

A01

R/TH/20/0174

PROPOSAL: Reserved matters application pursuant to permission
OL/TH/15/0788 (Outline application for the erection of 153
LOCATION: dwellings with all matters reserved) for the approval of access,
appearance, landscaping, layout and scale

Westwood Lodge Poorhole Lane BROADSTAIRS Kent CT10
2PP

WARD: St Peters

AGENT: Mr Daniel Sharp

APPLICANT: Rooksmead Residential Limited

RECOMMENDATION: Approve

Subject to the following conditions:

1 The proposed development shall be carried out in accordance with the submitted application and the approved drawings numbered:

Received 20/04/21

Site Layout	0053-WH-MP-XX-DR-A-1000-S4 Rev P05
Fire tracking & Parking Strategy Plan	0053-WH-MP-XX-DR-A-1001-S4 Rev P05
Materials & Boundary Treatment Plan	0053-WH-MP-XX-DR-A-1002-S4 Rev P05
Refuse Management Strategy Plan	0053-WH-MP-XX-DR-A-1004-S4 Rev P05
Elevational Treatment Character Plan	0053-WH-MP-XX-DR-A-1005-S4 Rev P06
Street Scenes 'A-A' 'B-B' 'C-C'	0053-WH-MP-XX-DR-A-1006-S4 Rev P01
Retained Land Plan	0053-WH-MP-XX-DR-A-1007-S4 Rev P04
Temporary Access Rights Plan	0053-WH-MP-XX-DR-A-1008-S4 Rev P04
Permanent Access Rights Plan	0053-WH-MP-XX-DR-A-1009-S4 Rev P04
Proposed Demolition Plan	0053-WH-MP-XX-DR-A-1010 S4 Rev P02
Soft Works GA	2925-01-003 Rev G
Soft Works GA Plant species and densities	2925-01-004 Rev B
Hard Landscape Plan	2925-01-002 Rev F
Landscape Masterplan	2925-01-001 Rev G
Visibility Splays & Cyclist Forward Visibility	AMA/20854/SK006.2
Affordable Tenure Plan	0053-WH-MP-XX-DR-A-1003-S4 Rev P05
Block 5 Standard Elevations	0053-WH-05-EL-DR-A-2014-S4 Rev P02
Block 10 Frontage Elevations	0053-WH-10-EL-DR-A-2019-S4 Rev P02
Block 11 Frontage Elevations	0053-WH-11-EL-DR-A-2020-S4 Rev P02
Block 12 Frontage Elevations	0053-WH-12-EL-DR-A-2021-S4 Rev P02
Block 13 Frontage Elevations	0053-WH-13-EL-DR-A-2022-S4 Rev P02
Block 15 Special Detailing Elevations	0053-WH-15-EL-DR-A-2024-S4 Rev P02
Block 16 Special Detailing Elevations	0053-WH-16-EL-DR-A-2025-S4 Rev P02

Block 17 Special Detailing Elevations	0053-WH-17-EL-DR-A-2026-S4 Rev P02
Block 18 Hipped Roof Elevations	0053-WH-18-EL-DR-A-2027-S4 Rev P02
Block 22 Hipped Roof Special Detail Elevations	0053-WH-22-EL-DR-A-2031-S4 Rev P02
Malden Floor Plans	0053-WH-H1-PL-DR-A-1010-S4 Rev P01
Enfield Floor Plans	0053-WH-H3-PL-DR-A-1011-S4 Rev P02

Received 12/02/21

Emergency Vehicle Swept Path Analysis	AMA/20854/A/TR005
Visibility Splays	AMA/20854/SK001.1
Forward Visibility Splays	AMA/20854/SK001.3
Large Refuse Vehicle Swept Path Analysis	AMA/20854/ATR001
Large Refuse Vehicle Swept Path Analysis	AMA/20854/ATR002
Large Refuse Vehicle Swept Path Analysis	AMA/20854/ATR003
Large Refuse Vehicle Swept Path Analysis	AMA/20854/ATR004
Visibility Splays & Cyclist Forward Visibility	AMA/20854/SK001.2
Tree Constraints Plan	13602/P01 Rev A
Tree Retention and Removal Plan	13602/P02 Rev A

Received 15/01/21

Tree works schedule	
Block 1 Standard Elevations	0053-WH-01-EL-DR-A-2010-S4 Rev P01
Block 2 Standard Elevations	0053-WH-02-EL-DR-A-2011-S4 Rev P01
Block 3 Standard Elevations	0053-WH-03-EL-DR-A-2012-S4 Rev P01
Block 4 Standard Elevations	0053-WH-04-EL-DR-A-2013-S4 Rev P01
Block 6 Standard Elevations	0053-WH-06-EL-DR-A-2015-S4 Rev P01
Block 7 Standard Elevations	0053-WH-07-EL-DR-A-2016-S4 Rev P01
Block 8 Standard Elevations	0053-WH-08-EL-DR-A-2017-S4 Rev P01
Block 9 Standard Elevations	0053-WH-09-EL-DR-A-2018-S4 Rev P01
Block 14 Special Detailing	0053-WH-14-EL-DR-A-2023-S4 Rev P01
Block 19 Hipped Roof Elevations	0053-WH-19_EL-DR-A-2028-S4
Block 23 - 3 Bed M4(3) Compliant Elevations	0053-WH-23-EL-DR-A-2032-S4 Rev P01
Block 24 - 4bed Standard Elevations	0053-WH-24-EL-DR-A-2033-S4 Rev P01
Block 25 - 4Bed Special Detailing Elevations	0053-WH-25-EL-DR-A-2034-S4 Rev P01
3 Bed M4(3) Compliant Floor Plans	0053-WH-3B-PL-DR-A-1012-S4 Rev P01
4 Bed Floor Plans	0053-WH-4B-PL-DR-A-1013-S4 Rev P01
Section 278 Works General Arrangement	AMA/20854/S278/001 Rev A
Tree Removal Plan	0053-LGMH-00-XX-DR-Z-4000

GROUND:

To secure the proper development of the area.

2. 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

3. The development shall be carried out in accordance with the “Westwood Lodge woodland management and biodiversity plan (dated 01/02/2021)”, the “Ecological Management Plan” received 15th February 2021 and the Ecological Enhancement Plan numbered 0053-WH-MP-XX-DR-A-1015-S4 Rev P01 received 5th May 2021. This includes reporting procedures as outlined in the documents for ongoing monitoring and updating the management plan as necessary.

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 QD02, GI04 and GI06 of the Thanet Local Plan and the National Planning Policy Framework.

4. Prior to the first occupation of any dwelling hereby approved details of the colour and weight-bearing capacity of the areas of hard surfacing shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details.

GROUND:

To secure a satisfactory external treatment and to safeguard the special character and appearance of the designated heritage asset and to ensure suitable access for refuse vehicles in accordance with policies HE03 and QD02 of the Thanet Local Plan and the advice as contained within the NPPF.

5. The development shall be carried out in accordance with the detailed measures in the Arboricultural Method Statement received 15th February 2021, including but not limited to general site procedures, reporting of incidents, location of tree protection barriers, method of excavation and monitoring on site during construction.

GROUND:

To protect existing trees and to adequately integrate the development into the environment, in accordance with Thanet Local Plan Policy QD02.

6. Prior to the first occupation of any dwelling, 1:20 drawings of the new heritage bollards/heritage columns next to listed gates shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in full accordance with the agreed details and thereafter retained.

GROUND:

To secure a satisfactory external treatment and to safeguard the special character and appearance of the designated heritage asset in accordance with policy HE03 of the Thanet Local Plan and the advice as contained within the NPPF.

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

GROUND:

In the interests of minimising light pollution, ecology and crime prevention and to safeguard the amenities of the locality in accordance with the NPPF.

8. Prior to the construction of the external surfaces of the development hereby approved samples of the materials to be used in the approved dwellings 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

9. 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.

10. Prior to the first occupation of the development hereby permitted, the visibility splays/envelopes shown on drawings numbers AMA/20854/SK001.1, SK001.3 and SK006.2 shall be provided with no obstructions over 1 metre above carriageway level within the splays/envelopes, and be thereafter maintained.

GROUND:

In the interests of highway safety, in accordance with the advice contained within the National Planning Policy Framework.

11. Prior to the first occupation of the development hereby permitted, 25 metres x 2 metres x 25 metres visibility splays at the junction of the proposed pedestrian/cycle route and the existing private driveway from Ramsgate Road shall be provided with no

obstructions over 0.6 metres above surface level within the splays, and be thereafter maintained.

GROUND:

In the interests of highway safety, in accordance with the advice contained within the National Planning Policy Framework.

12. Prior to the first occupation of the development hereby permitted, 25 metres x 2 metres x 25 metres visibility splays at the junctions of the existing private driveways and the proposed main access road shall be provided with no obstructions over 1 metre above carriageway level within the splays, and be thereafter maintained.

GROUND:

In the interests of highway safety, in accordance with the advice contained within the National Planning Policy Framework.

13. Prior to the first occupation of the dwellings denoted as plots 1-3 and 116-120, 2 metres x 2 metres pedestrian visibility splays behind the footway on both sides of the accesses shall be provided to plots 1-3 and 116-120 with no obstructions over 0.6m above footway level, and thereafter be maintained.

GROUND:

In the interests of highway safety, in accordance with the advice contained within the National Planning Policy Framework.

