Council as Minerals and Waste Planning Authority for Kent therefore raises no objection to the application.

KCC Public Rights of Way: KCC supports the three metre wide dedicated cycle path accommodated along the link road and along Main Street connecting to the link road, which provides a future opportunity to extend the cycle route. KCC also supports the secondary routes, which will incorporate a shared three metre wide foot/cycle path on an informal surface for the public to enjoy recreational activities in green spaces designated within the site. This footpath and cycle provision will facilitate pedestrian and cyclist movement around the development site and go towards creating a wider walking and cycling network, helping encourage sustainable travel patterns in the area.

KCC is pleased to see that provision for walkers and cyclists has been provided within traffic free, wide green corridors of open space in line with Kent Design guidance. However, the orientation of the proposed housing is not clear from the application. In line with Kent Design guidance, new housing should front onto open green spaces that contain pedestrian and cycle routes to maximise natural surveillance and to help facilitate a safer environment for path users. KCC would expect the same surveillance for the existing PRow within the site. Any informal foot/cycle path within the development site that is not a PRow will not be maintained by KCC's PRow and Access Service. KCC would welcome the applicant's

consideration for future management, ownership and responsibility of these green spaces and foot/cycle recreational path surfaces. The applicant will need to clearly identify proposals to facilitate ease of future maintenance and management.

Existing Public Footpath TR24

Public Footpath TR24 would be directly affected by the proposed development. It is not clear from the application how the existing public footpath TR24 will be treated and although the plans appear to show the path within a green corridor, it is not clear if the path will be surfaced by the applicant. The proposed development will have a significant impact on the footpath through increased use and loss of amenity. Users of the route currently experience expansive views across the surrounding countryside, which will be substantially and adversely affected by the proposed development.

Mitigation of this impact can be addressed and the layout improved through the upgrade of TR24 from footpath to bridleway. At this stage, KCC would like the applicant to consider a potential upgrade from footpath to bridleway with additional width dedicated to provide a minimum three metre wide path. KCC understands that a section of this path is outside of the site boundary and if the adjacent landowner is not in favour of the upgrade, Kee will be unable to progress the matter further. However, in that case, KCC would expect the entire length of the footpath TR24 to be surfaced to accommodate a footpath of two metre minimum width.

Where the surfacing work cannot be completed by the applicant as part of the development, KCC requests that additional Section 106 Agreement funding is allocated to enable surface work to be completed along the entire length of the route to help mitigate increased use as the area is developed.

KCC requires the provision of details of any PRow surfacing to be approved by the PRow and Access Service prior to any work taking place.

Public Footpath TR24 crossing Link Road - The development site will incorporate part of the Manston Road to Haine Road link with shared pedestrian cycle route, which KCC supports. KCC's previous comments and PRow Network Map of the 10 August 2017 (appendices 2 and 3) which were provided in response to the EIA Scoping Report for this proposal, expressed concerns regarding the crossing point of this major route over the existing PRow TR24. KCC requests that the applicant provides details of the proposed safe crossing point for PRow TR24 over the link road as part of this application.

Overall, the site access has been well considered in the layout and design development. The aforementioned improvements to the PRow network will further increase the opportunities available to residents for recreation, active travel and exercise. KCC therefore has no objection to the proposal concerning PRow matters, subject to the applicant fully addressing the points raised above.

KCC Highways: Initially objected to the application seeking further clarification on residential trip generation as set out in the Transport Assessment and the modellings used to calculate them.

Following our initial consultation response to this planning application, further discussions have been held and additional submissions received with respect to highway matters.

Development Impact

Sensitivity modelling tests have been completed to encompass our initial comments that were made in relation to the applicants first principles assessment of development impact. This shows that there will be additional impacts on the local road network resulting from this development, although it is appreciated that these do need to be considered/assessed within the framework of the Local Plan and Thanet Transport Strategy.

One point which the Highway Authority continues to disagree with is the assertions within the Transport Assessment (TA) relating to the potential impact on the Manston Court Road corridor. Clearly a development of this size and scale and in this location has the potential to lead to an increase in traffic along this local (semi-rural) highway route, whereas the TA suggests zero traffic impact.

Manston Court Road is subject to traffic calming and constrained geometry, and as such an assumption has been made within the TA that all the traffic accessing the wider A299/A256 corridors will utilise the A256 (Haine Road) corridor until such time that the Manston road to Haine Road link corridor is delivered. It is the view of the Highway Authority that this is overly optimistic. In practice, it is likely that several trips destined for or originating from the A299 will seek to avoid congestion at the Lord of the Manor junction by using Manston Court Road as an alternative access route.

The method of traffic routing as outlined within the TA (using Google Maps) provides a general indication of optimal routing based on current journey times, however when you interrogate this further, there is very little time difference between the two routes (Haine Road vs Manston Court Road). As such a level of professional judgement is necessary.

The TA considers a theoretical scenario where a fully upgraded Manston to Haine link is delivered between the A256 and B2050 Manston Road and this suggests that traffic movements along this corridor would increase considerably. The actual level of impact on Manston Court Road relatively difficult to quantify, as the constrained nature of the road could theoretically contribute towards route choice for traffic accessing to or from the A299. Using the AM peak as an example and if an assumption was made that 50% of the traffic travelling towards the A299 or B2050 (Westbound) uses Manston Court Road, this could equate to approximately 40/50 additional two-way movements on this part of the corridor. This has the potential to increase the level of vehicle interface on this already constrained local route which is subject to numerous pinch points. Clearly this indicates the need for a longer-term solution in the framework of the emerging Local Plan (namely the Manston Road to Haine Road highway link) to manage these potential impacts as such an appropriate contribution towards this longer-term solution is essential.

Considering the current position of the emerging Local Plan and the need for a level of development to come forward to fund necessary highway infrastructure upgrades, the Highway Authority are not recommending a cap on development for this phase of the allocation site in relation to the delivery of the Manston to Haine Road link. However, it is highly likely that the second phase of development within this wider allocation will need to

forward fund the remainder of the Manston to Haine Link, prior to any development taking place (subject to monitoring of traffic impact data as the development and wider Local Plan is delivered).

On balance, the Highway Authority considers that the traffic impacts from this development can be accommodated on the local highway network without severe impact being realised. It is however essential that an appropriate contribution towards strategic infrastructure in line with the emerging Local Plan is secured in full and that there is necessary flexibility in the way in which this funding can be used to mitigate any potential impacts on Manston Court Road (should this be necessary following the occupation of the development).

Walking and Cycling

The comments highlighted in relation to walking and cycling isochrones are noted and agreed. Access can be gained to Westwood by foot/cycle, as such we are comfortable that the site and surrounding services are linked to the wider highway network to the north where many services and amenities are located. Trips to the south/west are unlikely to be undertaken on foot or on cycle. It is however important to consider the site topography, as parts of the site are located on a relatively steep gradient, which will further impact on the desirability of walking/cycling trips to Westwood, adding further justification for the necessary sensitivity test in relation to trip rates as referred to above. It is essential that as each phase of development is progressed, that appropriate footway and cycle links are provided to the wider surrounding highway network. This may require land outside of each specific phase to be used to complete these links.

Bus Access

The site remains outside of the preferred maximum walking distance for public transport access (400m is the optimal walking distance for convenient access) and there are no clear proposals from the applicant to improve public transport accessibility. Therefore, in the short/medium term it is possible that the attractiveness of bus travel may be reduced. Whilst the walking distance to local bus stops is not the only factor that will have a bearing on bus patronage, it remains an extremely influential one. As outlined above, most of the site is located relatively steep gradient, therefore walking journeys to bus stops external from the site are also likely to be more inconvenient (particularly for those with mobility impairments or those with small children), which further impacts on the convenience of bus travel.

Notwithstanding the above, it is unlikely that local bus providers would be prepared to deliver a bespoke service to this site and there is the potential for this walking distance to be improved subject to delivery of previously agreed bus access solutions for the adjacent strategic housing site on Land North of Haine Road. In the longer term, delivery of the Thanet Transport Strategy (TTS), (specifically the Inner Circuit which includes the Manston Road to Haine Road highway link), will provide the opportunity for local bus services to be enhanced in relation to this site, in a commercially sustainable way. On balance, at this stage I do not consider that the less optimal bus access arrangements are objectionable, however this is heavily caveated on appropriate financial contributions and land parcels being secured/agreed in line with the emerging TTS and Local Plan Infrastructure Delivery Plan.

Land requirements/strategic highway contributions

It is important to remember that this site will make a positive contribution to the Thanet Transport Strategy, both through on-site delivery of highway infrastructure and off-site contributions. Notwithstanding this, it is important that any relevant land parcels within the applicant's jurisdiction required to deliver the Inner Circuit are also included as part of any contribution mechanism (this includes any area of land outside of the application boundary which form part of the wider strategic allocation as set out within the emerging Local Plan). This will assist both KCC and TDC when seeking external funding for infrastructure. This can be secured through the associated section 106 agreement. It is essential that the level of contribution is commensurate with the Infrastructure Delivery Plan relating to the emerging Local Plan.

In addition to the above, (if not resolved separately prior to the signing of the section 106 agreement), we would like a clause included pertaining to the provision of land required for KCC to deliver a new footway link between 1 Manston Court Road and the existing housing at Manston Way Walk. The Highway Authority are happy to provide plans outlining the exact area of land required.

Link Road (including Access onto A256 Haine Road)

The Highway Authority are pleased that the applicant has reviewed the link road arrangements to incorporate right turn lanes at any priority junctions. An initial Stage 1 Safety Audit has been undertaken and I am satisfied with initial designer's responses to any points raised. The applicant is positively contributing towards the longer-term needs of the highway network by designing their access arrangements onto the A256 Haine Road with adequate residual capacity to accommodate currently earmarked Local Plan traffic growth. This has been tested using flows extracted from the recently developed Thanet Strategic Highway Model.

