

A01

R/TH/19/1781

PROPOSAL: Application for the reserved matters pursuant to outline permission OL/TH/17/0150 'Outline application for the erection of up to 23no. dwellings including access' for appearance, landscaping, layout and scale

LOCATION: Land Adjacent To Oakland Court Cottington Road Cliffsend RAMSGATE Kent

WARD: Cliffsend And Pegwell

AGENT: Mr Tracey Kisbee

APPLICANT: Orbit Homes (2020) Ltd

RECOMMENDATION: Approve

Subject to the following conditions:

1 The proposed development shall be carried out in accordance with the following plans:

Drainage strategy plans

- 1322-82-FAH-00-ZZ-DR-C-0007 rev P3
- 1322-82-FAH-00-ZZ-DR-C-0008 rev P3
- 1322-82-FAH-00-ZZ-DR-C-0009 rev P3
- 1322-82-FAH-00-ZZ-DR-C-0010 rev P3
- 1322-82-FAH-00-ZZ-DR-C-0011 rev P2
- 1322-82-FAH-00-ZZ-DR-C-0012 rev P3

Highway plans and details received 18 June 2018, and numbered:

- 1322-82-FAH-00-ZZ-DR-C-0002 rev P8
- 1322-82-FAH-00-ZZ-DR-C-0014 rev P6
- 1322-82-FAH-00-ZZ-DR-C-0016 rev P5
- Construction Management Plan (with Appendix 02 rev 1 Traffic Management Plan and Appendix 03 rev 2 Site Logistics Plan)
- 1322-82-FAH-00-ZZ-DR-C-0001 rev P8

Street lighting plan received 22 July 2020, and numbered:

- 132282-1002 rev D
- 14125

Electric vehicle charging plan received 22 July 2020, and numbered:

19-0741-87 P3

Amended site, landscaping and affordable housing plans received 18 June 2020, and numbered:

- 19-0741-81 P3
- 19-0741-82 P5
- 19-0741-83 P3
- 19-0741-84 P2
- 19-0741-85 P2
- 19-0741-86 P2

Amended elevation and floor plans received 18 June 2020 and 07 August 2020, and numbered:

19-0741-152, 19-0741-153, 19-0741-200 P2, 19-0741-201 P1, 19-0741-202 P2, 19-0741-203 P2, 19-0741-205 P2, 19-0741-206 P2, 19-0741-207 P2, 19-0741-208 P2, 19-0741-209 P2, 19-0741-210 P2, 19-0741-211 P2, 19-0741-212 P2, 19-0741-213 P2, 19-0741-215 P2, 19-0741-216 P2, 19-0741-217 P1, 19-0741-218 P1, 19-0741-220 P2, 19-0741-221 P2, 19-0741-222 P2, 19-0741-223 P2, 19-0741-224 P1, 19-0741-225 P1, 19-0741-226 P1, 19-0741-227, 19-0741-228.

Site section plans received 18 June 2020, and numbered:

- 19-0741-95 C
- 19-0741-96 C

GROUND;

To secure the proper development of the area.

2 Prior to the first occupation of the development hereby permitted, the biodiversity enhancements as identified on plan numbered 19/0741-86 Rev P2 shall be provided, and thereafter maintained.

GROUND:

In the interests of biodiversity, in accordance with Policies QD02 and SP30 of the Thanet Local Plan, and the advice as contained within the NPPF.

3 Prior to the first occupation of the development hereby permitted, a detailed landscaping plan shall be submitted to, and approved in writing by, the Local Planning Authority. The landscaping plan shall include:

- the landscaping buffer (min 3m depth) to the northern boundary of the site, which should contain both deciduous and evergreen native trees and hedgerow;
- hedgerows and tree planting within the planting buffer located adjacent to the western boundary of the site,
- native hedgerow planting along the southern and eastern boundaries of the site,
- a 2m high boundary treatment along the eastern boundary of the site, in locations where a boundary of this height does not currently exist,
- landscaping to be provided within the attenuation ponds to achieve a multi-functional design,
- permeable paving to all parking spaces and parking courts.

GROUND:

In the interests of the visual amenities of the area and to adequately integrate the development into the environment in accordance with Policies QD02 and GI04 of the Thanet Local Plan

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

GROUND:

In the interests of the visual amenities of the area and to adequately integrate the development into the environment in accordance with Policies QD02 and GI04 of the Thanet Local Plan

5 A landscape management plan (including long term design objectives), management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its approved use. The amenity areas shall be managed in accordance with the approved landscape management plan in perpetuity.

GROUND:

In the interests of the visual amenities of the area and to adequately integrate the development into the environment in accordance with Policies QD02 and GI04 of the Thanet Local Plan

6 The electric vehicle charging points as shown on the approved plan numbered 19-0741-87 Rev P3 shall be provided prior to the first occupation of the development hereby permitted and thereafter maintained; with details of the design to be submitted to, and approved in writing by, the Local Planning Authority, and thereafter implemented.

GROUND:

To protect air quality, in accordance with Policy SP14 of the Thanet Local Plan and the advice as contained within the NPPF

7 Prior to the first occupation of the development hereby permitted, details of the cycle parking, which shall be in the form of one space per affordable rented flat, and one space per bedroom within each affordable rent house, shall be submitted to and approved in writing by the Local Planning Authority. The details shall be implemented as approved.

GROUND:

To promote cycling as an alternative form of transport, in accordance with Policy TP03 and SP43 of the Thanet Local Plan

8 The development hereby permitted shall be constructed to a high standard of energy efficiency to the equivalent of Level 4 of the Code for Sustainable Homes.

GROUND:

All new buildings and conversions of existing buildings must be designed to reduce emissions of greenhouse gases and have resilience to function in a changing climate, in accordance with Policy QD01 of the Thanet Local Plan.