14. Prior to the first occupation of the respective dwellings, 1 metre x 1 metre pedestrian visibility splays behind the footway on both sides of the accesses to plots 4, 8, 44-61, 71, 72, 99-115 and 45-153 shall be provided with no obstructions over 0.6m above footway level, and thereafter be maintained.

GROUND:

In the interests of highway safety, in accordance with the advice contained within the National Planning Policy Framework.

15. Prior to the first occupation of the development hereby permitted, 2 metres x 2 metres pedestrian visibility splays behind the footway on both sides of each existing private driveway at its junction with the proposed main access road shall be provided with no obstructions over 0.6 metres above footway level within the splays, and thereafter be maintained.

GROUND:

In the interests of highway safety, in accordance with the advice contained within the National Planning Policy Framework.

15. Prior to the first occupation of the development hereby permitted, the pedestrian/cycle route between Ramsgate Road/Sloe Lane and the western cul-de-sac of the approved development shall be completed and thereafter be retained.

GROUND:

To facilitate safe and convenient movement by pedestrians and cyclists, in accordance with the Policies TP02 and TP03 of the Thanet Local Plan.

16. Prior to the first occupation of the development hereby permitted, the Poorhole Lane access to the site shall be completed and fully operational.

GROUND:

In the interests of highway safety, in accordance with the advice contained within the National Planning Policy Framework.

17. A plan shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of any dwelling detailing the location of 10% of dwellings to comply with building regulation part M4(2) accessible and adaptable dwellings and building regulation part M4(3) relating to 5% of the affordable housing units hereby approved.

GROUND:

To ensure the future needs of households in accordance with policy QD05 of the Local Plan.

18. Prior to the occupation of any dwelling hereby approved, precise details of the Local Equipped Areas of Play Space (LEAP) and low height play equipment to follow the woodland walk (shown on the approved plans) shall be submitted to and approved in writing by the Local Planning Authority. Details should include details of type and positioning of play equipment, height, location and materials for boundary treatments, signs and furniture within the area and the responsibility for management and maintenance. The LEAP and woodland walk shall be provided in accordance with the agreed details before the first occupation of any dwelling hereby approved and thereafter be available for use.

GROUND:

To ensure that the development incorporates appropriate amenity space and children's play areas in accordance with policy GI04 of the Thanet Local Plan.

19. 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.

20. Prior to the first occupation of the development hereby approved, a detailed habitat plan for the southern area of the site (denoted as Area 3, 6 and 7), showing biodiversity and ecological enhancement measures to accord with the submitted Ecological Management Plan, shall be submitted to and approved in writing by the Local Planning Authority. The plan shall be implemented in full in accordance with the agreed detail prior to first occupation of any dwelling hereby approved.

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 QD02, GI04 and GI06 of the Thanet Local Plan and the National Planning Policy Framework.

SITE, LOCATION AND DESCRIPTION

The application site comprises a 8.2 hectare site within land previous classed as countryside and Green Wedge. The site rises to the east and west, with level changes of approximately 2m across the site, with a dip in the centre of the approximately 4m lower than the west and south of the site. The majority of the site is grassed, former paddocks, surrounded by areas of trees, hedges and vegetation, and an Area Tree Preservation Order covers trees at the site boundaries and within the centre of the site. The site is bounded to the south by Poorhole Lane, and commercial development at Westwood, and to the west by the A254 Ramsgate Road, with street frontage houses on the opposite side of the A254 to the west.

The northern part of the site is divided into three grass areas divided by trees and hedgerow. In the southern part of the site there are three existing buildings (Westwood Lodge, Stable Cottage and the Cottage) in a woodland setting, and to the southwest there is a commercial area comprising a pet crematorium and storage/workshop buildings. Westwood Lodge, the Cottage and the entrance gates, piers and wall are Grade II Listed.

The western part of the site fronts Ramsgate Road, and is separated from the rest of the site by Sloe Lane, which serves a dwelling and Weddington Farm to the north of the site.

There are three existing buildings within the Westwood Lodge site - the Lodge itself, Stable Cottage and the Cottage. Westwood Lodge was built in 1865 together with a set of entrance gates (bearing the motto Truth and Strength of Character and the Herapath coat of arms) and driveway (following the alignment of the original Poorhole Lane) to Westwood Lodge - a gothic style villa with gabled roof, coloured tiles, a bell turret, oriel window, curly bargeboards and gothic trimmings including Kentish ragstone. The former staff accommodation sited to the rear of the Lodge is subservient (and currently linked) to the main building, as are the outbuildings to the north, accessed by a track leading from the main driveway.

Stable Cottage is located to the southern side of the driveway, and was built at the same time as Westwood Lodge in a similar gothic style, beyond which there is a walled garden. On the eastern side of the driveway to Westwood Lodge the Cottage is located, which is shown

on the 1797 OS map, with a rear garden enclosed by a brick boundary wall. Stable Cottage and the Cottage have retained their historic boundary treatment and immediate setting.

The site of the former piggery, accessed along the driveway, has a number of previously commercial buildings in the southern part of this site. This area is surrounded by concrete hardstandings and an old pig sty is present at the western end of the yard.

To the northern and eastern boundaries of the site hedgerow and trees in varying conditions border the Green Wedge, with Sloe Lane (dissecting the western part of the site) retaining the appearance of a country lane, with high hedges and trees, enclosing land to either side. Substantial vegetation in the form of trees and hedgerow screen the site from the A254, and whilst recently reduced in quantity there is screening along the southern boundary with Poorhole Lane.

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 access, appearance, scale, layout, and landscaping only.

The proposal is for the erection of 153no. units, including terraced and semi-detached, units. The units are served by a single vehicular access point onto Poorhole Lane. The units are 2-storey in height, and provide a range of unit sizes, including 2-bed, 3-bed, and 4-bed houses.

In terms of design, the units are of a traditional design with pitched roofs, and use modular construction methods.

RELEVANT PLANNING HISTORY

OL/TH/15/0788 - Outline application for the erection of 153 dwellings with all matters reserved - refused by the Council on 17 August 2015 on the impact on the green wedge and lack of planning obligations. The application was subsequently approved on appeal by the Planning Inspectorate on 13th February 2017 and the appeal decision is appended to this report.

DEVELOPMENT PLAN POLICIES

Thanet Local Plan 2020

- SP01 - Spatial Strategy - Housing
- SP13 - Housing Provision
- SP14 - General Housing Policy
- SP22 - Type and Size of Dwellings
- SP23 - Affordable Housing
- SP24 - Development in the Countryside
- SP26 - Landscape Character Areas - St Peters Undulating Chalk Farmland
- SP27 - Green Infrastructure

SP29 - Strategic Access Management and Monitoring Plan (SAMM)
SP30 - Biodiversity and Geodiversity Assets
SP35 - Quality Development
SP36 - Conservation and Enhancement of Thanet's Historic Environment
SP43 - Safe and Sustainable Travel
H01 - Housing Development Westwood Lodge
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
HE03 - Heritage Assets
CC02 - Surface Water Management
SE04 - Groundwater Protection
TP02 - Walking
TP03 - Cycling
TP06 - Car Parking

Draft Broadstairs & St Peters Neighbourhood Plan

BSP3: Protecting and Providing Important Trees
BSP8: Local Heritage Assets
BSP9: Design in Broadstairs & St. Peter's
BSP12: Full Fibre Broadband Connections

NOTIFICATIONS

Following receipt of the initial scheme letters were sent to adjoining occupiers and a site notice posted close to the site.

19 representations have been received objecting to the initial application. They make the following summarised comments.

- Affect local ecology
- Impact upon mature trees/woodland on site not mitigated by planting saplings
- Increase in traffic
- Increase of pollution
- Over development
- Strain on existing community facilities - doctors, dentists, schools etc
- Increased traffic to the Westwood Cross area
- Increased vehicle emissions/pollution
- Concern about who would occupy the affordable units - would they Thanet residents?
- Conflict with local plan
- General dislike of proposal
- Inadequate access

- Inadequate parking provision
- Inadequate public transport provisions
- Increase danger of flooding
- Noise nuisance
- Out of keeping with character of area
- Potentially contaminated land historic association with black death burial site/chemical spillage
- Crime and disorder concerns
- Impact of landscaping on heritage asset

A consultation was carried out with the amended scheme submitted in January 2021. As a result 34 Representations were received, the concerns are summarised as follows:

- Affect local ecology
- Increase in traffic
- Increase of pollution
- Noise nuisance
- Strain on existing community facilities
- Traffic or Highways
- Conflict with local plan
- Development too high
- Inadequate access
- Inadequate parking provision
- Inadequate public transport provisions
- Increase in traffic
- Increase of pollution
- More open space needed on development
- Over development
- Undergrowth from the site being removed
- Insufficient information given to support the application
- Potentially contaminated land
- Poor design
- Result in loss of Green Wedge
- Impact on heritage assets
- Impact upon neighbour amenity - loss of light/privacy
- No screening opinion carried out
- No plan does not bear reference to outline plan

Broadstairs Town Council (05/03/21 - Final Comment) - The Planning Committee of the Town Council has considered this amended application and resolved unanimously to recommend NO OBJECTION.

Further Comment (04/02/21)- The Planning Committee of the Town Council has considered this amended application and resolved unanimously to recommend refusal with the following concerns: Insufficient information regarding conditions 8 and 14 and the management, maintenance and ownership in the future of the public land.