Moreover, modelling outputs suggest that the proposed signal junctions within the link road will provide ample capacity to accommodate future traffic flows, however there are still some more detailed design issues that need to be resolved prior to implementation such as: -

- * Removal of uncontrolled right turning vehicles crossing two lanes of traffic, (this would apply to both junctions)
- * The stop lines on both eastbound approaches need to be set further back to accommodate swept paths in a more appropriate way.
- * Any pedestrian crossings / phases would need to be 3.2m wide and staggered to reduce impact on free flow of traffic.

The applicant suggests that detailed element of the application is sought for the access arrangements at either extent of the proposed link road, with internal layout (including the two signal junctions) being left to reserved matters.

An acceptable signal junction layout can be achieved within the proposed limits of deviation (10m) as suggested within the Development Specification. At this stage the applicant has suggested that details relating to this area of concern could be dealt with by appropriately worded planning condition. The Highway Authority require confirmation that the LPA are comfortable with this approach within the framework of the NPPF, which defines access as 'accessibility to and within the site, for vehicles, cycles and pedestrians in terms of

positioning and treatment of access and circulation routes and how these fit into the surrounding access network'. The views of the LPA in relation to this specific point would be welcomed.

Further to the above, it is important that the future needs of bus stopping provision are considered within the internal link road arrangement, however until the wider masterplan for the extended allocation site is progressed, the exact location of these services are unknown at this stage. This should be dealt with by appropriately worded condition (subject to the above).

Interface with other development proposals.

Since this application was first lodged, revised development proposals have been submitted on the Manston Airport Site (application reference TH/18/0660). In addition, an application for a Development Consent Order (DCO) for a cargo airport development on the same site has been submitted to the Planning Inspectorate.

Both development proposals on this site have yet to be determined and fall outside of the current emerging Local Plan allocation strategy, however there will clearly be an interface between these proposals and the Westwood Village site, particularly in relation to the A256 Haine Road junction. This is currently designed to accommodate current Local Plan traffic forecasts and potential cumulative traffic impacts on the existing Manston Court Road corridor.

At this juncture, common ground with respect to highway assessment has yet to be formally reached with either development proposal on the Manston Airport site, therefore reliable sensitivity tests in relation to the local road network impact cannot be undertaken at this time. Given the uncertainty over the future of the Manston Airport Site, it is the view of the Highway Authority that it would be unreasonable to delay determination of this application. The emphasis for assessing and identifying an appropriate mitigation package to address impacts over and above current emerging traffic forecasts, should fall to those sites that fall outside of the emerging Local Plan allocation strategy, however it may be necessary for the junction improvements onto Haine Road to be subject to further revisions (TBC).

Phasing Parameter Plan (WV001-AHR-MP-ZZ-DR-A-92-05)

Phase 1B is located on a part of the local highway network where there are limited pedestrian facilities. For this phase to come forward in advance of Phase 2, there will be a requirement for pedestrian/cycle connections to be provided to the wider footway network to the north (OS Toby Carvery) as part of this phase (using land in Phase 2). This will ensure that appropriate pedestrian facilities are provided on first occupation of this phase of development.

Footpath provision is proposed alongside the Old Haine Road frontage as annotated on the Illustrative Hand-drawn Masterplan / Illustrative Masterplan, however these should also cater for cyclists. Details can be dealt with by condition, but it is relevant to point out, as this will create an additional early infrastructure requirement on 1B if phasing the development in this way. A more natural build out of pedestrian infrastructure could be achieved by building Phase 2 ahead of Phase 1B.

Proposed Access Parameter Plan (WV001-AHR-S0-ZZ-DR-A-92-011)

Only one useable point of vehicle access is proposed to the bulk of the residential development (except Phase 1B which has three separate priority junctions), This means that significant number of dwellings served from a single point of access (until such time that the Manston to Haine Link road link is delivered to link up with the western extent of the site). I consider that alternative emergency access should be provided to Manston Court Road, ideally in or around the location of the indicative pedestrian access to the north or linking into Phases 1A/Phase 3. Another emergency access should also be provided to the southern section (into Old Haine Road).

Proposed Illustrative Masterplan (WV001-AHR-S0-ZZ-DR-A-92-00 - Rev p15)

The Indicated pedestrian routes appear to cross the proposed link road in an area where no crossing facilities are proposed. It would make sense to route these to the proposed signal junctions where pedestrian facilities will be catered for. An alternative way of dealing with this would be to provide priority junctions with right turn lane provision instead of signal crossings (if they operate within operational capacity) and a new pedestrian toucan crossing introduced at a point more aligned with this masterplan. Subject to the above issue relating to internal access/layout being clarified, it may be possible to deal with this issue by condition.

It is understood that two cycleways (one on each side of the central link road) are now being proposed, however this is not indicated on this plan. This should be either secured by condition or clarified ahead of permission being granted.

To encourage sustainable travel within the site and to the wider cycle network in Westwood, the footway routes shown in purple within this plan should be provided as cycle routes. There appears to be ample space available to achieve this within the proposed masterplan.

Please note that there is a line of trees annotated along the length of the proposed internal road network within the highway areas. Whilst these appear to be indicative, it is necessary to point out that they will not be acceptable in the locations shown. Landscaping/planting within highway areas are dealt with through subsequent reserved matters, as street lighting requirements and ongoing maintenance considerations may dictate where and if such features are acceptable to the Highway Authority for adoption.

Please note that given the proximity of the school site to the proposed link road, it is likely that waiting restrictions will need to be imposed, details will which will need to be secured by appropriately worded condition.

There are several points that still require further clarification as outlined above, however subject to these matters being addressed and appropriately worded conditions being imposed and an appropriate contribution mechanism towards strategic highway infrastructure being agreed, the Highway Authority does not wish to oppose this development with respect to highway and transportation matters.

Further suggested matters to be dealt with by appropriately worded conditions: -

* Submission of a Construction Management Plan before the commencement of any development on site to include the following:

- (a) Routing of construction and delivery vehicles to/from site
- (b) Parking and turning areas for construction and delivery vehicles and site personnel
- (c) Timing of deliveries
- (d) Provision of wheel washing facilities
- (e) Temporary traffic management/signage
- (f) Any temporary access arrangements to the site for construction purposes.

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

* Provision and permanent retention of secure, covered cycle parking facilities prior to the use of the site commencing in accordance with details to be submitted to and approved by the Local Planning Authority.

* Completion and maintenance of the access shown on the submitted plans prior to the use of the site commencing, in accordance with details to be submitted to and approved by the Local Planning Authority.

* 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, turning areas and street furniture and bus stops/borders to be laid out and constructed in accordance with details to be submitted to and approved by the Local Planning Authority.

* Details of proposed waiting restrictions within the internal link road and internal street layout to be laid out implemented in accordance with details to be submitted to and approved by the Local Planning Authority

* Full design and geometrical details of the internal link road access including proposed signal junctions within the area of deviation allowed for within the parameter plans to be provided to the LPA and approved in writing prior to the commencement of the development.

* Completion of the following works between a dwelling and the adopted highway prior to 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).

In accordance with details to be submitted to and approved by the Local Planning Authority.

* Provision of appropriate footway/cycleway links to the existing footway for each phase of the development. In accordance with details to be submitted to and approved by the Local Planning Authority.

Please note - Planning permission does not convey any approval for construction of the works within the highway for which a statutory licence/agreement must be obtained. Applicants should contact Kent County Council - Highways and Transportation (web: www.kent.gov.uk/roads_and_transport.aspx or telephone: 03000 418181) in order to obtain the necessary Application Pack.

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

KCC Provision and Delivery of County Council Community Services: The County Council has assessed the implications of this proposal in terms of the delivery of its community services and considers 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.

Education

Primary Education

Once occupied, the proposal will generate up to 252 additional primary school pupils, which together with other new developments in the vicinity, can only be met through the provision of a two Form Entry (2FE) primary school, delivered on a 2.05 ha site. KCC requires that the primary school site be delivered at no cost to KCC, in accordance with KCC site transfer and service requirements.

Secondary Education

Once occupied, the proposal will generate up to 180 secondary school pupils. This need can only be met through the provision of a new secondary school in Thanet, to be provided through Phase 1 of the new secondary school in Thanet.

Table 1 for education provision requirements

Total	Project
Primary Education £5,706,604.00	First FE of new on-site 2FE
Westwood Village Primary School	
Primary Land 2.05ha primary school site delivered at no cost to the County Council in accordance land with KCC transfer and service requirements	
Secondary Education Up to £4,218,300.00	Towards the New Thanet Secondary School

'Applicable' excludes 1 bed units of less than 56 sqm GIA.

Community Services

The proposal will have a significant impact on the community services provided by KCC and a number of contributions are sought by KCC to mitigate the impacts of the increased service use, as set out in the table below.

Table 2 for community service requirements

	Per dwelling	Total	Project
Community Learning	£30.16	£27,144.00	Towards portable teaching equipment and IT for use in the delivery of Adult In local communities in the Ramsgate Area
Youth Service	£43.06	£38,754.00	Towards Quarterdeck Youth centre upgrade to accommodate additional Attendees
Library Bookstock	£188.42	£169,578.00	Towards a new permanent digital 'Makery' room in Thanet providing technology for the public as part of the library digital service
Social Care	£107.06	£96,354.00	Towards expansion of facilities at Age UK Thanet for older people/dementia

9 Wheelchair Adaptable Homes as part of the on site affordable homes delivery

Informative: KCC recommends that all developers work with a telecommunication partner or subcontractor in the early stages of planning for any new development to make sure that Next Generation Access Broadband is a fundamental part of the project. Access to superfast broadband should be thought of as an essential utility for all new homes and businesses and given the same importance as water or power in any development design. Please liaise with a telecom provider to decide the appropriate solution for this development and the availability of the nearest connection point to high speed broadband. KCC understand that major telecommunication providers are now offering Next Generation Access Broadband connections free of charge to the developer.