9 Prior to the construction of the external surfaces of the development hereby approved, samples of the materials to be used, which shall include red brick, black cladding, slate, clay tiles and render, shall be submitted to, and approved in writing by, the Local Planning Authority. Development shall be carried out in accordance with the approved samples, unless otherwise agreed in writing by the Local Planning Authority.

GROUND:

In the interests of visual amenity in accordance with Policy QD02 of the Thanet Local Plan

10 All new window and door openings shall be set within a reveal of not less than 75mm.

GROUND:

In the interests of visual amenity in accordance with Policy QD02 of the Thanet Local Plan

11 Prior to the installation of the attenuation drainage basin, details of the preventative measures intended to be used to avoid a breeding ground for mosquitos shall be submitted to, and approved in writing by, the Local Planning Authority. The design of the drainage basin shall incorporate the approved preventative measures.

GROUND:

In the interests of human health, in accordance with the strategic objectives of the Thanet Local Plan.

12 The development hereby permitted shall be constructed in order to meet the required technical standard for water efficiency of 110litres/person/day, thereby Part G2 Part 36 (2b) of Schedule 1 Regulation 36 to the Building Regulations 2010, as amended, applies.

GROUND:

Thanet is within a water stress area as identified by the Environment Agency, and therefore new developments will be expected to meet the water efficiency optional requirement of 110litre

13 The windows to be provided in the eastern elevations of unit nos. 22 and 23 within the development hereby permitted shall be non-opening below 1.73m above the finished internal floor level, and provided and maintained with obscured glass to a minimum level of obscurity to conform to Pilkington Glass level 4 or equivalent; and shall be installed prior to the first occupation of the development hereby permitted and permanently retained thereafter.

GROUND:

To safeguard the residential amenities currently enjoyed by the occupiers of nearby residential properties in accordance with Policy QD03 of the Thanet Local Plan.

14 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order), no windows or other openings shall be inserted within the eastern elevations of units numbered 21, 22 and 23 hereby approved without the prior written permission of the Local Planning Authority.

GROUND:

To safeguard the residential amenities currently enjoyed by the occupiers of nearby residential properties in accordance with Policy QD03 of the Thanet Local Plan.

SITE, LOCATION AND DESCRIPTION

The site consists of 0.9 hectares located within the southern half of Cliffsend village, on an area of land currently in agricultural use. The site is to the south of Cottington Road, with existing residential development to the east of the site, and opposite the site to the north, and agricultural land to the west and south of the site, which is surrounded by St. Augustine's Golf Course. Residential development to the side and opposite the site is predominantly detached, and either single storey or 2-storey in height.

RELEVANT PLANNING HISTORY

OL/TH/17/0150 - Outline application for the erection of up to 23no. dwellings including access, with all other matters reserved - GRANTED - 17th August 2018

PROPOSED DEVELOPMENT

The application is in reserved matters form, with the principle of development and the proposed access to the development having previously been approved. This application is for the consideration of the appearance, scale, layout, and landscaping only.

The proposal is for the erection of 23no. units, including flats, terraced, semi-detached, and detached units. The units are served by a single access point onto Cottington Road. The units are 2-storey in height, and provide a range of unit sizes, including 2no. 1-bed flats, 4no. 2-bed, 15no. 3-bed, and 2no. 4-bed houses.

In terms of design, the units are of a traditional design with pitched roofs, and are to be constructed using brickwork, weatherboarding, render, clay tiles and slate, along with UPVC windows, and composite doors.

DEVELOPMENT PLAN POLICIES

Thanet Local Plan 2020

SP01 - Spatial Strategy - Housing
SP24 - Development in the Countryside
SP26 - Landscape Character Areas
SP29 - Strategic Access Management and Monitoring Plan (SAMM)
SP30 - Biodiversity and Geodiversity Assets
SP35 - Quality Development
H01 - Housing Development
QD01 - Sustainable Design
QD02 - General Design Principles
QD03 - Living Conditions
QD04 - Technical Standards
QD05 - Accessible and Adaptable Accommodation
CC02 - Flood Risk
GI04 - Amenity Space
TP02 - Walking
TP03 - Cycling
TP06 - Car Parking

NOTIFICATIONS

Neighbouring occupiers have been notified and a site notice posted. Eleven letters of objection have been received raising the following concerns:

- Overlooking to Oakland Court, properties adjoining the boundary should be single storey in height,
- Strip of land incorrectly included within the boundary of the development,
- Affordable housing should only be made available to Cliffsend residents,
- No details provided on mitigation strategy for mosquitos, electric vehicle charging points per dwelling, road widening,
- Impact on property values,
- Terraced properties and higher density development are out of keeping with the area,
- 100% affordable units will be out of character,
- Lack of infrastructure and facilities within the village to support the housing,
- Reduction in the off-site contributions to mitigate the impact of the development,
- Impact from street lighting.

CONSULTATIONS

KCC Highways - (Final comment)

I refer to the amended plans submitted for the above on 9th,10th and 22nd July and confirm the proposals are now acceptable. The site layout provides suitable access and sufficient parking to ensure that unacceptable on-street parking on the highway is unlikely to occur. The streets coloured pink on the plans are intended to be offered for adoption by the Highway Authority.

The amended Construction Management Plan is also acceptable. Access arrangements from Cottington Road and the associated highway improvements were approved in the outline application, and will be implemented by the developer through a s.278 agreement with the Highway Authority. I therefore now have no objections in respect of highway matters.

I note that cycle parking details are yet to be resolved.