Initial Comment (05/03/20) The Planning Committee of the Town Council has considered this application and resolved unanimously to recommend NO OBJECTION with the following COMMENT: The conditions in Appeal Decision APP/Z2260/W/16/3151686 dated 13th February 2017 must be upheld. The type, species, maturity and size of any trees to be replanted must be specified and approved.

Broadstairs Society - (24/02/20)- Objects to this proposal on the grounds of:

1. Habitat / ecology / tree loss in an already heavily nature deprived area.
2. Over development in an already structurally congested area.
3. A complete shift in the character of the area.
4. added traffic in an already congested locality.
5. Insufficient medical services (GPs) in the much wider area.

CONSULTATIONS

KCC Highways - (Final comment 29/04/21) I refer to the amended plans submitted for the above on 20 April and confirmation on 28 April that there will be no vehicular access available from Ramsgate Road except for emergency vehicles. I confirm the proposals are now acceptable. The applicant should note the following:

1. A right turn ban will be needed for vehicles using the proposed access and the associated Traffic Regulation Order will need to be resolved as part of the s.278 process.
2. Street lighting is not currently for approval. The detailed calculation and layout of street lighting for the adoptable areas will be dealt with through the s.38 adoption process but the applicant is advised to discuss street lighting with our Street Lighting Team. It should be noted that street lighting requirements will take precedence over landscaping.

The following should be secured by condition:

Provision and maintenance of the visibility splays/envelopes shown on drawings numbers AMA/20854/SK001.1, SK001.3 and SK006.2 with no obstructions over 1 metre above carriageway level within the splays/envelopes, prior to the use of the site commencing.

Provision and maintenance of 25 metres x 2 metres x 25 metres visibility splays at the junction of the proposed pedestrian/cycle route and the existing private driveway from Ramsgate Road with no obstructions over 0.6 metres above surface level within the splays, prior to use of the site commencing.

Provision and maintenance of 25 metres x 2 metres x 25 metres visibility splays at the junctions of the existing private driveways and the proposed main access road with no obstructions over 1 metre above carriageway level within the splays, prior to use of the site commencing.

Provision and maintenance of 2 metres x 2 metres pedestrian visibility splays behind the footway on both sides of the accesses to plots 1-3 and 116-120 with no obstructions over 0.6m above footway level, prior to the use of the site commencing.

Provision and maintenance of 1 metre x 1 metre pedestrian visibility splays behind the footway on both sides of the accesses to plots 4, 8, 44-61, 71, 72, 99-115 and 45-153 with no obstructions over 0.6m above footway level, prior to the use of the site commencing.

Provision and maintenance of 2 metres x 2 metres pedestrian visibility splays behind the footway on both sides of each existing private driveway at its junction with the proposed main access road with no obstructions over 0.6 metres above footway level within the splays, prior to use of the site commencing.

Completion and retention of the pedestrian/cycle route between Ramsgate Road/Sloe Lane and the western cul-de-sac prior to first occupation of a dwelling on the site.

Completion of the Poorhole Lane access shown on the submitted plans prior to the use of the site commencing.

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.

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the road. This is called 'highway land'. Some of this land is owned by The Kent County Council (KCC) whilst some are owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil.

Information about how to clarify the highway boundary can be found at <https://www.kent.gov.uk/roads-and-travel/what-we-look-after/highway-land/highway-boundary-enquiries>

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.

(Further comment 26/02/21) I refer to the amended plans submitted for the above on 15th February and would comment as follows:

1. I understand the safety audit and designer's response for all access points will be submitted in due course and I will therefore comment further once they are received.
2. The driver visibility splays shown at the access onto Poorhole Lane are acceptable. The 15 metre forward visibility for cyclists is to enable them to see other cyclists and pedestrians approaching around the radii, and the visibility envelopes should therefore be measured from the rear edge of the footway/cycleway rather than the carriageway edge as shown.
3. The refuse vehicle swept path analysis drawings do not incorporate a 12.5 metre-long vehicle as requested. If the applicant considers that an 11.125 metre vehicle is appropriate they should clarify this with the Waste Team at Thanet District Council, who have previously requested the larger vehicle be accommodated on residential sites. Whichever size of refuse vehicle is agreed it cannot overhang/overrun private drives as appears to be the case at present. It should also be noted that the requirement below for service margins to be grassed will likely impact on the swept paths.
4. The Emergency Vehicle Swept Path plan and Fire Tracking plan use different sizes of fire tender. The larger vehicle on the latter should be used for the secondary access from Ramsgate Road/Sloe Lane. The proposed extent and width of this paved route is unclear and also appears differently on the two drawings, so it is not clear that a suitable route is

being provided. A clear plan is therefore required showing the paved route available and demonstrating that the larger fire tender can be suitably accommodated throughout the route.

5. It would be preferable to have additional pedestrian and cycle connections to Sloe Lane from the site, however you may feel the retention of existing landscaping overrides this.

6. The comments on the later submission of details under conditions 8-10 are noted, however it should be recognised that this approach may subsequently require amendments to the approved layout to enable adoption of the streets within the site. I would comment further as follows:

The comments on the lack of a continuous loop serving the western and central streets are noted, however confirmation should be sought from the Kent Fire and Rescue Service that the arrangements are acceptable to them.

I note no footway is to be provided on the southern side of the street between the main site access and the eastern cul-de-sac. Pedestrian crossing points with suitable visibility are therefore required at the footway termination points.

There is still a lack of suitable speed restraint measures at the necessary maximum spacing in the western shared surface, central conventional cul-de-sac, and the conventional street between the main access and the eastern cul-de-sac. All shared surfaces also have excessive paved widths which could encourage higher speeds, whereas they should be a maximum of 4.8 metres wide with kerbed service margins which are grassed unless providing access or parking. The build-out shown adjacent to plot 77 may obstruct the manoeuvring of the refuse vehicle/fire tender, particularly with a car parked opposite as shown.

I would reiterate that the bend adjacent to plot 13 should not be 'squared off' as shown, as this extended area will simply attract unacceptable parking and additional, unnecessary maintenance issues for the highway authority.

Driver and pedestrian visibility splays are still required at shared private drives and reference to the height of obstructions within all splays should also be included as previously advised.

The response regarding parking is noted, however the previous comments regarding plots 3, 9, 17-21, 42, 77, 81 and 106 are still pertinent and may impact on the suitability of streets for adoption. It should also be noted that parking spaces cannot be accessed across points where pedestrians join/leave a shared surface, therefore requiring amendment to plots 44, 71, 97 and 144.

I shall be pleased to comment further upon receipt of amended/outstanding details in due course.

(Further comment 25/01/21) Site Accesses

1. A safety audit and designer's response is required for all access points.
2. A right-turn ban will be needed for vehicles exiting the site as well as those entering at Poorhole Lane. The bans will need to be formalised with a Traffic Regulation Order through the s.278 process.
3. Appropriate driver visibility splays are required at the Poorhole Lane access. Appropriate

forward visibility for cyclists (15 metres) should also be provided around the radii.

4. A swept path analysis is required for the Poorhole Lane access showing that a 12.5 metre refuse vehicle can be suitably accommodated.

5. The connection to Sloe Lane/Ramsgate Road is for pedestrians, cyclists and emergency vehicles only. A footway/cycleway of suitable width and construction to accommodate a fire service vehicle should therefore be provided between Ramsgate Road and the bend in the internal access road. The gap between the existing gate pillars appears quite narrow and tracking for a fire service vehicle should be submitted to demonstrate that suitable width/manoeuvring room is available. It also appears that some reconstruction/resurfacing may be required between the gates and the existing highway.

6. A paved pedestrian/cycle access should be provided to Sloe lane from at least one of the two culs-de-sac shown. Visibility splays of 25 metres x 2 metres x 25 metres should be provided for pedestrians and cyclists emerging onto Sloe Lane at this access.

Site Layout

7. I note that only details for conditions 1-5 are submitted for consideration. The layout cannot be agreed from a highways perspective until the details required under conditions 8, 9 and 10 have been submitted and agreed. The following should be borne in mind when submitting such details:

The layout should be in accordance with Kent Design

Details should include the proposed extent of highway adoption, types of street and associated speed restraint, swept paths for a 12.5 metre refuse vehicle, dimensions of carriageways/footways/cycleways/service margins/junction radii, etc., and measures to prevent surface water run-off onto the adoptable highway.

Cycle parking should be provided at a minimum of 1 space per bedroom for houses and 1 space per flat.

Car parking should be in accordance with Kent Design Interim Guidance Note 3 for a suburban situation. 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 or 2.9 metres where bounded by such obstructions on both sides. Lay-by spaces should be minimum 6 metres long x 2 metres wide, increased to 2.5 metres where not adjacent to a footway. A note confirming these dimensions have been met should be included on the relevant drawing(s).

8. The details yet to be submitted for conditions 8-10 notwithstanding, the following issues are brought to the applicant's attention based on the information currently provided:

The western and central streets should be served by a continuous loop road rather than two culs-de-sac, to provide suitable emergency and refuse collection access.

A footway should be provided on the southern side between the main site access and the eastern cul-de-sac.

There appears to be a lack of suitable speed restraint measures in some streets.

Maximum spacing of such measures is 60 metres for conventional streets and 40 metres for shared surface streets.

The bend adjacent to plot 13 should not be 'squared off' as shown, as this extended area will simply attract unacceptable parking and additional, unnecessary maintenance issues for the highway authority.