Further comment - KCC will require the Developer to deal with any archaeological investigations, bear any archaeological costs involved, and ensure the Primary school site is delivered on time without any archaeology constraints. KCC will not pay maintenance charges towards the permanent roads if the developers decide not to adopt them.

The developer/applicant must agree the location of the Primary School site with KCC and submit free hold transfer of site with plan and coordinates upon commencement of development, along with details of site access and licence to KCC to access the site for site investigations. Deliver a duly executed transfer of the primary school to KCC prior to 1st occupation. KCC are unable to forward fund any infrastructure. Development must be paid for by the developer/applicant as build progresses.

KCC Archaeology: The application is supported by an Environmental Statement (ES), which includes assessment of heritage and pre-determination archaeological fieldwork has taken place. The proposed development site does not contain any designated heritage assets, but there is potential for significant, unidentified heritage assets to have survived on the site, or for some of the archaeological remains located on the site to be of national importance. The assessment of archaeology and cultural heritage is acceptable and KCC welcomes the submission of the detailed desk-based assessment and settings, the geophysical report and the trial trenching report. However, the proposed impact on the archaeological resource needs to be clarified and the mitigation needs to be more detailed. It may be that after agreement on preservation of in situ areas, other mitigation measures and on interpretation, cultural heritage can be covered through conditions and measures within a section 106 agreement. At this present time, the mitigation measures are not considered clear or sufficient.

Further Comment: In my letter of 17th January I requested further clarification on the significance of the archaeology located during the Evaluation by CAT and additional overlays showing currently known archaeology and proposed development scheme. I have not received this additional information, so my comments here are based on my interpretation of the current data.

Archaeological remains are likely to survive across the entire site and a general overview has been provided by the DBA, the geophysical survey and the Evaluation. Clarification on character, date, sensitivity and intensity of these remains have been provided with the evaluation, but not significance. However, it does appear that the CAT evaluation has confirmed the presence of the double ring ditch and this is clearly a sensitive burial site.

The CAT evaluation also confirmed the presence of archaeology across the site but there are two particularly intensive areas of activity, mainly prehistoric and Roman but in view of the number of undated features, these particular areas are multi-period. They seem to be mainly settlement in character with some local industrial activity as well. The CAT evaluation report suggests good palaeoenvironmental remains which enhances significance. I suggest these two complex and multi-period settlement zones merit being considered for preservation in situ.

I was pleased to see the double ring ditch highlighted for preservation in situ but I am disappointed that despite there being other areas of open space, the proposed illustrative masterplan does not consider preservation in situ of the two complex settlement zones. I maintain that further positive heritage measures could be considered particularly through some movement of the current open spaces.

I understand it is considered preferable to determination this outline application at this stage with all matters (save for the accesses into the site) reserved for future consideration. I would be happy with this proposal, subject to confirmation that the two complex settlement zones can be considered for preservation in situ in the masterplanning process undertaken post outline consent. From my interpretation of the current masterplan, there are proposed open spaces, such as the school site and the large open space area around a NEAP and a northerly green corridor, which might be able to be moved over the complex settlement zones.

Therefore, I would be happy to accept that archaeology can be covered by conditions and possible S106 Agreement, if the current archaeology can inform the post consent master planning process except the access points. I understand this outline states that all matters are reserved except the access points and as such there should be flexibility and the opportunity to use the archaeological results to inform a revised masterplan.

These conditions are recommended on the basis that the illustrative masterplan currently submitted can be considered for revisions to accommodate the ring ditch and the two complex multi-period activity zones.

If there will be consideration of the use of a S106 Agreement, provision of long term management of the archaeological areas preserved in situ could be included.

TDC Conservation Officer: The application is supported by a cultural heritage statement that sets out the methodology and intention to follow policy requirements and best practice guidance. I consider that the cultural heritage statement meets these requirements by identifying heritage assets affected by the development, assessing their significance and the impact of the proposals on that significance. However, I have concerns on the impact of the heritage assets in particular on the adjacent Haine Farmhouse, the setting of which, in my view, will be significantly affected by the development as set out within the indicative masterplan.

Haine Farmhouse which is a grade II listed building and with five other listed buildings has been identified as being in close proximity to the development site. In my view, the proposed development has the potential to adversely affect the setting of Haine Farmhouse which is located adjacent to the site. Haine Farmhouse is not only aesthetically attractive and historically important but also derives great significance due to the nature of its frontage onto open agricultural land. This setting has remained in place almost as it was at the time it was constructed so including when it was listed.

Historic England's Good Practice Advice Note 3 "The Setting of Heritage Assets" makes it clear that the setting of a heritage asset is the surroundings in which the asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements such as key views, character, history, culture, context as well as visual aspects can contribute to setting.

The proposed development site is in a rural area characterised by ribbon development along the eastern side of Haine Road and northern side of manston Court Road. The rural character of the area is emphasized by the agricultural land between the two roads, views out and across the agricultural land. Haine Farmhouse and its complex of farm buildings form part of that rural character. Whatever the historic setting of Haine Farmhouse may have been and although there is some development in the vicinity because of the extent of this surrounding open land this setting makes a valuable contribution to the significance of the listed building.

The proposal would introduce new built form into undeveloped land that, at present, positively contributes to the rural character and the setting of Haine Farmhouse and other

heritage assets within its vicinity. The proposal would, therefore, erode the present open character of the site and surrounding area. As such, the proposal would detract from the rural and open setting of the listed buildings.

Although the application is outline only and all matters are reserved for future consideration save for the main access points from adjacent highway, the submitted indicative masterplan shows substantial development directly in front of Haine Farmhouse which would materially affect its setting and impinge on the views to its setting across the site.

The cultural heritage statement states that “the development facing Haine Farmhouse has been reduced in density and is now characterised by a country courtyard area with open courtyard style buildings which are informed by the character of local buildings in the area and that the reduced density of this part of the development will help to retain a semi-rural feel. In my view, views of the farmhouse would be reduced to only shirt views in front of the farmhouse and its surrounding buildings. As an outline submission no details designs for individual properties are included at this stage but it is indicated that the dwellings along Haine Road and opposite the listed building will be two storey. The height and layout of the buildings would not afford any reasonable setting and views to the farmhouse. Therefore, the proposed development layout is not respectful of the current context and would have a harmful impact on the setting of Haine Farmhouse.

The proposed landscape boundary treatment of medium height evergreen shrub planting, grass, trees and native hedgerows would also obstruct views. It seems to me that this space would be incidental to the residential development and would not adequately mitigate against the loss of the special quality of the farmhouse’s setting and significance.

There must be special regard to the desirability of preserving the setting of listed buildings in accordance with Section 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990. This statutory duty is reflected in the NPPF which maintains that when considering the impact of a proposed development on the significance of a heritage asset, great weight should be given to the assets conservation, the weight being dependant on the importance of the asset. The Framework identifies that significance can be harmed by alteration or destruction of the asset or development within its setting.

In my view therefore, I have concerns that the proposed development does nothing to protect the setting of the Grade II listed Haine Farmhouse and would harm its setting which makes a valuable contribution to its significance. Given the outline nature of the application consideration should be taken during the actual design stage of the development to leave a sufficient buffer area on the eastern edge of the development opposite the listed building to protect the setting of the farmhouse.

In my view, the setting of the remaining listed buildings within the vicinity of the site would not be significantly harmed due to their location in relation to the site.

TDC Recycling & Waste Manager: Request to be kept in the loop in relation to access and waste storage.

TDC Environmental Health: Following receipt of an updated Air Quality assessment it is confirmed that no objection is raised to the development subject to planning conditions relating to air quality mitigation, emissions statement, Construction Environmental Management Plan and plant and ducting systems.

TDC Housing: The planning statement states that 30% affordable housing will be provided. Councils need to be flexible in the application of planning obligations to ensure schemes are not at risk of being delayed/abandoned.

TDC Strategic Planning Manager: This is part of a wider mixed use allocation in the draft Local Plan (SP18, Reg 19 Publication draft August 2018). The draft plan has now been submitted to the Planning Inspectorate for Examination (Reg 22 - October 2018) and examination hearings are anticipated in the next few months.

The current application only relates to the site which was the subject of consultation in the Preferred Option Revisions to the draft Local Plan in January 2017.

In principle support the development of this site for mixed uses as part of the wider allocation and the suite of strategic sites identified in the draft Local Plan.

However, have two main concerns in relation to the application as submitted:

1. It is essential that the site is allocated in the submitted draft Local Plan delivers all the elements set out in the draft policy, including the secondary school, open space provision and the highway improvements between the site and Manston airport. At present it is not clear how the proposal relates to the rest of the allocated site. The applicants need to set out how this will happen and provide the necessary reassurances that the allocated site will deliver all elements. It may be that this could be done by way of a masterplan for the whole site - as required by the draft Policy SP18; and
2. In particular, concerned that the proposal's contribution to the Inner Circuit should be clearly set out and meet the requirements of the Highway Authority. The Manston - Haine link referred to in the draft policy is important to ensure that the Haine Road corridor is not overloaded, contrary to the Transport Strategy that sits alongside the draft Local Plan.

COMMENTS

This application is reported to Planning Committee as a departure from saved Policy H1 of the Thanet Local Plan 2006 as it is located outside the urban confines and on non previously developed land.

Principle of Development

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that all planning applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The application site is non previously developed land, outside of any defined settlement and considered to be in the countryside for planning purposes. Saved Policy H1 of the Local

Plan requires that residential development on non allocated sites will only be permitted within existing built up confines unless specifically permitted by other local plan policies. Saved Policy CC1 of the Local Plan states that new development will not be permitted unless there be a need for the development that overrides the need to protect the countryside.