(Interim comment)

I refer to the amended plans submitted for the above on 23rd June and would advise that items 1-3 and 7 of my previous comments dated 28th April, as reproduced below, are still to be resolved:

1. As previously requested a footway is required across the end of the turning arm outside plots 14/18.
2. The extent of proposed highway adoption should include the forward visibility envelopes around the bends.
3. As previously requested driver visibility splays of 18 metres x 2 metres x 18 metres are required at each private access off the adoptable road, with no obstructions over 1 metre above carriageway level. Pedestrian visibility splays of 1 metre x 1 metre are required behind the footway on each side of each private access with no obstructions over 0.6 metres above footway level. These all appear achievable and can therefore be confirmed with suitable notes on the site plan rather than each splay being individually shown.
7. As previously advised condition 24 requires the provision of 1 electric vehicle charging point for each property with dedicated parking. The proposals include only a suitable consumer unit and ducting to allow future provision of a charging point.

I wish to place a holding objection until the above matters have been satisfactorily resolved. With regard to the street lighting I understand the applicant intends to resolve this through the s.278 and s.38 submissions, however I would advise that they will need to ensure the street lighting details/design required in s.278 and s.38 terms will not conflict with particular requirements of the planning condition relating to a lighting design strategy for biodiversity.

(Interim comment)

I refer to the amended plans received for the above on 21st April and would comment as follows:

1. As previously requested a footway is required across the end of the turning arm outside plots 14/18.
2. The extent of proposed highway adoption should include the forward visibility envelopes around the bends.
3. As previously requested driver visibility splays of 18 metres x 2 metres x 18 metres are

required at each private access off the adoptable road, with no obstructions over 1 metre above carriageway level. Pedestrian visibility splays of 1 metre x 1 metre are required behind the footway on each side of each private access with no obstructions over 0.6 metres above footway level. These all appear achievable and can therefore be confirmed with suitable notes on the site plan rather than each splay being individually shown.

4. The tracking for the refuse vehicle shown appears to require it to overhang the footway around the bends in the road, which is not acceptable. It also appears the vehicle has to adopt a single, 'perfect' position in order to use the proposed turning head, which is unlikely to occur in practice. The road layout therefore needs amending to resolve these issues. I also note there does not appear to have been any consultation by the applicant with the refuse collection authority in relation to the potential need for a larger vehicle to be accommodated, and this may also have a bearing on the road layout.

5. As previously requested swept paths should be provide showing two cars being able to pass each other on the bends in the access road.

6. As previously advised the remote parking location for plot 8 and tandem parking arrangements for plots 6,7 and 20-22 are likely to lead to unacceptable on-street parking on the bend and in the turning head of the adoptable highway.

7. As previously advised condition 24 requires the provision of 1 electric vehicle charging point for each property with dedicated parking. The proposals include only a suitable consumer unit and ducting to allow future provision of a charging point.

I wish to place a holding objection until the above matters have been satisfactorily resolved. The revised Construction Traffic Management and Logistics plans are acceptable subject to the caveat that HGV's should use the route to/from the west whenever possible.

(initial comment)

I refer to the above planning application and would comment as follows:

1. The widening of Cottington Road at the site access and to the west of the same, as agreed through the outline permission, does not appear to have been accounted for in the site plan submitted. This would potentially impact on the proposed site layout and should therefore be shown and dimensioned on the plans.

2. The proposed extent of street to be adopted by the highway authority should be indicated. It has been assumed in the comments below that the adoption will encompass the entire street up to plots 12/20.

3. Dimensions of the proposed carriageways, footways, verges, etc. should be provided. A carriageway width of 4.8 metres would be acceptable subject to vehicle tracking. Indicative gradients of carriageway, footways and private drives/parking spaces should also be provided.

4. The footway on the south side of the road should continue round to plot 14, including around the turning head.

5. The access road should form a bend outside plots 2/5/8 and the access to plots 3-5 should be a shared private drive served off a vehicle crossing. The bend provides speed restraint and there is therefore no necessity for a raised table.

6. Forward visibility of 18 metres is required around the bends outside plots 8 and 11.

7. Driver visibility splays of 18 metres x 2 metres x 18 metres are required at each private access off the adoptable road, with no obstructions over 1 metre above carriageway level. Pedestrian visibility splays of 1 metre x 1 metre are required behind the footway on each side of each private access with no obstructions over 0.6 metres above footway level. These all appear achievable and can therefore be confirmed with suitable notes on the site plan rather than each splay being individually shown.

8. Vehicle swept paths should be submitted to demonstrate that a large refuse vehicle can suitably negotiate the site access to/from Cottington Road and the internal access road. We require checking for an 11.4 metre refuse vehicle, however the applicant should consult with the refuse collection authority as they may require access for a larger vehicle.

9. Swept paths should also be submitted to show that two cars can pass each other at the Cottington Road access and around the bends in the internal access road.

10. Whilst the total number of parking spaces proposed is in accordance with Kent Design Interim Guidance Note 3 for a village/rural situation, the following matters need resolving in order to prevent unacceptable parking on the adoptable highway:

The parking for plots 8, 11 and 12 is too remote from the dwellings it serves;

Plots 1, 2, 5-7, 9-13 and 20-22 should each have two independently accessible spaces. Some tandem parking arrangements may be acceptable if an additional 1 unallocated space is provided per two dwellings;

The limited distribution of visitor parking means there is a lack of such parking for plots 1/2/6/7 and 12/13/20/21,

Parking spaces should be a minimum of 5 metres long x 2.5 metres wide, increased to 2.7 metres where bounded by walls/fences/landscaping on one side, 2.9 metres where bounded by such obstructions on both sides, and 3.2 metres where the space also serves as the pedestrian route to/from a front door. A note should be added to the site plan confirming these dimensions are to be provided.