Streets should be designed for target speeds of 20 mph for conventional streets and 15 mph for shared surfaces, with the corresponding visibility splays/envelopes at junctions, bends and private drives, with no obstructions over 1 metre above carriageway level. 1 metre x 1

metre pedestrian visibility splays should be provided on each side of each private access onto a conventional street, with no obstructions over 0.6 metres above footway level.

The surface material used in shared surface streets should be some form of tegula/block paving, to provide a suitable contrast and change in environment to a conventional tarmac-surfaced street.

Kerbed service margins are required in shared surfaces. Flush kerbs at raised tables in conventional streets are also not acceptable.

Details of the proposed access arrangements for existing dwellings should be provided, and be in accordance with Kent Design.

Whilst the detailed calculation and layout of street lighting can be dealt with through the street adoption process, it is advised that discussions on the proposed lighting layout are had now with our Street Lighting Team.

A combination of remote parking/tandem arrangements/lack of nearby unallocated parking is likely to lead to unacceptable parking on the adoptable highway, for plots 3, 9, 17-21, 43, 77, 81 and 106.

Drivers are required to reverse excessive distances if using the parking for plots 65, 69, 80, 84 and 136.

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

(Initial comment 06/03/20) I refer to the above planning application and note that the site layout appears to differ between the highway adoption plan and other plans in relation to the location of the pumping station, form/location of some parking, and the route of some footpaths. The correct site layout therefore needs to be clarified. I would comment further as follows:

Site Accesses

1. A safety audit and designer's response is required for the proposed accesses off Poorhole Lane and Sloe Lane.
2. A right-turn ban will be needed for vehicles exiting the site as well as those entering. The bans will need to be formalised with a Traffic Regulation Order through the s.278 process.
3. The cycleway in Poorhole Lane should be extended round the junction radii and further into the access, to allow cyclists to leave/join the route away from the junction. Appropriate forward visibility for cyclists (15 metres) should be provided around the radii.
4. The connection to Sloe Lane/Ramsgate Road is for pedestrians, cyclists and emergency vehicles only and therefore a separate 5.5 metre-wide road and footway is not required. A footway/cycleway of suitable width and construction to accommodate a fire service vehicle would be sufficient, served off a vehicle crossing from the bend in the new access road. The gap between the existing gate pillars appears quite narrow and tracking for a fire service vehicle should be submitted to demonstrate that suitable width/manoeuvring room is available. Clarification is also required on the proposals for preventing general vehicular access whilst allowing pedestrian/cycle access (e.g. bollards?). It will not be acceptable for the existing gates to be retained in a closed position. It also appears that some reconstruction/resurfacing may be required between the gates and the existing highway.
5. I note that no development is currently shown on the land to the west of Sloe Lane. The proposed connection to Sloe Lane between plots 8 and 9 should therefore be restricted to pedestrians and cyclists only, and details of how this is to be achieved should be provided. Visibility splays of 25 metres x 2 metres x 25 metres should be provided for pedestrians and cyclists emerging onto Sloe Lane at this point.

Site Layout

6. Roads 2-4 should be reduced to 4.8 metre carriageway width, although width around bends should be subject to vehicle tracking. Dimensions of footways and service margins should also be shown.

7. The width of road 5 currently shown suggests a one-way system, which would not be acceptable. The road should be a minimum of 4.1 metres wide with passing places at maximum 40 metre spacing. With the current layout of lay-by parking it appears there is insufficient room for passing places so I suggest a 4.8 metre-wide carriageway. It should also be noted that the refuse vehicle tracking around the bends adjacent to plots 133/134 and 139/140 shows overrunning of the kerb and potential conflict with cars parked in the lay-by spaces.

8. There is a lack of speed restraint measures in (i) road 2 fronting plots 40-121, (ii) road 2 between the main access junction and plot 116/117, and (iii) the north-south sections of roads 3, 4 and 5. Measures at maximum 60-metre spacing are required for a design speed of 20 mph. Item (ii) could be resolved by reducing the centre line radius of the bend to 30 metres maximum. If the site layout/location of dwellings cannot be altered, raised tables may need to be considered in other roads to provide suitable speed restraint.

9. Footways are required (i) along the southern section of road 2 round to plot 153, (ii) along the western section of road 2 between the secondary emergency access and plot 1, and (iii) between roads 3 and 4 at both the north and south ends of these roads.

10. It appears the central cycleway/footway connecting road 2 across the open space is intended for adoption, which is acceptable in principle. However, additional sections of footway will be required at the southern end to provide informal pedestrian crossing points to road 1.

11. 1 metre-wide service margins are required along all roads where there is no frontage development or footway. This margin can also be incorporated within the lay-by parking rather than divert around it.

12. It is not clear how drivers are intended to use the southern end of road 5 where it splits in two. Priority needs to be clearly established for one section or the other, with appropriate corresponding visibility.

13. The turning head adjacent to plots 17/18 is unnecessary and should be removed. Plots 16 and 17 can be served by a shared private drive off a vehicle crossing in the footway.

14. Visibility splays at all junctions should be 25 metres x 2.4 metres x 25 metres to accord with the 20 mph design speed and associated speed restraint measures. The 17-metre forward visibility envelopes shown around bends are acceptable for the radii proposed. There should be no obstructions over 1 metre above carriageway level within the splays/envelopes.

15. There is a lack of visibility for drivers emerging from the parking spaces opposite plots 40-47, 84-91, 118-121 and to the side of plot 121. A 2-metre wide margin should therefore be provided in front of these spaces (the service margin required above can be incorporated into this).

16. 25 metre x 2 metre x 25 metre visibility splays are required at each private vehicular access, with no obstructions over 1 metre above carriageway level. 1 metre x 1 metre pedestrian visibility splays are also required behind the footway on each side of each private access, with no obstructions over 0.6 metres above footway level. These should be added as notes to the relevant drawing. This also applies to the two existing dwellings to be served off the proposed access road.

17. The width of the footway adjacent to plots 18, 24, 29, 40-47, 73, 84-91 and 121 is likely to encourage parking on the same. Further consideration needs to be given to these areas to avoid the need for footway bollards.

18. Trees within the adoptable highway will attract commuted sums for future maintenance. The alternative is for the trees to remain private and be installed and maintained within the highway under licence. *Platanus x acerfolia* is unacceptable as they grow large and relatively quickly and the maintenance cost for pruning away from buildings/private land would be a problem. There is no objection to *Tilia cordata* 'Erecta'. *Pyrus* 'Chanticleer' is not acceptable as a species in hard surface or in proximity to a building. This species is a known contributing factor in subsidence claims. *Ulmus* 'New Horizon', would have similar problems to the *Platanus*. The applicant may wish to discuss these matters further with the Tree Officer in our Soft Landscape Team.

19. It appears some trees are shown blocking footways and driveways, which is not acceptable.

20. It appears some proposed street lights may be impacted by the position of proposed trees. The detailed calculation and layout of street lighting will be dealt with through the s.38 adoption process but the applicant is advised to discuss street lighting now with our Street Lighting Team. It should be noted that street lighting will take precedence over tree planting. It also appears some street lights are placed within lay-by parking spaces, which is not acceptable as they are susceptible to damage by manoeuvring vehicles.

21. The Natratex, Fibredeck, Perfecta and Priora paving types proposed are not acceptable for use in the adoptable highway.

22. Measures are required to prevent the run-off of surface water from private drives onto the adoptable highway.

Parking

Whilst the total amount of parking meets the minimum guidance in IGN3, the layout and distribution of the same is not acceptable for the following reasons:

23. Parking within the adoptable highway cannot be private/allocated to individual properties or users.

24. There is a lack of suitably located parking for plots 10, 26, 27, 30-39, 92-105 and 110-115.

25. There is a lack of suitably located visitor parking for plots 18-29, 84-91, 96-101 and 102-115.

26. The depth of driveway proposed may lead to tandem parking across the adoptable footway on plots 1, 4, 5, 8, 36, 39, 48, 51, 52, 54, 74, 76, 79, 80, 83, 92, 95, 112 and 115.

27. The access to parking for plot 116 is too close to the bend in the road.

28. 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 or 2.9 metres where bounded by such obstructions on both sides. Lay-by spaces should have 45 degree splays at entry/exit points and be a minimum of 6 metres long x 2 metres wide, increased to 2.5 metres where not abutting a footway.

29. Electric vehicle charging points cannot be placed within the adoptable highway. Charging points should be provided in accordance with the Thanet District Council policy, which I believe requires all allocated parking spaces to be fitted with the same.

30. Details of cycle parking have yet to be submitted.

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

KCC PROW (28/04/21) - Further to discussions between KCC PROW, the developer/applicant and KCC Highways, we no longer have improvement requests regarding Public Footpath TM8 as part of this application. We would prefer to use any future application for the land west of Sloe Lane for wider improvements as part of a larger Highways scheme.

Rooksmead Residential will consult with KCC PROW and KCC Highways at an early stage of any forthcoming application for land West of Sloe Lane to ensure our requests are taken forward.

I would still draw attention to the following, as the points below are relevant to the construction and final completion of this site:

- No furniture, fence, barrier or other structure may be erected on or across Public Rights of Way without the express consent of the Highway Authority.
- There must be no disturbance of the surface of the Public Right of Way, or obstruction of its use, either during or following any approved development without the express consent of the Highway Authority.
- No hedging or shrubs should be planted within 1.5 metres of the edge of the Public Right of Way.
- Please also make sure that the applicant is made aware that any planning consent given confers no consent or right to close or divert any Public Right of Way at any time without the express permission of the Highway Authority.
- No Traffic Regulation Orders will be granted by KCC for works that will permanently obstruct the route unless a diversion order has been made and confirmed. If the applicant needs to apply for a temporary traffic regulation order whilst works are undertaken, I would need six weeks notice to process this.