However, Government policy in the National Planning Policy Framework (NPPF) states where the development plan is absent or silent or relevant policies are out of date planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits or where specific policies in the NPPF indicate development should be restricted. Government policy in the NPPF states that where a Council cannot currently demonstrate a 5 year supply of housing sites to meet their objectively assessed need, decisions on proposals for new housing development should be made in accordance with the NPPF's presumption in favour of sustainable development. At the time this planning application was submitted (February 2018) the Draft Thanet Local Plan had identified the application site as part of a strategic development areas as well as part of a non strategic housing allocation. These strategic development areas were referred to as 'Land at Manston Court/Haine Road' (Strategic Policy) and 'Land West of Old Haine Road, Ramsgate' (Policy H02A).

In January 2018, Members voted against taking the Draft Local Plan to its publication stage. As a result of this decision, Thanet District Council prepared the Regulation 19 draft Local Plan, which was published for consultation in August 2018. The Regulation 19 Local Plan sought to increase the size/housing capacity of the Strategic Site allocations identified within the previous draft of the Local Plan, including 'Land at Manston Court / Haine Road'. As a result, the Strategic Site allocation for 'Land at Manston Court / Haine Road' has been increased to include the land immediately west of the application site (SP18) and former policy HO2A has now become Policy HO3.

Given the above, the application site now forms part of two sites allocated for development in the Council's Draft Local Plan - land at Manston Court Road/Haine Road (Policy SP18) and land on west side of Old Haine Road, Ramsgate (H03).

Policy SP18 of the plan states that the land is allocated for a mixed use development, comprising up to 1200 new dwellings at a maximum density of 30 dwellings per hectare net and leisure uses. Proposals will be judged and permitted only in accordance with a development brief and masterplan for the whole site integrating with development at the adjoining sites. The masterplan shall incorporate: 1) contributions to provide an internal spine road laid out in accordance with the requirements identified in the draft Transport Strategy (Manston/Haine link.improvement to Westwood Cross road access (Westwood Relief Strategy); 2) A minimum of 10.5ha of open space; 3) Provision on site for a 6 form entry secondary school and 4) ecological surveys of breeding and wintering birds, ecological enhancements based on the results of these surveys and off site mitigation for any loss of ground nesting bird habitats.

Policy H03 of the draft plan - Land on the west side of Old Haine Road, Ramsgate states that the site is allocated for 250 new dwellings at a maximum density of 35 dwellings per hectare net. Proposals will be judged and permitted only in accordance with a development brief and masterplan for the whole site. This will be informed by and address a Transport

Assessment, travel plan and pre-design archaeological evaluation. Appropriately landscaped development would be expected incorporating a soft edge between the site and open countryside. The development will be expected to provide for any highway improvements identified as necessary in the a transport assessment and provide an appropriate off site contribution in respect of Westwood Relief Scheme and the provision, where required of a new school.

Paragraph 48 of the NPPF states that Local Planning Authorities may give weight to relevant policies in emerging plans according to: a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given); b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given)and c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given). The Council submitted the draft Local Plan to the Secretary of State for Communities and Local Government on 30th October 2018, for independent examination. It is considered that these policies are consistent with the NPPF and contribute to the district's housing supply. It is, therefore, considered that whilst the draft plan has limited weight at the current time, it clearly shows the allocations of the sites clearly show the direction of travel for housing development in the district.

As set out above, however, the application site forms only part of each application and it is appropriate to consider the impact of granting consent on part of the allocated sites rather than their whole. Each policy allocation will be considered separately below.

Draft Policy SP18 is a strategic policy for residential and mixed use commercial development which, as a total allocation should provide for 1,200 new homes at a density of 30 dwellings per hectare, a minimum of 10.5 hectares of open space and the provision of a 6 form entry secondary school as well as continuation of the Manston Court Link Road. The policy advises that proposals for the development of the site would be judged against a development brief and masterplan for the whole site. No development brief or masterplan for the whole site has been submitted for consideration. An addendum has, however, been provided to the Planning Statement. This breaks down the application proposals between the two policy allocations and allows consideration of the proposed development against the requirements for the wider strategic allocation. It sets out that the part of the application site within the SP18 policy allocation would provide 660 dwellings and 7.73 units of open space and that the rest of the site could in principle accommodate the remaining required dwellings, open space, continuation of the link road and secondary school to meet the requirements of the policy without resulting in a compromised form of development. Any subsequent application for the rest of the allocated site will be required to provide all remaining elements of the policy, whilst being considered on its own merits.

Loss of Agricultural Land

The NPPF states where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality. The application site comprises undeveloped greenfield land, still actively in use for agricultural purposes. It is considered that the application site falls across two sites which are allocated

for residential and/or mixed use development in the draft Local Plan where the loss of agricultural land has been considered and weighed against the need for housing through the policy process. Notwithstanding this assessment, the loss of the agricultural land will need to be weight against all material planning considerations including the identified need for housing in the district.

Phasing

The applicant has indicated in their submitted documents and phasing parameter plan that they intend to deliver the residential elements in six phases. The submitted information shows that the phasing of development will start from the north east corner of the site, then south of the proposed spine road, fronting Haine Road, the fourth phase continuing along Manston Court Road. The final two phases would be the south and south west where it would largely be adjacent to countryside. The Local and Commercial centres have been identified individually from the residential areas on the Indicative Phasing Plan. The Local Centre is intended to be delivered at in the fourth stage and the Commercial Centre and school within the first phase.

The current plan would phase the development from east to west meaning the development would not appear isolated from the existing development during construction and this would allow for the development of highways infrastructure internally to serve the new development as construction increases. It is considered appropriate to impose a condition to secure the phasing of the development in this manner.

Mix and Type of Units

The application is in outline form and, therefore, the exact unit sizes or types are not being agreed at this stage. Saved Policy H8 of the Thanet Local Plan requires that there should be a mix of dwelling sizes and types to meet a range of community needs. Given the application is at outline stage, the submission does not fix the detail of the mix and type of unit to be provided, and this would need to come forward as part of the reserved matters application. The illustrative mix and types of dwellings has been indicated in the Development Specification to accord with Thanet Strategic Housing Market Assessment 2016 produce for the new local plan. Given the size of the application site, it is considered that the application would be able to meet the requirements of saved Policy H8 in providing a mix of size and type of dwellings.

Policy H8 also requires that 15% of the development is provided as lifetime homes. The lifetime homes standard no longer exists and standards relating to accessible and adaptable homes are now covered by Part M4(2) and M4(3) of the Building Regulations. Government guidance advises that Local Planning Authorities can set out a policy in their Local Plans to secure enhanced accessibility or adaptability by reference to Part M4(2) and/or M4(3) of the Building Regulations. Policy QD05 of the draft Local Plan sets out the Council's policy in this regard - Accessibility provision in new developments as required by Building Regulations Part M4 shall be provided as follows: 1) 10% of new build developments will be expected to be built in compliance with building regulation part M4(2) (accessible and adaptable); 2) Within new build developments which are affordable, a proportion of wheelchair accessible homes; complying with building regulations part M4 (3) (wheelchair user) will be required.

This should be provided as part of the affordable element of the scheme. It is considered that this policy has some weight given the stage the draft Local Plan has reached. Applied to this application for 900 residential unit, it is considered that 90 units should meet Part M4(2) of the building regulations. It is noted that KCC Social Care have requested that 9 of the on site affordable units would be required to meet part M4(3) of the building regulations. The application proposes to provide 50 “specialist housing units” as part of the development. The Design and Access Statement states that this would be an opportunity to “bring new homes to specific niche market such as assisted living for elderly or disabled residents.”. This would contribute to the mix and type of residential units within the application site and it is, therefore, considered acceptable.

Commercial Uses

The application proposes a Local Centre and Commercial Centre within the development which together would comprise a variety of uses A (retail), A2 (Financial and professional services), A3 (restaurants and cafe) A4 (drinking establishments) A5 (hot food takeaways), C1 (Hotel), D1 (non residential institution) and D2 (assembly and leisure). It is noted that Policy SP18 states that there should be an element of leisure provision within the site, it is, however, noted that the application is proposing other uses which would be considered to be town centre uses. The Commercial Centre would be located adjacent to Westwood Cross Town Centre and would read as a continuation of this rather than a stand alone element. The Local Centre would contain uses proposed to serve the day to day needs of residents within the development and, therefore, positively contributes to the sustainability of the development.

Character and Appearance

Paragraph 170 of the NPPF stipulates that the planning system should contribute to and enhance the natural and local environment by, amongst other things, protecting and enhancing valued landscapes. The Planning Practice Guidance (PPG) states where appropriate, Landscape Character Assessments should be prepared to complement Natural England’s National Character Area profiles. Landscape Character Assessment is a tool to help understand the character and local distinctiveness of the landscape and identify the features that give it a sense of place.

Adopted Thanet Local Plan Saved Policy CC2 (Landscape Character Area - Central Chalk Plateau identifies land is characterised by a generally flat or gently undulating landscape, with extensive, unenclosed fields under intensive arable cultivation. It further adds that this area is further defined by the proximity of the edges to the urban area. The policy requires development proposals to take particular care to avoid skyline intrusion and the loss or interruption of long views of the coast and sea. The site is within the countryside.

In terms of emerging policies contained within the Draft Local Plan to 2031 (July 2018) the site remains within the Chalk Plateau (SP18) and the western side of the site within Undulating Chalk Farmland character area.

In this case the application site is open land currently used as agricultural land. Land levels are relatively flat, with a gentle slope towards the north west corner of the site.

The site has been identified as a site suitable for residential/mixed use development through the Draft Local Plan. As such the impact of such development on the surrounding countryside was considered at various stages through the Local Plan process, although it is acknowledged that this is not yet adopted.