11. I note that access for maintenance is shown to the west of plot 3. It is assumed that this is in relation to the proposed drainage features and details of the largest size of vehicle and frequency of visits should be provided. Swept paths for the largest vehicle should be provided and it should be noted that the width and construction of the adoptable road may need to be enhanced to accommodate such vehicles.

12. Condition 24 requires the provision of 1 electric vehicle charging point for each property with dedicated parking. The proposals include only a suitable consumer unit and ducting to allow future provision of a charging point.

13. Secure, covered cycle parking should be provided at a minimum of 1 space per bedroom.

14. Bearing in mind the lighting strategy indicated, the applicant is strongly advised to discuss street lighting requirements for the adoptable streets with our Street Lighting Team.

15. The Construction Management Plan is noted however, we would wish to see as many HGV's as possible routed to/from the west rather than through the village, although it is accepted that there is a height restriction at the railway bridge in Cottington Road. The CMP is therefore not agreed at this time and the applicant is advised to contact Paul Valek in our Network Operations Team to arrange a meeting in order to discuss and agree the details of the CMP.

I wish to place a holding objection until the above matters have been satisfactorily resolved.

KCC Biodiversity - (final comment) We advise that sufficient information has been provided to determine the planning application.

An Updated Preliminary Ecological Appraisal and Precautionary Mitigation Strategy (ecus; December 2019) has been submitted with the planning application and it has made a number of recommendations to enhance the site for biodiversity including recommendations for species to be planted within the boundary hedgerow.

When we originally commented we raised concerns that site plan had not demonstrated that the ecological enhancement recommendations would be implemented.

An updated landscaping plan and biodiversity enhancement plan has been submitted and the

documents have confirmed the following will be incorporated into the site:

- o Native species within the landscape planting - particular along the northern and western boundaries.
- o 3 bat boxes
- o 8 bird boxes
- o Hedgehog holes
- o 5 log piles.

We strongly recommend that hedgehog holes are incorporated into all boundaries, within each dwelling, and not just in 5 places to enable movement of terrestrial species through the site. We recommend that this is incorporated into the site but do not require the plan to be Updated.

We advise that we will provide more detailed comments on the Updated Preliminary Ecological Appraisal and Precautionary Mitigation Strategy when we comment on the discharge of condition 8 of planning application OL/TH/17/0150.

(initial comment)

We advise that additional information is required prior to the determination of this reserve matters application.

An Updated Preliminary Ecological Appraisal and Precautionary Mitigation Strategy (ecus; December 2019) has been submitted with the planning application and it has made a number of recommendations to enhance the site for biodiversity including recommendations for species to be planted within the boundary hedgerow.

We advise that submitted landscaping plan does not demonstrate that the ecological enhancements will be incorporated into the site and the planting plan does not demonstrate that the recommended species have been incorporated in to the hedgerow. We advise that the landscaping plan is updated to reflect the recommendations of the Updated Preliminary Ecological Appraisal and Precautionary Mitigation Strategy.

We advise that we will provide more detailed comments on the Updated Preliminary Ecological Appraisal and Precautionary Mitigation Strategy when we comment on the discharge of condition 8 of planning application OL/TH/17/0150.

Historic England - On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.

KCC Archaeology -I can confirm that I have no objection to the amendments. For information archaeological excavation works are presently under way on this site and the proposed layout is being taken account of in discussions with the contractors regarding the scope of works. My previous advice with respect to the archaeological condition and the agreed Written Scheme of Investigation remains relevant.

KCC SUDs - Thank you for the clarification with respect to the Drainage Strategy submitted. Our previous response referred to a later appendix which reflects the drainage strategy submitted at outline. We provided an updated response as follows:

The current application is supported by a Drainage Strategy report prepared by Fairhurst Consulting Engineers (December 2019). The Drainage Strategy Sheets 1 through 4 (Drawing 132282-FAH-00-ZZ-DR-C-0007, 0008, 0009, 0010 Rev P3) which covers both applications 19/1780 and 19/1781, are generally consistent with the outline drainage strategy prepared by R J Fillingham Associates submitted in July 2017 for the outline application. The drainage strategy drawing relies upon limited extents of permeable paving, with attenuation and controlled discharge to a public sewer at a rate of 7.4 l/s.

Kent County Council as Lead Local Flood Authority have the following comments:

a) The Drainage Construction Details (Drawing 132282-FAH-00-ZZ-DR-C-0115 Rev P1) indicates the inclusion of a liner. The soakage results returned infiltration rates of the order of 10-6 m/s which though poor may provide for some loss to the ground and may be workable with permeable pavement. We would therefore strongly recommend that a membrane is not included within the drainage design, unless other reasons are provided for the inclusion.

b) The proposed landscaping plan prepared by OSG Architecture (Drawing 19/0741-84, December 2019) prepared for the south side of Cottington Road does not include the

surface water drainage features. It indicates that parking areas will be block paved but does not include permeable pavement as a surface Finish.

c) The Drainage Strategy Appendix A.2 includes Microdrainage calculations for the proposed drainage design for the entire of the drainage system which serves both proposed developments within applications 19/1780 and 19/1781. These calculations are consistent with KCC policy. A flood volume is shown to occur at one of the last manholes on the drainage system for the 1 in 100 year plus 40% climate change event.

From a surface water drainage perspective there is sufficient space provided within the layout as proposed to manage surface water generated by the development, though there are matters which will need to be confirmed at detailed design and with further submissions for discharge of the surface water drainage condition required under the outline approval.

We would recommend that full consideration is given to the landscaping of the basins and promotion of multi-functional design. We would reiterate our previous comments that the attenuation ponds proposed do not promote a multi-functional feature as required within the NPPF. We would recommend that information is sought to the landscaping proposed within the attenuation ponds to provide amenity, landscape and biodiversity benefits.