KCC Biodiversity - (final comment) We have reviewed the submitted plans and it is our understanding that proposed dwellings are to be located largely within the northern section of the site and no construction is proposed within the south of the site.

Since we previously commented in March 2020 the landscaping plan has been updated to retain fingers of hedgerows/woodland belt through the site and it has created 3 blocks of housing within the site and we are supportive of this proposal. As the woodland belt / hedgerows will be created by retaining habitats there is a risk that some of the housing at the edges of these areas may be shaded. We highlight that there is a need to ensure that this has been considered within the design of the housing to ensure that they are able to receive maximum natural light within the buildings. There is a need to ensure that this is considered as part of this application to reduce the risk that there is not a request to remove/clear some of the vegetation due to shading issues from the retained vegetation.

The proposal will result in an increase in lighting and we highlight that there is a need for the lighting to be designed to have minimal or no lighting within the estate roads to minimise impacts to bats. If lighting is not proposed we would encourage the applicant to install security lighting within all properties to ensure that the lighting installed is designed to be

directional and on a motion sensor to reduce light spill within the wider site. We recommend that this is a condition of the reserved matters application.

We advise that while the proposal is retaining some woodland habitat the proposal will result in a loss of woodland which has been identified as priority habitat. Regardless of the appropriateness of the proposed management we highlight that due to the loss of habitat and the inclusion of dwellings within that area it will result in decline of the current ecological interest of the site.

A detailed management plan has been submitted for the retained habitat and it has been informed by bat, breeding bird and reptile surveys. While the specific species surveys did not cover the whole of the red line boundary we are satisfied that the results are sufficient to inform the management plan. The surveys have detailed the following:

- 7 species of bats recorded foraging/commuting within the site – predominately common and soprano pipistrelles.
- At least 31 species of breeding birds recorded on site – including amber and red listed species.
- Barn owl recorded foraging within the site.
- Trees within the site have low/moderate potential to be used by roosting bats.
- A brown long-eared bat roost was confirmed in tree 47 – to be retained within the development
- No reptiles were recorded during the survey.

Ecological Mitigation.

We have reviewed the proposed mitigation and we advise that we are satisfied with the proposed methodology and advise that it must be implemented as detailed prior to and during the vegetation clearance/building demolition under the watching brief of an ecologist. However we highlight that insufficient bat and bird boxes are proposed to be erected within the site and more can be incorporated into the buildings which are adjacent to the woodland belt / hedgerows. We advise that details of additional features to be incorporated into the buildings this can be submitted via a condition if planning permission is granted.

Ecological features - enhancements

The submitted plans confirm that there are intentions to enhance the site for biodiversity through the inclusion of log piles, hedgehog homes and hibernacula and we highlight that these must be incorporated into the site as soon as it is appropriate.

Management Plan

We have reviewed the management plan and we are generally satisfied that it is appropriate and should ensure that some ecological interest of the site can be retained – however we highlight that the management plan is relatively labour intensive with works being carried out within the woodland areas each year. Therefore we advise that TDC must be satisfied that the applicants will implement the management plan as detailed within the submitted report.

We previously raised concerns that the management was too intensive but we understand that the management plan has been designed specifically in that way to try and establish a mixed deciduous woodland as soon as possible.

We highlight that a detailed habitat plan demonstrating where all the habitats detailed within the management plan has not been included within the management plan. A landscape master plan and layout plan have been submitted but they do not fully demonstrate where all

the habitats are located (including the hedgerows, pond, rough grassland). We acknowledge that it is possible to understand where most of the habitats are located by reading the text within the management plan but it would be useful to have a corresponding plan to ensure it is clearly understood by site managers where the habitats are located. We accept that this information can be provided via a condition if planning permission is granted.

There is a need to ensure that the management is carried out as detailed within the management plan. In the event that monitoring highlights that the habitats have not established as intended remediation works are implemented. This is particularly the case within the woodland belt/hedgerows and wildflower areas which are likely to receive greater impacts from recreational pressure.

To ensure it is carried out we recommend that, that if planning permission is granted there is a need for a condition requiring results of on going monitoring and updated of the management plan to be submitted to the LPA

(initial comment 05/03/20) - raised concerns regarding the lack of bat, reptile and breeding bird surveys that were recommended within the submitted ecological management plan. In addition queries were raised why the existing woodland within the site has not been retained as this will result in less ecological mitigation being required and mature established habitats will be incorporated into the site.

KCC SUDs 23/03/20 - We have reviewed Technical Design Note on drainage strategy and maintenance plan dated 5 Feb 2020 and supporting documents and have the following comments.

a) We understand surface water from the site will be discharged using infiltration basins. The technical design note states that the site infiltration rate varies between 4×10^{-6} m/s to 9×10^{-5} m/s. based on RSK Geo-environmental Site Assessment; however, we have not had sight of this document. This report should be submitted to support the infiltration rates used in the design calculation.

b) We reviewed the microdrainage simulation results submitted and found the site does not flood for up to 1 in 30 year storm event and minor flood occurs from manhole S303 of Network 2 for 1 in 100 year storm event considering 40% climate change. However, these calculations are based on the FSR rainfall data which is not compliant with requirements as set in KCC's Drainage and Planning Policy.

The drainage system should be modelled using either FeH rainfall data or where FeH data is not available, 26.25mm should be manually input for the M5-60 Value.

c) FeH rainfall data may require a larger volume of storage. We noticed the proposed site layout plan 19098_FA_00_RP_DR_A_0100 will have adequate space to provide additional storage for surface run-off if required; therefore, the layout of the site may be generally acceptable.

Based on the issues noted above we would recommend a holding objection for discharge of Condition 17 until the calculations are revised and submitted for the review and approved.

KCC Archaeology - I provided advice for the outline permission that remains pertinent with the present submission. I note that the present submission includes a heritage statement that was written by Orion in January 2020 and builds on the previous desk study work by the Trust for Thanet Archaeology. I discussed the site with Orion during their writing of this statement. Repeat my previous advice, updated where appropriate in context of the latest submission.

In summary there is clearly a strong background potential for early archaeology to be present on the site although this has not been confirmed by fieldwork in the area. In terms of specific recognised potential the hamlet of Poorhole that dates from at least prior to 1736 lies in part of the site (where the cottage and coach house are presently located. At the time of the hamlet and into the early part of the 19th century the original route of Poorhole Lane dog-legged northwards and then west along the drive to the west of the cottage and the later carriageway to the Lodge. It is speculated that this was to avoid a possible 'Plague pit' however this has not been confirmed. In 1865 Westwood lodge was built and the south west corner taken in with the realignment of the main road as we see it today. I note Orion's views that the presence of the pit is not confirmed and there are alternative plausible explanations as set out in the desk study. That corner subsequently saw the construction of a range of piggeries in the period 1930s – 1950s that still remain in part as part of the present range of buildings in that area.

I note that the present proposed layout maintains some of the historic grain of the site with the has sought to take account of the historic grain of the site, retaining in part the former route of Poohole Lane and the later carriage drive to Westwood Lodge; has retained the Lodge, Coach House and Cottage which are undesignated heritage assets; and has sought to retain the layout of the three northern fields that are shown on maps at least as far as the late 18th century.

In terms of the buried archaeology of the site this can be addressed through the archaeological condition that was attached to the outline consent on my advice. Provision should be made for early evaluation where possible to inform preservation measures where they may be required. I note that impact in the area of the postulated 'pit' is limited to the new access road across the site and early evaluation of that area is particularly important. Provision should also be made for recording of the piggery buildings before their demolition and other heritage assets that may be altered. I would recommend that conditions relating the implementation of archaeological field evaluation works and a programme of building recording.

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

Environment Agency - We have no further comments to make on this planning application beyond those made in our reply the Outline Application (OL/TH/15/0788) dated 17 Sep 2015.

Southern Water - No objections to the reserved matters application submitted by the applicant for access, appearance, landscaping, layout and scale.

Natural England - The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.

Kent Police - 04/03/21 We met the agent to discuss our concerns and a planning condition will help ensure the measures discussed to address our concerns are incorporated.

1. The paths and cycle routes require adequate natural surveillance and should not run immediately next to doors and windows. Cycle routes to be min. 3m (to allow people to pass without infringing personal space and accommodate passing wheelchairs and mobility vehicles). These to be sited so that residents will not suffer noise pollution and where users of the adjacent foot and cycle paths will not be subject to harassment or fear of crime.

2. Anti-Social motorbike/cycling can create nuisance, fear of crime and conflict. We advise vehicle mitigation is installed to reduce the problems that deflect genuine users from these prime routes, often onto less safe areas or lead to desire lines.

3. Perimeter, boundary and divisional treatments including lockable gates of min. 1.8m as per the plan. The front garden areas require 1m max defensible treatments to avoid desire lines that create nuisance and conflict.

4. The "side of plot" parking spaces require an "active" window overlooking the parking space if there is not a reasonable direct and clear line of sight from the home or a neighbour. We advise that residents have allocated spaces and all visitor spaces are marked as such with enforceable regulations to ensure they do not become additional parking for the nearest dwelling. The electric charging points require clear signage and enforceable regulations.