The application has been supported by a Landscape Visual Impact Assessment (LVIA). This assessment identifies the predicted landscape and visual effects of the proposal for the LVIA recognised time period of 15 years. The LVIA states that landscape and visual mitigation is achieved by the land use site arrangements- for example building heights and the integrated green infrastructure. It is acknowledged that the initial construction phase and early operational phases the site will be dominated by the built form until vegetation grows to a sufficient height and density to have an effect. The assessment details that the landscape infrastructure will assist in integrating the development into the landscape both on the perimeter of the site as partial screening and within the site where it will contribute in part to restoring landscape features - copses, hedgerows and biodiverse grassland.

Whilst the site will significantly change through its allocation it is appreciated that the site also provides opportunity for landscape planting within the proposed development and to fill in gaps in existing boundary landscaping along together with the provision of new soft landscaping buffers. These will help assimilate the development into the countryside. Furthermore it is acknowledged that there would be an inevitable change in the land use of the application site as a result of the proposed comprehensive residential development being in place, with the removal of the current agricultural land use. However, there would only be major visual effects in extreme close proximity to the site. Generally, the site would have minor and negligible visual effects on the local context and the development would not materially change the fundamental characteristics of the wider landscape or character of Westwood as it would appear as a logical expansion of the urban environment.

In conclusion the LVIA supports the proposed development of the site and the opportunities it presents to successfully integrate the site both visually and in landscape terms with its context.

To summarise the proposed parameter plan shows that the development has been carefully designed to have regard to the potential visual impact on the wider countryside and to existing residents in the surrounding area. There is a natural/semi-natural landscape strip to Manston Court Road and similar, albeit smaller strips to the west and south site boundaries, where it borders open countryside that will provide opportunity for landscaping to ensure the impact of the development is softened. In addition a landscape strip is shown to the Haine Road frontage. From the bisecting the site is a landscape corridor which would have a central focal point; an urban and country park.

It is quite clear that there will be a change to the current open qualities of this landscape with the introduction of a development of this scale. However, the site layout provides opportunities for the western and southern boundaries to be kept open and softened with planting so that the impact of the development from longer views in this direction will be reduced. For this reason it is considered that the proposal will not give rise to unacceptable

visual impact and such complies with the requirements of saved Local Plan Policy CC2 and emerging policy SP23.

Design, layout and density (Parameter Plans)

The application site comprises agricultural land to the southern side of Manston Court Road and western side of Haine Road. The main vehicular access is shown to be from the existing roundabout at Toby Carvery.

The application is in outline with all matters reserved except for access. Consequently details of the proposed appearance, layout and scale of the residential development are not for consideration at this stage. An illustrative masterplan has been provided to demonstrate that the proposed numbers of dwellings, open space and accompanying infrastructure can fit within the site. The application has been supported by a number of parameter plans which show densities, building heights, green infrastructure, phasing and the proposed land uses across the site.

The Development Specification (November 2018) identifies that there would be five character areas each with a different density of residential development;

Urban Heart 33-43 dph

Urban Edge 32-42 dph

Country Courtyards 31-35 dph

Country Edge 32-38 dph

Country Villas 31-35 dph

The upper end density ranges are proposed in the central and north eastern part of the site and lower end ranges are to the south and western parts of the site, abutting countryside.

The average density is 35 dph; which is higher than the Strategic Policy SP18 (maximum of 30 dph). That said, any outline planning permission would set a maximum figure of dwellings should the outline application be successful, and future reserved matters will deal with issues of precise numbers, quality of layout etc. during each phase of reserved matters applications.

Whilst the density is higher than stated within the emerging policy it is considered that the densities demonstrate that they respond to their context of the area and helps to preserve the open and green character of the location. Furthermore the NPPF requires planning decisions to support development that makes efficient use of land and applications that fail to do this should be refused (paras 122 & 123). It is considered the development makes efficient use of the allocated site in accordance with the provisions of the NPPF.

Building Heights

No details on house designs have been provided at this stage. However, the updated Design & Access Statement envisages that the proposal will predominantly take the form of two storey buildings but would also include bungalows (single storey) and one and a half storey cottage style dwelling. Specific areas within the site would have higher buildings; around the boulevard, open spaces and plots adjacent to the entrance of the site. These would range

from 3 to 4 storey buildings. The Design and Access Statement states that this is to achieve a landmark buildings in these particular locations. Officers consider that this approach would reflect the scale and pattern of existing development in the local area and is considered appropriate. Building heights would be controlled through planning condition in relation to the heights parameter plan which reflects the design and access statement, in order that any reserved matters application must accord with these design principles.

Green Infrastructure

Policy SR5 of the Council's Local Plan states that where a development is proposed, which in its completed form would amount to fifty or more residential units, the Council will require the development to incorporate local play area provision on the basis of 0.7 hectares per 1000 population. Such provision will be expected to comprise approximately 36% equipped play area and approximately 64% casual/informal space. Local play area provision should be available within a maximum safe walking distance of 200 metres from any dwelling incorporating one or more child bedspace within the development and should be available for use as such prior to the first occupation of any dwelling served by that play space.

Policy GI04 of the draft Local Plan states that new residential development should make provision for appropriate amenity green space and equipped play areas. In this instance, given that the development proposes some 900 residential units, there would be a requirement for the development to provide Local Areas of Play, Local Equipped Areas of Play, Neighbourhood Equipped Areas of Play and Multi Use Games Area.

Policy SP18 in the draft local plan seeks a minimum provision of 10.5ha across the entire allocation, whilst Policy HO3 does not specify a requirement for a specific amount of open space to be provided, but does state that the disposition that appropriately landscaped development and landscaping will be expected to incorporate a soft edge between the site and open countryside.

The green infrastructure will be an important part of a successful scheme given that the site adjoins the open countryside. The submitted parameter plans indicate that the proposal would provide a central open space in the heart of the development. From this a number of green corridors spread to the edges to link the surroundings, which includes a link at the southern part of the site to join the green corridor which runs through the allocated housing site known as Eurokent (linking to Jackey Bakers recreational ground). At a smaller scale there would be allotments, equipped areas of play and formal parks.

The application proposes some 9.46 hectares of open space (7.73 hectares within the part of the application site within Policy SP18 and 1.73 hectares within the part of the application site within H03). The proportions of open space are in accordance with the requirements of these policies. Planning conditions seeking details of the open space specification and a landscape management plan prior to the commencement of each phase are recommended to be imposed in line with local policies. Details of long term maintenance arrangements for all open space is required to be provided and would be secured through the associated Section 106 agreement.

Sport England's objection to the proposed development is noted. They raise concerns that the provision for open space is not detailed enough for them to understand what is being proposed and whether it would meet their requirements. This is an outline application with all matters except for the details of the proposed accesses to the application site reserved for consideration at the reserved matters stage. This would include details of the sport provision within the site. As set out above, the amount of open space shown to be provided within the application site meets the requirements of the two policies of which it forms part of. Appropriate open space and sports provision within the development is secured via a planning condition which would require details of the proposed open space to be submitted and agreed by the Local Planning Authority. Sport England would be consulted at this stage following the submission of these details.

Proposed land uses

The illustrative Masterplan and parameter plans indicate the line of the spine road running east west through the site, the position of the local centre, school, the open space, and residential development with a network of local estate roads.

The disposition of uses within the site is considered appropriate with the main spine road serving the school, commercial units and main area of open space and houses spreading out in character areas around the site together with smaller domestic roads and areas of open space.

Impact upon designated heritage assets

It is confirmed that the Conservation Officer raises some concern with regard to the impact on the setting of the grade II listed Haine Farmhouse. They advise that Haine Farmhouse is not only aesthetically attractive and historically important, but also derives great significance from its frontage onto open agricultural land. The proposal would bring new built form onto land that is currently undeveloped at present and the Conservation Officer is concerned that this would have a material effect on the setting of the listed building. It is recognised that development on the application site will have some impact on the setting of Haine Farmhouse, but it is noted that the site is allocated for development in the draft Local Plan and its impact on designated heritage assets would have been considered during the allocation process. The applicants have sought to minimise the impact on Haine Farmhouse by identifying the area of proposed development nearest to Haine Farmhouse as Country Courtyard which they describe as characterised by open courtyard style buildings with a semi-rural feel with a density of 31-35 dwellings per hectare. Given the outline nature of the application, it is considered that a form of development, likely to include a buffer area on buffer area to the eastern area of the development opposite the farmhouse, could be achieved which would minimise the impact on the setting of the listed farmhouse and surrounding buildings together with its significance. On this basis, this aspect is considered to be acceptable subject to the determination at reserved matter stage.

The remaining five listed buildings within the vicinity of the site would not be significantly harmed due to their location in relation to and distance from the site.

In principle the indicative site parameter layout plans shows that the number of dwellings can fit on the site alongside a significant degree of informal and formal open space which is in context and will help to assimilate the development into the countryside, with detailed plans to be submitted at the reserved matters stage.

Impact upon Residential Amenity

As the application is in outline with all matters reserved with the exception of access; appearance, layout, scale and landscaping would be considered at the Reserved Matters stage. Notwithstanding this, careful consideration would need to be given to privacy and separation distances between existing and proposed dwellings given the range of different heights of dwellings surrounding the site. This may ultimately affect the type of dwelling proposed in particular circumstances. However, it is considered that the applicant can develop a range of design solutions to protect the residential amenities of surrounding residents.

There are some existing residential properties along Manston Court Road and Haine Road. It is clear that the introduction of built form on the application site would alter the outlook from these properties which is currently of open agricultural land. There is, however, no right in planning terms to a particular outlook and views cannot be protected. It is considered given the scale and nature of the application site that a scheme could be developed at reserved matters stage to minimise the impact on the residential amenities of surrounding occupiers.