We have no objection to the approval of the layout as proposed in relation to requirements for surface water management but would recommend that further information is sought in relation to landscape matters. It is our expectation that other matters discussed above are addressed prior to submission of information to discharge Condition 10.

This response has been provided using the best knowledge and information submitted as part of the planning application at the time of responding and is reliant on the accuracy of that information.

Environment Agency - We have no comments to make on this planning application as it falls outside our remit as a statutory planning consultee.

Southern Water - Southern Water would have no objections to the reserved matters application access for appearance, landscaping, layout and scale.

The submitted drainage layout (132282-FAH-00-ZZ-DR-C-0011 Rev-P2) shows surface water flows from basin connecting to public surface water sewer. Southern Water will not accept discharge/overflow from basin or any open water features. Also, the design of drainage should ensure that no land drainage or groundwater is to enter public sewers.

Kent Police - The design is for a cul-de-sac and if not linked by footpaths "leaky" they can be very safe environments where evidence confirms that residents benefit from lower crime. This can be compromised however, if they back onto open land e.g. railway lines or fields, are poorly lit or in this case access can be achieved via a maintenance access route. Therefore we suggest the applicant/agent applies for accreditation with Secured by Design (SBD) www.securedbydesign.com. SBD is the UK Police flagship initiative combining differing levels of security. To meet SBD physical security requirements, doorsets and windows must be certified by an approved independent third-party certification body e.g.

(UKAS). This exceeds ADQ that only requires testing to PAS 24: 2012. Independently certificated products that meet recognised security standards have been responsible for consistently high reductions in crime as verified by numerous independent academic research studies.

If this application is to be approved we request a Condition be included to address the points below and show a clear audit trail for Design for Crime Prevention and Community Safety to meet our and Local Authority statutory duties under Section 17 of the Crime and Disorder Act 1998. Having reviewed the application on-line the following issues need to be addressed including:

1. The layout requires suitable boundary treatments. The development must ensure that the routes through the site have appropriate vehicle mitigation to avoid Anti-Social cycling, quad or motorbike opportunity must be incorporated. This can also help reduce opportunity for damage to the landscape and ecology and buffer strips.
2. The plans for a maintenance route need to be addressed. The installation of bollards will not be adequate to negate this.
3. Some house types lack side elevation windows to provide natural surveillance opportunity.
4. Perimeter, boundary and divisional treatments to be 1.8m high with lockable gates as far forward to the building line as possible to minimise the opportunity for crime. There are "alleyways" between units e.g. 9 and 100 and 11 and 12, in order not create recesses that can attract crime and ASB, these routes need a lockable front gate as near as possible to the front building line.
5. Corner Properties that can be reached by passers-by require defensible space.
6. Parking spaces would benefit from increased natural surveillance from ground floor "active" windows in the residences that the parking spaces serve. For 'active' we mean "rooms in building elevations from which there is direct and regular visual connection between the room and parking space. Spaces for unit 11 are poorly sited for the residential unit and spaces 18 and 19 for example, have very limited natural surveillance. Visitor spaces should be signed as such to avoid them becoming "owned" by the nearest residential unit.
7. The electric charging points should be sited to provide safe, lit and secure spaces.
8. The lighting plan should be approved by a Member of the ILP or the Society of Light and Lighting. Where developments lack appropriate lighting, homeowners install security lighting that can detrimentally affect a lighting plan and cause light pollution.
9. All external doorsets to be PAS 24: 2016 certified. All windows on the ground floor and any that are potentially vulnerable to climbing must also meet PAS 24: 2016 certified.
10. If approved, site security is required for the construction phase. There is a duty for the

principle contractor "to take reasonable steps to prevent access by unauthorised persons to the construction suite" under the Construction (Design and Management) Regulations 2007. The site security should incorporate plant, machinery, supplies, tools and other vehicles and be site specific to geography and site requirements.

If the points above are not addressed, they can affect the development and local policing. Current levels of reported crime have been taken into account.

This information is provided by Kent Police DOCO's and refers to situational crime prevention. This advice focuses on CPTED and Community Safety with regard to this specific planning application.

TDC Strategic Housing - I have spoken with Orbit Housing about this scheme, and Strategic Housing supports the delivery of affordable housing on this site.

TDC Environmental Health - I have reviewed the Environmental Noise Assessment; and am satisfied that providing the mitigation measures set out in Table 6.2 are applied to the dwellings they will be adequately safeguarded against environmental noise.

I have also reviewed the proposed site plan ref 19-0741-87 Rev P2 showing Electric Vehicle Charging point provision which satisfies the OL condition in this regard.

TDC Conservation Officer - I have no objections to the work proposed due to the existing built form of the area as well as physical distance away from the heritage asset.

COMMENTS

The application has been called in by Cllr Brenda Rogers, to enable Members to consider the issues of overlooking, affordable housing and the impact upon the surrounding area.

Character and Appearance

Layout

The proposed layout includes a central access point onto Cottington Road (as previously approved), which extends into a cul-de-sac. All development fronts either the road or turning heads, and corner plots have been amended so that they achieve dual frontages to the access road. A range of units types have been used across the site. Whilst semi-detached and detached units are more characteristic of the area, there is also some evidence of terraced dwellings in nearby Earlsmead Crescent, and therefore such unit types are not completely out of keeping with the area. Only one terraced block of three units is proposed, and this is located towards the centre of the site and will therefore have limited visual impact. Given the low density nature of the development, large spaces between units has been achieved, creating a spacious form of development, in keeping with the rural character of the village.

The proposed dwellings are set behind the landscaping strip to the front of the site, and are therefore unable to front Cottington Road. When standing at the access point onto Cottington Road, views through the site towards the open countryside beyond will be possible, which will give the impression of a spacious form of development that is in keeping with its rural location.