5. The lighting plan should be approved by a Member of the ILP or the Society of Light and Lighting and conform to BS5489-1:2020. When fearing crime, homeowners often install security lighting that detrimentally cause conflict and light pollution.

6. All external doorsets and sliding, folding or patio doors to ground and first floors to meet PAS 24: 2016 UKAS certified standard, STS 201 or LPS 2081 Security Rating B+.

7. Please Note, PAS 24: 2012 (ADQ) is not suitable. Windows on the ground floor or potentially vulnerable e.g. from flat roofs should also meet PAS 24: 2016 UKAS certified standard, STS 204 Issue 6:2016, LPS 1175 Issue 8:2018 Security Rating 1/A1, STS 202 Issue 7:2016 Burglary Rating 1 or LPS 2081 Issue 1.1:2016 Security Rating A. Glazing to be laminated. Toughened glass alone is not suitable for security purposes.

8. The communal doorsets to meet dual fire and security certification. We recommend "A GUIDE FOR SELECTING FLAT ENTRANCE DOORSETS 2019". Any covered access outside the communal doors must deflect loitering that can stop residents and their visitors from using them without fearing crime. They must be lit and designed to provide no hiding place. Defensive paving solutions that can help achieve this.

9. Communal mail delivery for the apartments needs to be "through the wall" or sited at the front in an air lock within the lobby, have CCTV coverage, be of robust construction (SBD or Sold Secure standard) and have anti-fishing design. We strongly recommend TS009 specifications. This will help deflect crime. Tradesperson or timed-release mechanisms are not permitted as they have been proven to be the cause of antisocial behaviour and unlawful access to communal developments.

10. Audio visual door entry systems are essential. They allow visitors to call a dwelling and have a two-way audio-visual conversation with the resident thus allowing the resident to see

and identify the visitor before they decide if they should remotely allow access via the communal entrance door(s). Unrestricted egress from a landing into the stairwell and from the stairwell to the communal lobby/emergency fire exit must be provided at all times.

11. Cycle and Bin Stores to be lockable and have lighting.

12. 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.

Kent Fire and Rescue - (24/03/21) I can confirm that it is my opinion that the off-site access requirements of the Fire & Rescue Service have been met.

On-site access is a requirement of the Building Regulations 2010 Volume 1 and 2 and must be complied with to the satisfaction of the Building Control Authority who will consult with the Fire and Rescue Service once a building Regulations Application has been submitted.

TDC Conservation Officer:

Further comment - Following my previous comment I stated that details regarding boundary treatments across the site need to be included. These now have been submitted and I do not have any further concerns.

Details of the hard standing have been included in various places, the overall material of the access throughout the site does not appear to have been included. This could have an impact on the perceivable character of the site and therefore should be included in greater visual detail if this application was to be approved.

Plans which have been further submitted detail that the heritage columns adjacent to the listed gates at the forefront of the site, this still need to be decided and submitted.

Overall my stance regarding this application has not varied and I believe the main approach and views of the listed assets have been approached sympathetically through this proposed scheme and subsequently I do not object to the scheme proposed. Further information regarding the above should be met through condition.

Westwood Lodge is large site with three listed assets within the vicinity of the land, the gateway, the cottage and the main Westwood Lodge. Previously an application was approved in outline, application number OL/TH/15/0788, with this comment considering the reserved matters. At the time of authorization for the outline application approval, the assets on site were not listed but were considered to be non designated heritage assets and were already considered important.

Whilst the Council does not have any saved local plan policies on heritage and conservation, its Draft Local Plan is nearing adoption and as such weight can be given to the policies contained within it. Draft policy HE02 of the Draft Thanet Local Plan 2018 sets out within Section 7 'The character, scale and plan form of the original building are respected and the development is subordinate to it and does not dominate principal elevations.'

Within The NPPF (National Planning Policy Framework) Section 16, paragraph 192 it highlights that local authorities should take into account (a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation and (c) the desirability of new development making a positive contribution to local character and distinctiveness.

Additionally under the Listed Buildings and Conservation Areas Act 1990, Section 16 Paragraph 2, In considering whether to grant listed building consent for any works the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. As well as Section 66 Paragraph 1 which states when considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

The gate at the Ramsgate Road entrance of the site is an important feature upon the land and therefore it is vital that this element is retained. Rather than altering its appearance it is instead being incorporated into the scheme as a pedestrian and cycle access which is both an appropriate use of the gate as well as being sympathetic towards its historic value.

The level of the impact to the cottage has also been considered through the possible movement, albeit slight, or 'stepping back' of another access road which adjoins from Poolhole lane and runs adjacent to its West and Principle Elevation. This access already exists and therefore its recession from the property is considered to have a neutral to positive implication. On undertaking a site visit it was noted that UPVC was present within the cottage's front elevation to the installed dormers which does not appear to have been acknowledged through its recent listing in 2017.

Therefore the date of installation will be presumed to be present unless further information is provided. Ultimately the UPVC should be removed from the heritage asset.

It has also been noted that there is another cottage, perhaps once a stable, present on site which was not listed alongside the other assets. However it would be considered to perhaps have a curtilage relationship with the main building as an established active presence incorporated to its history and development. Currently the property is not affected by the proposed development or scheme but I would like to be noted that I consider it to be a part of the setting of the main listed building a non designated heritage asset nonetheless.

The main lodge itself is a fine specimen and a strong example of a unique gothic style building and one of few remaining within Thanet. Externally the front elevation is believed to

be largely unaltered from its original form with any built development being focused to the rear and more exactly, the north side. Within this application there are no direct implications to the physical fabric of the building and it remains unchanged as part of the work proposed. This historic property is currently a single use dwelling of which I believe to be the most appropriate use of the building. Its possible future conversion would likely cause substantial harm to its fabric and character and therefore is unlikely to be supported.

As it stands this proposal does not affect the dwelling which is a positive attribute of the works planned.

The scheme proposed as part of this application resides largely to the north of the site with there being an adequate distance between the proposed dwellings and Westwood Lodge. This distance is considered to be far enough that I do not believe there to be a harmful impact to its heritage setting nor implications upon its curtilage. Harm is further negated from the development by the slight stepping back of the properties as well as their proposed orientation. Largely views incorporating Westwood Lodge are retained as they currently exist, this is further assisted by the positioning of existing landscaping present on site. Although landscaping cannot be relied upon in protecting views and lines of sight, the trees in question in this application are protected under Tree Protection Orders and would need authorisation to be removed. The perceivable views and setting of the other heritage assets are also considered to be protected due to their sensitive incorporation as part of the scheme. I would however like to see further details of what boundary treatments are proposed for the area between the large scale development and Westwood Lodge as this could have an impact on its setting dependent on material and positioning.

Overall I am content that this application has somewhat sympathetically approached the layout of this site by keeping a clear distance away from the listed main property and utilising the grade II listed gates without change. There is no direct harm caused to the fabric of the listed entities as well as minimal impact to their setting. I believe that this application meets with national and local guidance and therefore I do not object to this application.

If this application was to be approved I would like to see further information regarding boundary treatments including their proposed material and positioning when compared to Westwood Lodge and other heritage assets. I would also like to see a more detailed plan of the intended method of incorporating the listed gates within the scheme as well as street lighting proposed for the development and an analysis of possible implications to the heritage character of the site.

TDC Biodiversity and Horticulture Officer - I have had extensive meetings onsite, emails and zoom meetings relating to the site. I have worked exhaustively with Adam the arboricultural consultant and Roger the Project Coordinator for the project. The positive result of this is we have been able to significantly reduce the tree loss whilst achieving wildlife corridors through the site. Whilst still enabling the development to achieve the desired number of residences. Indeed, from the original proposal to today we have retained an extra 2.89ha of woodland from 1.81ha on the outline proposal to 4.7ha being retained today. What is being additionally retained contains a lot of the mature trees and woodland as well as some of the TPO'd trees.

The reduction of sycamores is required to significantly increase the diversity of native trees within the woodland areas. We have reduced the impact to TPO trees in our discussions but inevitably some will go. Through the woodland management plan the reduction of sycamores can be carried out sensitively whilst replacing them with a broad selection of tree species the selection of which I have had an active part in.

The aim agreed is to achieve 5 tiers within the woodlands consisting of larger trees, smaller trees, shrub layer of native shrubs like guelder rose, spindle, dogwood etc under these the aim is to remove a big % of the ivy and then tilth and seed with a wildflower seed mix, Adam has come up with a great mix that mirrors genus/species that would likely have originally historically been in this area, under these will be swathes of native bulbs like wood anemone, bluebells. There is to be regular thinning and replanting over a ten year period to capitalise on this opportunity to manage the site before ownership, governance and funding can change again. As part of the management and aftercare of all these trees and plants a comprehensive watering plan has been put in place in line with best practice from the arboricultural association and the forestry commission.

The trees around the margins will largely stay but in some cases will be reduced in height and may need coppicing. There will be a 3 row of native genus/species hedging to retain and enhance these important wildlife corridors and screens for the development. The management will be aimed to achieve an aesthetically pleasing background to the properties whilst reducing problems in the longer term from residence complaining of shade. This should reduce the demand to fell later on and allow more light into the gardens and properties.

I have also discussed with Adam and Roger the possibility of having a pond on site. Originally intended to be in the swales this has now been placed inside the woodland area and included as part of the woodland management plan., This will create aquatic habitats that are now sadly few and far between. This will increase the range of native plants that can be grown, for example marginal plants, floating and submerged aquatics.