The residential amenities for future occupiers also falls to be assessed. As set out above, this is an outline application with only parameter plans submitted at this stage. It is, however, noted that the parameters for the development indicate a large amount of open space spread throughout the site as well as the provision of the primary school and other commercial/leisure elements from the proposal. A more detailed layout of the residential areas has not been provided at this stage so comment regarding the design, appearance provision of private amenity spaces for gardens as well as the necessary parking, waste and recycling requirements of the proposed development cannot be made until reserved matters stage. Given the scale and nature of the application site it is considered that a development could be secured at the reserved matters stage to provide a high standard of accommodation for its future occupiers.

It is noted that there would be some disruption to the residential amenities of residents either in the surrounding area and potential residents on earlier phases of the site during constructions works. These works would, however, be temporary and would be controlled by a construction management plans to minimise disturbance to residents.

Highways and Transportation

As set out above, this application seeks to agree the principle of up to 900 dwellings together with a mix of use classes A1 (retail) A2 (Financial and professional services) A3 (restaurants and cafe) A4 (drinking establishments) A5 (hot food takeaways) B1 (business) C1 (Hotel) D1 (non-residential institution) D2 (assembly and leisure) and a two form entry primary school, together with ancillary and associated development including new and enhanced pedestrian

/ cycle routes and open spaces, car parking and vehicular access with all matters reserved except for save for details for access points at site boundaries.

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

Proposed highway works include the provision of a proportion of the new/improved link road from Manston Road to Haine Road which, in the future, would impact traffic on Manston Court Road and Haine Road corridors. This road would have a series of access points into the proposed development. It is also proposed to provide five new points of access from the existing highway network to the proposed development. A vehicular access would be provided from the existing A256 Haine Road/New Haine Road roundabout to provide access to the majority of the development parcels and this has been designed to accommodate expected traffic flows generated by emerging Local Plan growth. A junction will also be provided on the A256 Haine Road between Star Lane Link/A256 roundabout and A256 Haine Road/New Haine Road roundabout for commercial use only. Three minor points of access will also be provided on Haine Road which would each provide access to circa 20 dwellings only with no through route for traffic.

Highway Capacity

Concerns have been raised by local residents that the proposed development would result in increased congestion on roads surrounding the site.

A Transport Assessment (TA) and other information relating to highways have been submitted to support the application. In looking at highway capacity, the assessment has considered three scenarios - the 2017 baseline position, the position with the development coming forward (without the link road) and the cumulative position of all development and associated infrastructure coming forward. KCC Highways note that the TA has not used the existing Strategic Highways model that was used to assess emerging Local Plan growth, but sensitivity modelling tests have been completed on proposed mitigation using forecast model outputs to end of the emerging Local Plan 2031 (which includes the development on the application site). This shows that there will be additional impacts on the local road network resulting from this development, although these should be considered/assessed within the framework of the Local Plan and Thanet Transport Strategy. KCC Highways do not agree with the assertions within the TA that there will be no additional traffic from the development using Manston Court Road and that all traffic would use Haine Road they would expect a moderate level of traffic to utilise Manston Court Road until a full alternative link road is provided. It is required that a contribution is secured towards the Manston Court Link Road as part of the long term solution for the road network in Thanet as outlined within the emerging Infrastructure Delivery Plan and Thanet Transport Strategy and off site highway works are required to mitigate the traffic impact from this development

The proposed mitigation works include the enlargement of the Toby Carvery and Westwood Cross roundabouts and the provision of a dual link road between the two on both sides of the highway. KCC Highways have agreed that these works are considered acceptable to mitigate the impact of the proposed development and will also accommodate the forecast

impact from emerging Local Plan traffic growth. It is considered that these works must be completed prior to the occupation of any dwelling on the application site which would be accessed from the roundabout, however certain access points could be provided prior to these work being carried out. It is proposed to require a highways works phasing plan to be submitted by condition before any development shall take place, whilst all off-site highways works approved through this application would also be a requirement of the Section 106 agreement for the site, with the timing of delivery of any new provision linked to occupation of housing. These measures are considered adequate to ensure that the development would provide the required infrastructure to serve the needs of the development approved.

In line with the emerging Local Plan and Transport Strategy, a contribution of £5,072,895.55 is required towards the provision of the link road within the site confines or other improvement projects to manage traffic on the Manston Court Road corridor. It is considered that this request meets the tests to be included within the legal agreement for the application and the applicants have agreed this contribution.

Given the above mitigation proposals, there is no empirical evidence to suggest that on balance the development would result in network capacity issues to cause severe congestion as to warrant refusal of the application on this ground. It is also noted that the provision of the portion of the link road (as part of the Thanet Transport Strategy) will not come forward without the associated residential and commercial development to enable this provision. The proposed works and financial contribution towards future off site highway works, are, therefore, considered to mitigate the impact from this development whilst contributing a key new piece of infrastructure towards the Thanet Transport Strategy.

Highway Safety

An independent Stage 1 Road Safety Audit has been carried out and agreed by KCC. It is also noted that no general vehicular access would be provided from the development onto Manston Court Road which, together with the portion of the link road which would be provided as part of the development, would help to manage traffic impacts on this part of the local highway network.

KCC Highways have requested that an emergency access is provided to serve the development given that the main area of the site would be served by only the single access. They advise that this could be an access onto Manston Court Road or could be via one of the three smaller access onto Haine Road (proposed to serve a small number of units). This access would only be required in an emergency and it is considered essential that the provision of such an access is secured through condition at this stage.

It is therefore considered that safe routes for vehicles, pedestrians and cyclists can be secured via appropriate conditions and informatives. A construction highway management plan will be required prior to any development to ensure appropriate management of the construction period including vehicle routing, loading and unloading, parking and other related requirements are secured. As such, it is not considered that there would be any adverse effect from the proposed development on highway safety.

Public Right of Way and Walking and Cycling

There is an existing public footpath (TR24) which runs north to south along the western boundary of the site. It provides a route to Manston Court Road to the north and Spratling Street to the south. The alignment of this footpath would not change as a result of this proposed development. KCC's Public Rights of Way Team have advised that they would like to see this footpath upgraded to a bridleway with a minimum width of 3m. The applicants have advised that they will not upgrade the footpath as part of this application and the public right of way is outside the boundary of the site. The upgrade of this footpath is not required to the development acceptable in accessibility terms and would be a matter for any application submitted on the adjacent site (part of the strategic allocation).

The application submission shows walking, cycling and public transport as integral parts of the draft masterplan for the site, new walking and cycling links both within the site and providing connecting to the surrounding networks, bus friendly design with bus stops along the new proposed spine road and a travel plan to encourage sustainable travel (including a £150 sustainable travel voucher for each household). The parameter plan for access includes a pedestrian access point adjacent to the approved development at the Eurokent site, with the green corridor through that site providing a pedestrian link to Jackey Bakers sport fields and facilities. Whilst the detailed layout will be considered through respective reserved matters applications, the parameter plans and illustrative masterplan demonstrate that the development can provide satisfactory transport infrastructure for non-private vehicle movement to meet the requirement of future residents.

Bus Services

The site is not ideally located in relation to existing commercial bus services. Generally it is reasonable to seek a maximum walking distance of 400 metres for all dwellings to bus stops (to encourage sustainable travel) and there are no clear proposals from the applicant to improve public transport accessibility. Public transport can be accessed within the existing bus hub in Westwood Cross, however this is located over 800 metres from the main site entrance. Therefore in the short term it is possible that the attractiveness of bus travel may be reduced. It is noted that the walking distance to local bus stops are not the only factor that will have a bearing on bus patronage, however, it is considered to be an influential one. As outlined above, much of the site is located on a relatively steep gradient and walking journeys to bus stops located outside the site are likely to be more inconvenient particularly for those with mobility problems or those with small children. It is considered that within the short term that this may have an impact on the level of traffic generated from the site.

Notwithstanding the above, it is considered unlikely that bus providers be prepared to deliver a bespoke service to the development currently proposed and there is the potential for the walking distance to bus stops to be improved subject to the delivery of previously agreed bus access solutions in nearby strategic housing sites. In the longer term, delivery of the Thanet Transport Strategy (TTS), (specifically the Inner Circuit which includes the Manston Road to Haine Road highway link), will provide opportunities for local bus services to be enhanced in relation to this site in a commercially sustainable way. On balance, whilst it is not considered that current bus services in the area are below optimal, it is not considered that this matter alone is sufficient to resist the proposed development given the scope for future bus improvements as part of commuted/future growth.

Provision of land for link road

The application would secure the provision of a proportion of the link road as part of Policy SR18 within the limits of the application site, but would not secure the provision of the link road which would run through the rest of the allocated site to the west of the development. This site is outside the control of the applicant and a contribution has been agreed to be provided towards the construction of this link road (or alternative measures to Manston Court Road corridor). Any proposed application through the adjacent allocated site would be required to provide the rest of this section of the link road required under Policy SR18. The access parameter plan and the development as submitted does not prejudice the link coming forward, whilst providing mitigation to cover the extent of highways impacts resulting from the proposed development, therefore it is not considered reasonable to require the direct provision of the link road or obligation to provide the land for the section outside of the application site but within the Policy allocation.

Other Matters

The proposed work to the network will need to be phased appropriately to minimise disruption to the highway network whilst ensuring the new development is served by the new road network at the appropriate time. Therefore a phasing plan for the highways mitigation will be required prior to the submission of the first reserved matters application.

Overall, KCC Highways has worked closely with the applicants in developing this package of highway works and support the scheme as submitted as it would provide the opportunity to manage new traffic flows in the area whilst alleviating congestion through the proposed delivery of a portion of the new link road. The applicants have advised that they intend to meet KCC Highways guidance in relation to car and cycle parking and this will be submitted for assessment at the reserved matters stage.

In summary, It is expected that the provision of the highway mitigation works - provision of the dual link roads on either side between the Toby Carvery and Westwood Cross roundabouts - would occur prior to the occupation of any dwellings on the application site served off this access and the contribution of £5,072,895.55 is also required towards the provision of the link road within the site or other improvement projects to manage traffic on the Manston Court Road corridor would be secured via the legal agreement for this application. It is considered that the above together with additional highway safeguards secured by condition would mitigate the impact of the proposed development as well as contributing to the better management of more general traffic flows in the area.