The unit types have been mixed throughout the development so that there is no concentration of a particular unit type within any area. All open space is overlooked in some form, providing for natural surveillance.

In terms of parking, all units other than units 15, 16 and 17 have parking provision within their curtilage. For these units the parking spaces are within a small parking court close to the properties. Visitor parking mainly has a layby layout, with a few spaces also within the parking courts. The parking courts will be screened by low hedge planting, and will therefore have limited visibility.

Kent Police have raised concerns with the layout, and provided advice on improving natural surveillance, and providing boundary treatment. Through the amendments additional windows have been added within side elevations, which has improved the natural surveillance. Boundary treatment will be addressed through the landscaping submission at condition stage. The agent has further advised that they have agreed to up the security level of all windows and doors to PAS 2016 rather than PAS 2012, which is the current building regulations level, and that they have lodged their Secured by Design application with the Police.

Overall the layout is considered to be in keeping with the surrounding pattern of development, whilst achieving a safe and spacious form of development that is characteristic of its rural setting. The proposed layout is therefore considered to be acceptable, and in accordance with Policy QD02 of the Thanet Local Plan, and paragraph 127 of the NPPF.

Scale

The units are all 2-storey in height, as required through condition 22 of the outline consent. Two-storey development is characteristic of and in keeping with the surrounding area, and is therefore considered to be acceptable.

Appearance

The proposal consists of a more traditional pitched roof form of development. A simple design approach has been used with limited detailing within the elevation, although features such as bay windows and porches have been used to achieve variety in the building form and add interest. At least 5no. building types have been used within the development, and within these there are slight variations to the fenestration and materials. There is a mix in both gabled fronted unit types and those with hipped roofs. Given the simplicity of the design it is quite important that the casement windows are set within a reveal, with 75mm having been agreed by the agent. The application doesn't have a road frontage onto Cottington Road, and is therefore quite self isolated, meaning that the development is not tied into conforming with the design of surrounding development. Side elevations of the development

will be seen along Cottington Rod, and amendments have been made to introduce first floor windows within the side elevations allowing for some natural surveillance of the road area and design interest within these visible elevations. In terms of materials, the intention is to use brickwork, render weatherboarding, clay tiles and slate, along with UPVC windows, and composite doors. White weatherboarding was originally proposed, but concern was raised that this would appear out of keeping with its countryside location, and could stand out in long distance views towards the site across the open countryside to the side and rear. The weatherboarding colour has therefore been amended to black. Similarly the light coloured yellow brick has been omitted leaving just the two differing red bricks.

Overall, the variation in unit types and materials has resulted in a good quality development that is well suited to its village location, in accordance with Policy QD02 of the Thanet Local Plan, and paragraph 127 of the NPPF.

Landscaping

A visual impact assessment was submitted with the outline application, with the recommendations of the report, (which took into account the recommendations of the Historic Landscape Assessment) being the provision of a landscaped frontage to the northern boundary on Cottington Road, with the development set back from the road; a small tree belt along the western boundary; and native hedgerow planting to the southern and eastern boundaries. Condition 26 of the outline consent requires the provision of a 3m deep landscaping strip to the north, along with the western tree belt and hedgerow planting. A basic landscaping plan has been submitted with the application, which shows a 3m to 6m depth landscaping strip to the front of the site, along with a 10m wide planting buffer to the west of the site. Hedge planting is also shown upon the plan to the south and east. The annotations show some tree planting within this space, although specific detail on the number and species of the trees have not been fully provided. As such, whilst the plan is acceptable for the purposes of the layout, a condition requiring full details of this planted area is required, along with a condition enforcing its provision and a landscape management condition.

Policy GI04 of the Thanet Local Plan requires that new residential development make provision for appropriate amenity green space, which for this development equates to 345sqm. An equipped play area is not required on this site as the number of units fall below the threshold to require this within the 2006 Local Plan Policy (used in the determination of the outline application). The submitted plans show the provision of amenity space adjoining the boundaries of the site, with the majority of the space to the west of the site within the 10m buffer zone. This area equates to 625sqm, and is in addition to the small area of open space located to the south of the site (289sqm). This equates to 914sqm, which exceeds the minimum requirement statement within Policy GI04 of the Thanet Local Plan, and is therefore acceptable.

In terms of hard surfacing, tarmac has been used for all access roads and visitor parking areas, which is unfortunate given the village location of the site; however, block paving has been used for the communal parking areas and all driveways, which will break up the extent of hard surfacing and limited its visual impact.

Impact upon the Designated Heritage Asset

Condition 21 of the outline consent required that an updated Historic Landscape Assessment be submitted with the reserved matters application, which took into account the impact of the proposed development upon the Grade II Listed St. Augustine's Cross. An updated Historic Landscape Assessment has been submitted, which states that whilst the top of the built form will be perceptible within the landscape from the cross, this would not affect the significance of the asset, or the ability to appreciate that significance. Measures such as the introduction of the landscape buffer at the western edge of the site will reduce the visibility of the development from within the immediate surroundings and wider setting of the asset. As such the assessment concludes that there is expected to be no harm to the significance of the Grade II Listed St. Augustine's Cross.

The Conservation Officer and Historic England both raise no objections to the proposed development, and therefore the impact upon the Grade II Listed St. Augustine's Cross is considered to be acceptable, and in accordance with Policy HE03 of the Thanet Local Plan.

Living Conditions

Neighbouring occupiers

Given the distance to neighbouring properties from the proposed development, the impact upon light and outlook is considered to be acceptable, with the main issue being that of overlooking. There are fields to the west and south of the application site, so the only residents likely to be affected are those within Oakland Court to the east, and those opposite in Beech Grove. Nos. 10-12 Oakland Court are likely to be the units most affected by the proposed development. Plans have been amended to increase the distance to these properties, and remove fenestration where there would be direct overlooking of these properties.