I believe the land management proposals if enacted as envisioned could be an exemplary example for flora and fauna connectivity and people's enjoyment. The proposal for the interested parties to sign up to the scheme and this to be tied to a subsequent preservation order that will cover the entire site will strengthen the commitment to see the management plan carried out.

It is also encouraging to see hedgehog highways are factored in the back fences will be slatted so views and access for wildlife is feasible. The inclusion of a number of swift boxes, bat boxes and other habitats across the site is also encouraging.

In summary as a result of proactive communication from the developer and their consultants we have achieved a development that should greatly improve biodiversity and retain as many trees as possible on this site whilst allowing this much needed development to achieve the number of houses Thanet needs.

TDC Waste & Recycling - The vehicle tracking shows that vehicle dimensions used are shorter than our vehicles which are 11.5 metres.

It looks as if residents and visitors will be able to park on corners which may prohibit our access. Will there be double yellow lines restricting parking and if this is an unadopted and private site will this be enforced.

There is a change of colour on the roads - if this is intended to be block paving we have concerns about driving on this, not only due to the weight bearing capacity but also due to the porous nature of the block paving which can stain easily.

As with all these large developments we will need to make site visits and be sure that the site is safe for us to access once residents start to move into the properties. If we feel it is unsafe to access, the developer will need to make their own arrangements to dispose of resident's waste until such times as our vehicles and staff can access safely.

We would also comment that we are unable to identify where the street lighting will be situated and have concerns with regards to its proximity to the edge of the kerb

TDC Strategic Housing - 29/04/21 I can confirm that we have been part of the discussions with the developer and the Registered Provider and we are fully supportive of this development.

(19/01/21) In regards to the reserved matters R/TH/20/0174 for outline planning application OL/TH/15/0788, Strategic Housing do not have any further comments to make regarding the reserved matters in regard to the strategic housing provision. Following discussions with Town and Country the Registered Provider we are supportive of the proposed mix of units.

We are supportive that the site is a modular development.

TDC Environmental Health - Air Quality - Standard air quality mitigation for residential of 10 or more units: 1 Electric Vehicle charging point per dwelling with dedicated / allocated parking or 1 charging point per 10 spaces (unallocated parking). Furthermore conditions are requested in respect of an emissions mitigation assessment and emissions statement.

COMMENTS

The application has been called in by Cllr Mike Garner, to enable Members to consider the issues of biodiversity, the amount of affordable housing and about whether the conditions laid down by the Planning Inspector are being delivered.

Principle

The principle of residential development of this site has been found acceptable by the outline permission OL/TH/15/0788 for 153 dwellings, with the site subsequently allocated for housing in the Local Plan, policy HO1. On this basis members are only considering the details of the housing scheme.

Character and Appearance

Paragraph 127 of the NPPF states decisions should ensure that developments will function well and add to the overall quality of the area, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping, sympathetic to local character and history, establish a strong sense of place and optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and create places that are safe, inclusive and accessible. Policy SP35 relates to the quality of development and states that new development will be required to be of high quality and inclusive design. Policy QD01 relates to sustainable design and sets out that all new buildings and conversions of existing buildings must be designed to reduce emissions of greenhouse gasses and have resilience to function in a changing climate. Policy QD02 is a general design policy and sets out that the primary planning aim in all new development is to promote or reinforce the local character of the area and provide high quality and inclusive design and be sustainable in all other respects. External spaces, landscape, public realm, and boundary treatments must be designed as an integral part of new development proposals and coordinated with adjacent sites and phases.

This reserved matters application seeks approval of 153 dwellings as the principle has been established. For consideration is the approval of access, appearance, landscaping, layout and scale. The proposed dwellings are to be modular (L & G Modular Homes) in construction. Modular homes are built from manufactured sections, which are designed to fit together and are manufactured off-site, transported to their development and then combined to form a finished property, resulting in an expedient delivery of units of housing.

In terms of units types, there are 4 different house types - Malden (2 bed), Enfield (3 bed) and the 3 bed M4 (3) and 4 bed type have been used across the site. All dwellings are two storey and mostly have ridges parallel to the road, although some have gables. The dwellings proposed are a mix of terrace and semi-detached units.

In terms of character of the surrounding area - the site is quite secluded from outside views due to the heavily landscaped nature of the site, indeed Westwood Lodge itself is not visible clearly from Poorhole Lane or Ramsgate Road. The dwelling known as the Cottage is visible from Poorhole Lane, but is set down at a lower level to the road, limiting its presence to the road. To the south of the site separated by Poorhole Lane are large commercial units. To part of the eastern boundary are commercial units, beyond which is the countryside. To the northern boundary is countryside with some low level buildings and a dwelling, with the western boundary adjacent to Sloe Lane, located for the most part with a good degree of separation to existing residential development fronting Ramsgate Road. The development is closest to Hurston Cottage, Sloe Lane at the northwestern corner of the site. Within the site, to the south and the eastern side of the proposed main vehicular access into the site is Westwood Lodge (Grade II) and The Coach House and The Cottage (Grade II). The development site is largely therefore contained and would not be readily seen in conjunction with existing built form.

Layout

The proposed layout includes two access points; the vehicular access being from Poorhole Lane and a secondary access at Sloe Lane - however this would have bollards. The

vehicular access off Poorhole Lane then extends into three arms forming a series of cul de sacs. These three arms are separated by two landscape fingers within the site, which utilise the current landscape features as well as the soft landscaping to the boundaries and also in a horizontal band across the southern section of the site.

All development fronts either the road or turning heads, and corner plots have been amended so that they achieve visual interest within their side flanks to the access road with windows being incorporated. Street trees have also been incorporated into the scheme. In terms of the position of houses there is a strong building line along the main horizontal road to the north of Westwood Lodge creating frontage to the open space, but within the created cul-de-sacs of residential units there are staggered frontages which add interest to the layout and do not appear regimented except when trying to frame and draw the eye up to Westwood Lodge, still retaining its staging and prominence within the site. Given the retained landscape fingers within the site and to the boundaries the overall character of the estate would have a verdant character.

With regards to parking associated with the dwellings proposed most units have their off street parking to their respective frontage - although some units have their space to the side or rear of the unit. Parking is also shown along the horizontal access road (this would be visitor parking).

Scale

All of the dwellings proposed are two storey in height. Residential development in the surrounding area is characterised by single and two storey units, in addition there are large commercial units although these are akin to two/three storey height dwellings.

It is considered that the proposed two storey height of the dwellings are acceptable within the site given the context of the surrounding area. Whilst the site is enclosed it is accepted that some of the units would be more prominent than others - for example long views in from Poorhole Lane along the vehicular access and adjacent to Sloe Lane, although both of these would be inhibited to some degree by distance and to the latter by landscaping. However two storey development is considered appropriate for this site.

Appearance

With regard to the appearance of the units proposed as detailed above there are 3 different house types across the site- although there are variations within these house types to give the scheme a variety and a sense of place. The design addendum submitted in support of the application outlines different character zones related to these differing elevations. In terms of the Malden, this is a two bed dwelling and the scheme has in total 93 of these units. It has a ridge parallel to the road with a pattern to the fenestration and openings. Some of the units have a feature material between the first floor windows or around the smaller first floor window. The Enfield has a similar appearance to that of the Malden but with some variation to the fenestration - the larger ground floor window within the front elevation, special detailing is also incorporated into the first floor in terms of the materials within some units. Furthermore some of these units also incorporate a gable to the front and rear elevations - for example block 18. Within the proposed scheme there are 47 Enfield units.

3bed M4(3) has its ridge parallel to the road with a balanced appearance to its openings within the front and rear elevations, within the site there are 3 units on the site (block 23 plots 26, 27 & 28). Finally 4 bed semi-detached dwellings - again with the ridge parallel to the road, the front entrance door is positioned slightly off set, but the window openings have a balance in terms of their placement.

The designs have a consistency between them whilst incorporating features to give them visual interest within a site of this scale. The use of materials (buff and cream brick and dark grey and black roof tiles) and feature panels will also add to the visual variety- precise details are to be confirmed by planning condition (samples). Whilst photovoltaic panels are proposed on the rear elevations of all the units the panels are such that they do not over dominate the rear roof slope. Overall it is considered that there is sufficient diversity in house design to create interest whilst ensuring it acknowledges the context and identity of its location, scale, massing, rhythm, density, layout and use of materials appropriate to the locality. The scheme is therefore in accordance with Policy QD02 of the Thanet Local Plan, and paragraph 127 of the NPPF.

Landscaping

In respect of existing trees on the site, it is highlighted to Members that there is a tree preservation order (TH/TPO/19(1988)) covering the southern part of the site and to the northern and eastern boundary of the site; B/TPO/1(1956)A14. In addition at the existing Ramsgate Road/Sloe Lane entrance; B/TPO/1(1956)A12. The supporting information accompanying this application details that the tree preservation orders B/TPO/1/(1956) A12, A14 are very old and therefore the amount of information provided about the trees present in 1956 is limited. In terms of tree coverage on site at the current time this is to the perimeters and across the southern portion of the site and well as have two fingers of landscape across the site (south to north).