Archaeology

Thanet is rich in archaeology and, as the site has been in agricultural use and, therefore largely undisturbed for a number of years, it is considered that there is the potential for archaeological remains to be present on the application site.

The applicants have undertaken a series of archaeological investigations across the site including some trial trenching and a geophysical survey. The survey work carried out

highlighted that were areas of archaeological within the site including an early prehistoric double ring ditch and multi period activity sites in the northern part of the application site.

KCC Archaeology reviewed the submitted archaeological work and they considered the assessment of archaeology and cultural heritage to be acceptable and welcomed the submission of the detailed desk-based assessment and settings, the geophysical report and the trial trenching report. They did, however, advise that the proposed impact on the archaeological resource and proposed mitigation required clarification.

The applicant's submitted some additional information which highlighted that given the outline nature of the application, the proposed development could be designed, where possible, to respect archaeological features allowing their preservation in situ. They advised that the impact on archaeological features could be managed by suitably worded planning conditions at this stage. The applicant has also, subsequently, provided suggested wording for such conditions.

KCC Archaeology have now reviewed the additional information and suggested conditions. They highlight that there are three archaeological features that they are particularly concerned about and would prefer to see preserved in situ if possible - the double ring ditch and the two complex multi-period settlement zones. They advise that they would accept the impact on archaeological features could be covered by conditions given the comfort that all matters are reserved (other than the accesses into the site) for future consideration on the basis that there is scope for the preservation in situ to be considered in the detailed master planning of the area which would come forward at the reserved matters stage. They have agreed conditions to secure a site wide Archaeological Framework, further field evaluation work prior to the development of each phase, protection of archaeological features by fencing prior to the development of each phase and the submission of a Heritage Management Plan (containing a programme of heritage enhancement and interpretation measures together with a timetable for their implementation) prior to the occupation of the first dwelling constructed pursuant to the outline consent.

Ecology and Biodiversity

Para 170 a) of the NPPF states planning decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan).

Concerns have been raised about the impact of the proposed development on local ecology and biodiversity. The application is supported by Ecological information - including the Environmental Statement (ES), Ecological Addendum and Winter bird Survey work. The information in the ES concluded the following:

“The habitats and species within the site and its immediate vicinity have been identified and assessed in line with the Chartered Institute of Ecology and Environmental Management’s Guidelines for Ecological Impact Assessment in the UK and Ireland.

Desk based and field surveys were carried out between February 2015 and October 2016. Statutory designated sites within 10km of the site included Thanet Coast and Bay Ramsar site and Thanet Coast and Sandwich Bay Special Protection Area and Special Area of Conservation. There was one non-statutory designated site within the site, a roadside verge, supporting a range of chalk grassland species. Habitats identified on the site included arable farmland and scattered trees and shrubs. Species identified included breeding birds, wintering birds and bats. No records of reptiles or amphibians, including great crested newts were returned.

Effects of the development on statutory designated sites include pollution from increased volumes of construction traffic potentially impacting on the chemical composition of the sites. However, it is unlikely that high volumes of construction traffic would be using the roads near the site. During operation, there would be an increase in use of these sites, increasing erosion of the sites and disturbance of the species. However, the green spaces associated with the proposed development are anticipated to absorb the majority of the extra visitor pressure.

During construction, an increased volume of traffic is anticipated in the site area. However, traffic modelling has identified that the area containing the designated road verge would not be used by construction vehicles.

Construction activities could risk killing or injuring breeding birds depending on the timing of vegetation clearance. All possible mitigation measures will be implemented to avoid this. Skylark plots (areas of undrilled crop land, proven to boost nesting opportunities for skylarks) are planned to be created on land adjacent prior to construction to replace any habitats lost. During operation, the provision of green spaces and Sustainable Drainage Systems would have a positive impact on breeding and wintering birds, providing habitat and foraging potential.”

Concerns were raised initially on lack of sufficient information/clarification on timings and findings of the wintering bird surveys. Additional information was supplied via the Ecology Addendum using additional information from TDC, Kent Ornithological Society and Kent and Medway Biological Records Centre. It concludes that there would be no change to the summary of the likely effects as set out in the conclusion of the ES.

European sites are afforded protection under the Conservation and Habitats and Species regulations 2010 (as amended the Habitat Regulations) and there is a duty placed upon the competent authority (in this case TDC) to have regard to the potential impact that any project may have on those sites. Projects (therefore planning applications and prior approval) can only be permitted having ascertained that there will be no adverse effect on integrity of the protected area, either alone or in combination with other projects or plans.

Natural England has previously advised that the level of population increase predicted in Thanet should be considered likely to have a significant effect on the interest features for which the Thanet Coast and Sandwich Bay Special Protection Area (SPA) and RAMSAR have been identified.

Thanet District Council produced the 'The Strategic Access Management and Monitoring Plan (SAMM)' to deal with these matters, 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. To enable the Council to be satisfied that proposed residential development will avoid a likely significant effect on the designated sites (due to an increase in recreation) an appropriate assessment for every application proposing an increase in residential units must be undertaken and a financial contribution is required for all additional residential development to contribute to the district wide mitigation strategy (which forms part of the Local Plan). This mitigation has meant residential developments would accord with the Habitat Regulations.

Both Natural England and KCC Biodiversity have been consulted on this application. Following the submission of additional information in relation to the wintering birds surveys, they raise no objection to the impact of the development on the statutory nature conservation sites subject to the financial contribution to mitigate the effect of the development in the SAMM. The applicants have advised that they will provide this contribution

KCC Ecology advise that the ecological information submitted is appropriate and the required range of protected species surveys has been carried out and taken into consideration any detrimental impacts. We are satisfied with the conclusions of the ecological report in relation to any potential impacts that the proposed development may have on any protected species or sites. As the site is currently very dense arable farmland, there are limited opportunities for protected species (apart from the ground nesting birds). They advise that conditions should be attached to any grant of planning permission to ensure that any outdoor lighting scheme takes biodiversity into consideration as well securing ecological/biodiversity enhancements.

Given, the above, it is considered that the development of the site, with the appropriate safeguarding conditions, would not have an adverse effect on biodiversity and protected species. The amount of open space on the site also provides the opportunity for an enhancement of biodiversity through the introduction of native landscaping in accordance with paragraph 175 of the NPPF. This will be considered at reserved matters stage with the submission of landscaping details.

Appropriate Assessment

The Council have undertaken an Appropriate Assessment reflecting all of the information provided and the confirmation of the provision of the financial contribution towards the SAMM. Having considered the proposed mitigation and avoidance measures to be provided in perpetuity in addition to the scale of onsite open space provision proposed, the conclusion of the assessment is that with mitigation and imposition of safeguarding conditions, the project will have no adverse recreational effects on the integrity of the identified European sites alone or in-combination with other proposed development. Natural England have raised no objections to this assessment and therefore the proposed development, subject to the mitigation measures set out, is not restricted by the Conservation of Habitats and Species Regulations 2017.

Contamination

Paragraph 170 e) of the NPPF states planning decisions should contribute to and enhance the natural and local environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality. Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.

The site lies within a Special Protection Zone for public water abstraction. The Environment Agency initially raised concerns about the development and the potential for contamination of the groundwater from foul water from the proposed development. Following the submission of additional information, this objection has been removed.

Air Quality

The UK Air Quality Strategy Regulations 2010 is the method for implementation of the air quality limit values in the UK and provides a framework for improving air quality and protecting human health from the effects of pollution. There is also a requirement, under the Environment Act (1995), for local authorities to periodically review and assess air quality with their area of jurisdiction under the system of Local Air Quality Management (LAQM). This review and assessment of air quality involves an assessing present and likely future air quality against the air quality objectives. If it is predicted that levels at the facade of buildings where members of the public are regularly present are likely to be exceeded, the local authority is required to declare an Air Quality Management Area (AQMA). For each AQMA the local authority is required to produce an Air Quality Action Plan (AQAP). Saved Policy EP5 of the Council's Local Plan relates to Local Air Quality Management. It states that proposals for new development that would result in the national air quality objectives being exceeded will not be permitted and developments that might lead to an exceedance, or significant deterioration in local air quality will require the submission of an Air Quality Assessment. Such assessments should calculate a damage cost for the proposed development. Guidance states that damage costs are a simple way to value changes in air pollution and estimate the cost to society of a change in emissions of different pollutants. Damage costs are provided by pollutant, source and location.

An Air Quality Assessment was submitted to support the application. This stated that part of the application site lies within an AQMA but following the adoption of mitigation measures, the development is not considered to be contrary to any of the national and local planning policies. In line with the requirement of TDC Air Quality Technical Planning Guidance a damage cost assessment was completed which gave a value of £310,166.72 to be used to implement mitigation measures at the development.

The Council's Environmental Health Team assessed the submitted Air Quality Assessment and whilst they agreed the principle of the work, they raised some queries in relation to some of the measurements used to inform the assessment. The assessment has been amended based on the measurements submitted by the Council's Environmental Health Team and a revised damage cost of £435,618.68 calculated.

Environmental Health have confirmed that are now satisfied with the assessment and recommend that conditions are imposed to secure the provision of electric vehicle charging points (for both residential and other elements of the proposed development), the submission of a construction environmental management plan and details of any plant/ducting systems to be installed prior to the commencement of development and the submission of an emissions strategy prior to the first occupation of the development to provide details of how the air quality damage costs are to be used to achieve air quality improvements through the development.

It is considered appropriate to secure the submission of the emissions strategy prior to any reserved matters application as it will inform the development of the detailed design for the site.