Between the rear elevation of units 22 and 23, and nos. 10 and 11 Oakland Court there is a distance of 21.5m. This distance increases to 29m between the rear elevation of unit 21 and no. 12 Oakland Court. This distance meets the minimum guideline distance that is typically used to assess neighbouring privacy; however, it is appreciated that the neighbouring residents are not currently overlooked, and that this is a rural location where greater privacy is expected. For this reason the unit designs have also been amended. Both units 22 and 23 have been amended so that the rear first floor windows facing the neighbours are obscure glazed only, and non-opening below 1.7m from the internal ground level. Plot 21 has also been amended with the first floor window relocated to the side elevation, removing any windows within the first floor rear elevation. On the basis of these amendments the impact upon neighbouring privacy for properties in Oakland Court is considered to be acceptable.

There is a distance of at least 30m between the side elevation of the proposed dwellings and the properties opposite in Beech Grove. Only secondary or obscure glazed windows are contained within the side elevations of the proposed dwellings, so the impact upon neighbouring privacy for properties in Beech Grove is not considered to be significant.

In terms of noise and disturbance, the residential use of the development is compatible with the adjacent residential use. The only potential noise impact would be from vehicle

movements within the site; however, the access road is far enough from neighbours to limit this impact, and the turning court areas are modest in size, with the largest one adjacent to Cottington Road and not neighbouring residents, and therefore is unlikely to cause significant harm.

Light pollution has been raised by neighbouring residents as a potential concern. A lighting strategy has been submitted with the application which considers lighting within the access road. Along the boundary KCC Biodiversity have previously raised concerns with the impact that strong lighting could have on biodiversity, and have advised that a lighting strategy be submitted via a condition on the outline consent for light sensitive areas. The lighting strategy submitted with this application has identified the light sensitive areas as being along the eastern boundary adjoining Oakland Court residents, and opposite the site in Cottington Road, and therefore further details will be submitted, which is likely to show reduced lighting levels in these areas, thereby causing limited harm to neighbouring occupiers.

Overall the impact to neighbouring residents is considered to be acceptable, and in accordance with Policy QD03 of the Thanet Local Plan, and paragraph 127 of the NPPF.

Future occupiers

When considering the future occupiers of the development, all of the units meet the nationally described space standards, as required under Policy QD04 of the Thanet Local Plan. Each property is provided with doorstep playspace in accordance with Policy GI04 of the Thanet Local Plan.

A noise assessment has been carried out to determine noise control measures to protect occupants against noise ingress from the local environment. These have been measured from the railway, A256, and Cottington Road. The road traffic along Richborough Way was found to be the dominant noise source, with some additional noise contribution from Cottington Rd and the railway; however, an acceptable acoustic environment is still expected within habitable spaces, and the prediction of noise levels within the rear garden areas are in line with current guidance. As such the impact upon the amenity of future occupants is considered to be acceptable and in accordance with Policy QD03 of the Thanet Local Plan, and paragraph 127 of the NPPF.

Transportation

The vehicular access point into the site, along with the highway impact resulting from the additional 231no. units, was assessed through the outline application, with the impact considered to be acceptable, subject to safeguarding conditions and highway improvement works including the widening of Cottington Road, provision of footpaths and a crossing point in Oakland Court, and the creation of a safe access into the development site.

This application considers the highway impact from the proposed layout. Amendments have been sought by KCC identifying the adoptable area of road and footpaths; forward visibility of 18m around bends; driver visibility of 18m x 2m x 18m to each private access; vehicle swept paths for refuse vehicles; improvements to parking space design and layout; electric vehicle charging points for each dwelling; and covered cycle parking provision. Details of the

lighting strategy for the adoptable roads were also requested bearing in mind the biodiversity comments made within the outline application, where concerns were raised with the potential impact on biodiversity from proposed lighting within sensitive areas.

Amended plans and additional details have since been submitted. KCC Highways has advised that the site layout as amended provides suitable access and sufficient parking to ensure that unacceptable on-street parking on the highway is unlikely to occur. The adoptable highway plan, lighting strategy and amended construction management plan have also been agreed.

The amended plans show the provision of 2no. off-street parking spaces per dwellinghouse, one off-street parking space per flat, and 10no. visitor parking spaces. All of the parking spaces associated with the dwellings will be provided with an electric vehicle charging point, and at least one of the visitor parking spaces will also be able to serve an electric vehicle. Cycle parking provision is yet to be provided, but this can easily be accommodated within the garden area of each unit.

Following these amendments, and on the basis that highway improvements will be made through a s.278 agreement (as agreed through the outline consent and as highlighted above), the impact upon highway safety is considered to be acceptable, and in accordance with the NPPF.

Affordable Housing

Through the outline application, 30% affordable housing on site was secured. The site has since been purchased by Orbit Housing Provider, who intend to provide the whole site as affordable housing, including 22% rented and 78% shared ownership.

Condition 23 of the outline consent required that details of the location and size of the affordable units be submitted as part of the reserved matters application. A plan has been submitted identifying the location of the rented units. They are located towards the centre of the site with a terraced block of three units and a pair of semi-detached units. The Strategic Housing Officer has no concerns with the location of these units.

Concerns have been raised by residents regarding the use of the whole site for affordable units. Whilst valid concerns can be raised if the number of affordable units do not meet the minimum requirement stated within Local Plan Policy, there are no planning grounds upon which to object to an increased number of affordable units as no maximum limit is set within the policy. The provision of additional affordable units upon a site would normally be encouraged in areas where there would be no significant impact upon the community mix as there is a local need within the district for affordable units. The Council's Housing, Homelessness, and Rough Sleeper Strategy was adopted this month, with information on the current affordable housing need. The strategy advises that as of 30 September 2019, there were 2,354 households on the housing register, and of these, 309 households have an urgent or serious housing need. The number of rented units upon the site only exceed the expected number of rented units through the outline consent by 3no. units, and it is not considered that this increase will detrimentally impact upon the community. Given the lack of

policy objection, and the urgent housing need for these affordable units within the district, the affordable provision proposed is considered to be acceptable.

Concern has been raised by neighbouring residents as to the occupation criteria of these affordable units, and query whether the units will be exclusively for Cliffsend residents. Within the S.106 agreement linked to the outline consent there is a requirement that the Council be afforded 100% nomination rights for the units in accordance with the current allocation policy. Whilst this doesn't guarantee that all future occupants will be area linked, there is scope for consideration to be given to the area links.

Size and Type of Housing

The proposal includes a range of unit types, including flats, terraced units, semi-detached and detached units; and a range of unit sizes, including 2no. 1-bed flats, 4no. 2-bed, 15no. 3-bed, and 2no. 4-bed units. Policy SP22 of the Thanet Local Plan requires new development to provide an appropriate mix of market and affordable housing types and sizes that has regard to the Strategic Housing Market Assessment 2016. The mix of unit sizes proposed is more typical of the market need than the affordable need, with the largest number of units 3-bed and not 1-bed, the greatest affordable need. However, a higher density development of 1-bed flats would not be characteristic of this rural edged site, and therefore some flexibility is required when balancing the need for the unit sizes with the visual impact. It is intended that 78% of the units would be shared ownership, and therefore it is likely that a higher number of larger units will be needed on the site than that suggested through the policy for affordable units. On balance, the size and type of units proposed is considered to be acceptable given the wide range proposed and the character of the surrounding area.

Policy QD05 of the Thanet Local Plan requires that there is accessibility provision within new developments, with 10% of new build development expected to be built in compliance with building regulation part M4(2) accessible and adaptable dwellings, and 5% of affordable housing units expected to be built in compliance with building regulations part M4(3) wheelchair user dwellings. The agent has confirmed that 15% of the units would be constructed in compliance with M4(2), and one unit will be constructed as a wheelchair user dwelling, which equates to 5% of the affordable units approved through the outline application. The proposal therefore complies with Policy QD05 of the Thanet Local Plan.

Drainage

Southern Water and the Environment Agency have raised no objections. KCC SUDs has advised that from a surface water drainage perspective they are of the view that there is sufficient space provided within the layout to manage the surface water generated by the development, and that they will comment on the design at the detailed design stage via the condition submission linked to the outline consent.

KCC has recommended that full consideration be given to the landscaping of the basins and the promotion of multi-functional design, and suggest that information is sought on the landscaping proposed within the attenuation ponds in order to achieve amenity, landscape and biodiversity benefits. Further details of the attenuation ponds are therefore sought

through the detailed landscaping condition. Subject to this condition, and the details to be considered via the outline conditions, the impact upon flood risk is considered to be acceptable and in accordance with Policy CC02 of the Thanet Local Plan.

Biodiversity

An updated Preliminary Ecological Appraisal and Precautionary Mitigation Strategy (ecus; December 2019) has been submitted with this application, which has made a number of recommendations to enhance the site for biodiversity. These include the planting of native species, the provision of six bat boxes, to be incorporated into the building design, a minimum of eight bird boxes of different designs to be incorporated into the landscape plan, and hedgehog holes within garden fences. KCC Biodiversity were consulted, who advised that the landscaping plan be updated to reflect the recommendations of the Updated Preliminary Ecological Appraisal and Precautionary Mitigation Strategy.

An updated biodiversity enhancement plan and site plan have been submitted, which provides new native species planting within the site, 3no. integrated bat boxes, 8no. integrated/tree bird boxes, 5no. log piles, and hedgehog holes in all fences. KCC Biodiversity have advised that they are satisfied that the enhancements detailed within the Updated Preliminary Ecological Appraisal and Precautionary Mitigation Strategy will be incorporated into the site, and therefore raise no objections.

The impact upon biodiversity is therefore considered to be acceptable, and in accordance with Policy SP30 of the Thanet Local Plan.

Other Issues

The proposed development is being provided on land falling outside of the archaeological exclusion zone, in accordance with condition 29 of the outline consent.

Issues have been raised in relation to the density of development proposed, and the lack of infrastructure and facilities within the village to support the housing, however these issues were all covered through the outline application. The impact upon house values has also been raised but this is not a planning issue.

Conclusion

The proposed layout of the development is considered to be in keeping with the surrounding pattern of development, and the proposed scale and appearance of the development is considered to be in keeping with the rural character and appearance of the surrounding area. The general landscaping proposal is considered acceptable, although further details of this will be required at condition stage.

Whilst the proposal includes the provision of 100% affordable housing, this is considered to be a positive element that provides significant social benefits, and for which there is no policy concern.

Given the distance to neighbours, boundary landscaping, and the presence of only obscure glazed non-opening windows within the elevations facing neighbouring properties, the impact upon neighbouring amenity is considered to be acceptable.

The impact upon highway safety is considered acceptable, with adequate off-street parking provision; and the impact upon biodiversity and flood risk raise no concerns.

Overall the proposal is considered to be in accordance with the Thanet Local Plan, specifically Policies QD02 and QD03, along with the NPPF, and it is therefore recommended that members approve the application.

Case Officer

Emma Fibbens

TITLE: R/TH/19/1781

Project Land Adjacent To Oakland Court Cottington Road Cliffsend RAMSGATE Kent