Given, the above, it is considered that the development of the site, with the appropriate safeguarding conditions, would not have an adverse effect on air quality in the district.

Flood Risk and drainage

Para 155 of the NPPF refers that inappropriate development in areas at risk of flooding should be avoided. Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future).

The majority of the site lies in Flood Zone 1, thus is at a low risk of flooding. Given the size of the site, however, a site specific Flood Risk Assessment is required to be submitted. The ES contained some flood and drainage information, but both the Environment Agency and KCC Flood and Water Management raised initial objections on the scope of the information submitted, specifically the lack of information in relation to both surface and foul water disposal. Additional Flood and Drainage information was to cover these issues and it concluded that given the size of the development site that surface water would be able to be managed within its boundaries, however how it is managed will have implications for the layout of the proposed development. It is also concluded that the impact on groundwater protection could be managed.

Both the Environment Agency, Southern Water and KCC as the Lead Local Flood Authority have reviewed the information and conclude that issues relating to flooding and drainage can be dealt with via the imposition of conditions on any grant of planning permission.

Additional drainage infrastructure will be required to serve the development, and a condition restricting occupation of the development until sewerage infrastructure is provided is requested by provider Southern Water. Each phase would be restricted in occupation until the infrastructure for that phase has been agreed and provided by condition, to ensure no pollution or flooding would result from the development.

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

Affordable Housing

The Council's Local Plan Policy H14 requires the provision of 30% affordable housing within any development of more than 14 units or over 0.5 hectares in area. The applicants propose to provide the required 30% on site as a mix of 70% affordable rent and 30% shared ownership. The affordable units and their mix would be secured via the Section 106 agreement, which will also include a requirement for 100% of Affordable Rented Units to be let to individuals or families who have been nominated by the Council, in accordance with its published allocations policy. Each reserved matters submission will be required by condition to show the mix, type and distribution of affordable housing across that phase, so ensure that this reflects both the needed type and mix of the Council's SHMA whilst also bring forward units with the open market units.

Crime and Disorder

The NPPF requires that decisions should aim to achieve places which promote safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion. The application is in outline and at this stage raises no issues regarding crime and disorder. Secured by Design principles which will be addressed as part of the Reserved Matters application.

Planning Obligations

Financial Contributions

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

Such financial contributions would need to be secured via a S106 agreement or unilateral undertaking (planning obligation). Regulation 122 of The Community Infrastructure Levy (CIL) 2010 (as amended) states that a planning obligation may only constitute a reason for granting a planning permission for the development if the obligation is (a) necessary to make the development acceptable in planning terms, (b) directly related to the development and (c) fairly and reasonably related in scale and kind to the development proposed.

KCC have been consulted and have advised that there is a need for financial contributions towards primary and secondary education, community learning, youth services, social care and libraries. The primary education contribution would be in the form of £4,535 per house and £1,134 per applicable flat (applicable flats exclude 1 bed flats of less than 50sqm) towards the first form entry of the new two form entry on site primary school and the secondary contribution is up to £4,687 per house and £1,172 per applicable flat (applicable flats exclude 1 bed flats of less than 50sqm) towards the new Thanet secondary school. Need to add ost per house and cost per flat. The community learning contribution is £27,144 (£30.16 per dwelling) towards portable teaching equipment and IT for use in the delivery of Adult Education for local communities in the Ramsgate area. The youth service contribution is £38,754 (£43.06 per dwelling) towards the Quarterdeck Youth Centre upgrade

to accommodate additional attendees and the library contribution is £169,578 (£188.42 per dwelling) towards a new permanent digital makery room in Thanet providing technology for the public as part of the library digital service. A contribution of £96,354 (£107.06 per dwelling) is also sought towards the expansion of facilities at Age UK Thanet for older people/dementia sufferers. The requested contributions are considered to accord with the CIL regulations and the applicants have agreed to pay these contributions.

Thanet District Council has produced 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. 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 recreational activities) and to comply with the Habitat Regulations a financial contribution is required to contribute to the district wide mitigation strategy. It is considered that the request meet the tests for inclusion within a S106 agreement. The contribution required in this instance would be £350 per dwelling totalling £315,000 for the 900 units. The applicants have agreed to pay this contribution and this would be secured through the S106 agreement to accompany any permission.

Thanet's Clinical Commissioning Group (TCCG) have requested a contribution of £907,200 towards partial funding of a new premises in the Westwood Cross area of Thanet. It is considered that this test meets the requirements for inclusion within a S106 agreement and the applicants have agreed to pay this contribution.

A contribution has also been requested by KCC Highways of £5,072,896.55 towards the link Road or other improvements to manage traffic on the Manston Court Road corridor. The applicants have agreed to pay this contribution and it is considered that it meets the tests for inclusion within a S106 agreement.

Other Requirements

KCC has also requested that a site of 2.05 hectares of the application site is delivered to them with no additional costs in accordance with KCC transfer and service requirements to provide a 2 form entry primary school. This request meets the tests for inclusion within a S106 agreement and the applicants have agreed to this request.

A request has also been made by KCC for 9 wheelchair adaptable homes as part of the on site affordable homes delivery. As set out above, Policy QD05 of the draft Local Plan sets out the Council's policy in relation to the adaptable and accessible housing. Using this policy 90 dwellings would be required to built in compliance with building regulations part M4(2) and dwellings in accordance with part M4(3). The applicants have agreed to provide these.

Heads of Terms

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

- * 30% affordable housing (70% affordable rented and 30% shared ownership);
- * 2.05 hectare site for a 2 form entry primary school;
- * £5,706,604.00 towards the first form entry of the new two form entry on site primary school;
- * £4,218,300 towards the new Thanet secondary school;
- * £27,144 (£30.16 per dwelling) towards portable teaching equipment and IT for use in the delivery of Adult Education for local communities in the Ramsgate area;
- * £38,754 (£43.06 per dwelling) towards the Quarterdeck Youth Centre upgrade to accommodate additional attendees;
- * £169,578 (£188.42 per dwelling) towards a new permanent digital makery room in Thanet providing technology for the public as part of the library digital service;
- * A contribution of £96,354 (£107.06 per dwelling) is also sought towards the expansion of facilities at Age UK Thanet for older people/dementia sufferers.
- * £315,000 towards the Special Protection Area;
- * £907,200 towards partial funding of a new premises in the Westwood Cross area of Thanet;
- * £5,072,896.55 towards the link road or other improvement project to manage traffic on Manston Court Road corridor;
- * Provision of open space and play areas and securing long-term maintenance.
- * Off site highway works to be completed in agreement with KCC Highways and Transportation linked to occupation of dwellings on the site - including the enhancement of the two roundabouts and the provision of the dual road links on both sides between them.

Conclusion

Whilst the site lies with the countryside as identified in the Thanet Local Plan 2006, the Council cannot demonstrate a 5 year supply of deliverable sites based on this adopted plan. The site is allocated for residential development through two policies in the draft local plan which has been deposited for examination by the Planning Inspectorate. Whilst the draft local plan does not attract full weight in decision-making as it has not been through full examination and adoption processes, it shows the direction of travel with the draft plan being approved by full Council for submission to the Inspectorate.

The proposed housing development must therefore be viewed in the context of these draft allocation and the test in paragraph 11 of the NPPF, with any adverse impacts of granting permission having to significantly and demonstrably outweigh the benefits from the scheme to withhold permission. The provision of up to 900 no. 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 of the site. In principle the development would not result in significant harm to the living conditions of neighbouring occupiers, with the detailed considerations on individual impacts to be considered at reserved matters stage. The development provide social benefits through the provision of a new primary school, contributions to education, social and health care agreed by the applicant, and 30% onsite affordable housing to be provided. Significant weight is attached in favour of the application due to these social and economic benefits.

In terms of the environmental dimension, the development would result in the loss of countryside and agricultural land, but would be viewed as a logical expansion of the Westwood urban area without fundamentally altering the wider landscape character area.

The density of the proposed development is 35dph across the whole site, which has been demonstrated through the character area to respond to the local context, with the range of building heights shown in the design and access statement appropriate to be conditioned to inform any subsequent reserved matters application. The scheme makes an appropriate provision for open space across the site with amenity areas and requirement for equipped play areas to be provided and secured through conditions and the Section 106 agreement. Any harm to the designated heritage assets on Haine Road can be minimised through the detailed reserved matters on the basis of the parameter plans to be approved. Mitigation towards air quality impact would be secured through agreed planning conditions, with no adverse impact on archaeology or groundwater or drainage/flooding ensured through the agreed planning conditions.

Kent County Council Highways and Transportation raise no principle objection to the development due to the off-site highways works to be provided and the contribution towards the new link road provision to Manston Airport (as well as the provision through the site of the first section of the link). Satisfactory access is provided to the site through the provision of the enlarged roundabout on the Haine Road, with indicative plans of junctions within the site to be conditioned to inform future reserved matters applications. Whilst the development would not secure the full link road area across the whole allocation under Policy SP18, subject to the Section 106 agreement on the timing of the works proposed and contributions to be made, the development under consideration would not result in any significant adverse effect on the highways network either in capacity or safety.

The development of the site, which covers two separate allocations in the new local plan, has been demonstrated by the applicant to not prejudice the wider strategic allocation of 1200 dwellings within Policy SP18 of the draft Local Plan, with the rest of the site able to accommodate the remaining required dwellings, open space and secondary school in principle without result in a compromised form of development. Any subsequent application for the rest of the allocated site will be required to provide all remaining elements of the policy, whilst being considered on its own merits.

Therefore when considering the framework as a whole, the proposal constitutes sustainable development, which the environmental harm identified 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 to officers for approval, subject to the receipt of a satisfactory Section 106 agreement to secure the required planning obligations.

Case Officer

Annabel Hemmings

TITLE: OL/TH/18/0261

Project Land On South Side Of Manston Court Road And West Side Of Haine Road
RAMSGATE Kent