The submitted Arboricultural Constraints Report identifies that there are hundreds of trees on site and in order to be efficient and to pinpoint trees of particular interest or importance 45 individual trees have been surveyed and the remainder put into 20 large groups. The majority of the individual trees surveyed are in the area of woodland along what was the main access into the site; this is where the majority of the category B trees are located. The report notes that most of the larger and more important trees are non-native of varying condition and quality, a large number of mature trees on the site however the majority of these are sycamores. A tree retention and removal plan has been submitted showing that removal of trees is limited to areas to be developed for housing and road infrastructure, and the removal of trees on the site was accepted during the Inspectorate's approval of the outline application. The retention plan shows the groups of trees on the northern and western boundaries which currently screen the site are to be retained, which will safeguard any trees covered by the 1956 TPO. In relation to the 1988 TPO, a number of trees protected by this order will be removed as a result of the new access road into the site from Poorhole lane. Whilst this will result in some amenity harm, the location of the access road has been dictated by highway safety issues and the impact on the listed Cottage, meaning that to facilitate the approved development some tree loss will occur, as outlined in the appeal decision at outline stage.

An Arboricultural Method Statement (11/02/2021) accompanies the reserved matters application that provides information in relation to the tree retention plan and removal plan as well as tree protection plan. This follows the submission of an Arboricultural Impact assessment. The document details measures relating to location of site area compounds/materials/equipment outside of root protection areas for retained trees, the position of tree protection barriers as well as direct arboricultural supervision for manual excavation within RPAs of retained trees. A condition will be imposed to require the measures detailed in the method statement shall be carried out in full, with site personnel required to work in accordance with these plans. This is considered reasonable and necessary to safeguard green infrastructure on the site.

A detailed landscaping plan specifying the species of the trees to be planted has been assessed by the Council's Biodiversity and Horticultural officer as acceptable, with a woodland management plan identifying specific measures to monitor the new trees and change the proportion of non-native species with native species (with an overall reduction in the number of sycamores across the site). Subject to safeguarding conditions, the proposed development will both maintain key protected trees from the site and whilst tree loss will occur through the erection of the dwellings, this is kept to a minimum, with the woodland management plan potentially enhancing the type of tree coverage on site with greater oversight.

With regard to the internal hard surfaces these comprise a mixture of block paving shared surface and tarmac. 1 metre high timber railed boundary treatments have been used to denote the boundaries to the open spaces on the site, with prominent side boundaries to rear gardens on corner properties proposed to be 1.8m high walls rather than close-boarded fencing, avoiding an ephemeral appearance in prominent areas.

In terms of the relationship with TM8 (Sloe Lane) a pedestrian/cycle link (3m emergency access) connects to the existing gated entrance, this would have bollards in place to prohibit general access and egress. Further routes are indicated on the landscape layout along the western boundary which link to the footpath providing additional routes to the footpath.

Overall the proposed development will accord with Policy GI06 of the Local Plan, preserving the landscaping character of the site whilst creating an attractive environment for users and occupiers.

Impact on designated heritage assets

Since the determination of the outline application at appeal, Westwood Lodge has been Grade II listed (7th June 2017). The list description details the property was a holiday residence of 1864 built for London stockbroker Spencer Herepath in Gothic style. In terms of materials used in the construction the list description details that these are Kentish Ragstone with stone dressings and wooden barge boards. A clay tile roof with moulded terracotta chimney stacks and 'Staffordshire Blue' ridge tiles with some intact decorative finials. The servant's wing to the rear is in yellow stock brick in Flemish bond.

The Cottage was also listed at this time and is constructed of knapped flint with flint galleting and brick and dates from the 17th Century.

It is acknowledged that the current setting of Westwood Lodge is extensive, with the Cottage's setting a lesser, more immediate, extent. In terms of The Cottage, the proposal, once constructed would see the vehicular entrance and access roadway moving further away from the property- currently it is approximately 8m and this would increase to 22m from the building. In my view this would be a benefit to the current setting of the Cottage. Whilst there will be an increase in the traffic using the new entrance substantially above the existing level, the Cottage is within close proximity of Poorhole Lane and therefore the presence of traffic would not alter the character of the asset. In regard to the new dwellings, these are a sufficient distance away from the Cottage and separated by tree coverage not to adversely affect its setting.

Westwood Lodge itself is a striking gothic building and its front elevation has largely unaltered over the years. The development of residential properties within the setting of the building will result in a visual impact from the change in the relationship between the building and the space around it. The nearest dwelling proposed is set away by approximately 27 metres. The ridge height of the nearest dwellings (block 18) are approximately 9.5m and it is noted that the end of terrace unit in question has a gable and thus part of the bulk of the roof is reduced. The TDC Conservation officer says that there is an adequate distance between the proposed development and Westwood Lodge and as such considers there will not be a harmful impact to its setting nor implications upon its curtilage. The officer also considers the siting of the development by the slight stepping back of the properties as well as their proposed orientation also lessens any impact. It is also acknowledged that the proposed layout makes provision that views incorporating Westwood Lodge are retained as they currently exist (including the designed view of the southern elevation of Westwood Lodge and route to entrance on the western elevation), whilst the retention of established woodland (including the TPO trees) will sufficiently screen the new access road and closest dwelling to avoid harm to the immediate setting of the building. The proposed development will also increase the accessibility and prominence of the heritage asset, allowing an opportunity to understand and appreciate the asset when previously hidden.

Additional information has been provided in terms of the boundary treatments within the scheme and also hard surfacing in part. The Conservation Officer has confirmed that the boundary treatment, which would be seen in context with Westwood Lodge is appropriate and would not harm its setting. Whilst some hard surfacing details have been provided, not all the areas are covered and this could have an impact upon the character of the site and as such more details are required, this can be secured via condition. A condition is still required in relation to the bollards adjacent to the listed gates at the Sloe Lane/Ramsgate Road entrance to ensure their acceptability in terms of the designated heritage asset.

The proposal would demolish a number of non-historic single storey structures, including a large detached building used by the pet crematorium previously. The removal of these buildings will not result in any detrimental impact on the setting of the listed buildings or the character of the area.

Therefore, whilst the development will affect the setting of the designated heritage assets on the site, through the layout, design and landscaping of the development this impact will be

minimised and mitigated to safeguard and preserve the significance of the listed buildings, in accordance with Policy HE03.

Living Conditions

Paragraph 127 of the NPPF states that planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Policy QD03 of the Local Plan deals specifically with living conditions. This policy states that all new development should:

- 1) Be compatible with neighbouring buildings and spaces and not lead to the unacceptable living conditions through overlooking, noise or vibration, light pollution, overshadowing, loss of natural light or sense of enclosure.
- 2) Be of appropriate size and layout with sufficient usable space to facilitate comfortable living conditions and meet the standards set out in QD04.
- 3) Residential development should include the provision of private or shared external amenity space/play space, where possible.
- 4) Provide for clothes drying facilities and waste disposal or bin storage, with a collection point for storage containers no further than 15 metres from where the collection vehicle will pass.

In terms of Westwood Lodge itself, the nearest dwelling is set away by approximately 27 metres away. This dwelling ; block 18, plot 153 has no windows in the side elevation. Given the distance of separation and the fact there are no windows within the side flank of plot 153 I consider the relationship to be acceptable in terms of overshadowing, loss of light and overlooking Westwood Lodge.

With regard to Sloe Lane Properties I consider that the proposed nearest dwellings to them in block 24, plots 24 & 25 are a sufficient distance away and together with the landscape buffer would not result in harm to the amenities of the existing occupiers therein.

Therefore the detailed reserved matters proposal would preserve the living conditions of properties both within and surrounding the site.

In terms of the living conditions of the future occupiers of the proposed dwellings, Policy QD03 requires new development to be of an appropriate size and layout with sufficient usable space to facilitate comfortable living conditions and meet the standards set out in Policy QD04, which are the National Described Space Standards (March 2015). Paragraph 127 of the National Planning Policy Framework requires development to provide a high standard of amenity for existing and future users, with all windows serving primary habitable rooms required to provide an acceptable level of outlook, natural light and ventilation for the rooms.

It is considered that each proposed unit would be provided with adequate levels of light and ventilation and be served by a vehicle parking space as well as each having an area of amenity space which would provide space for bin storage, clothes drying and doorstep play space. All new residential development is required to meet the Nationally Described Space

Standards to ensure a good standard of accommodation for future occupiers. The proposed units would meet the respective standards and given the above they are considered to provide a good standard of accommodation for future occupiers.

Doorstep playspace is required for all 2-bed units or more under Policy GI04 of the Thanet Local Plan, along with refuse storage, clothes drying and cycle storage space. Each of the dwellings has an enclosed usable doorstep playspace.

Policy QD05 relates to accessible and adaptable accommodation, the site layout plan identifies that there would be 3 units that are M4 (3) compliant (wheelchair user dwellings); this policy requires 5% of the affordable housing units on housing developments. The affordable tenure plans show these units to be rental. In addition the agent has confirmed 6.5% of the affordable will meet this requirement (exceeding the 5% threshold), although this is not illustrated on the site layout plan.

The policy also requires 10% of new build developments will be expected to be built in compliance with building regulation part M4(2) accessible and adaptable dwellings again this is not illustrated on the site layout plan but the agent has confirmed that at least 15 units (10%) will be provided. The agent details that the precise plot numbers will be determined by site levels so at this point it is not possible to specify which plots will be M4(2) and M4(3) compliant, but the modular nature of the units will allow them to be fitted into the layout where the site conditions dictate. They have stated that they would accept a condition to cover the plot numbers, with details to be supplied prior to occupation. The proposal therefore complies with Policy QD05 of the Thanet Local Plan.

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 a LAP (Local Area of Play) a LEAP (local equipped amenity of play) and a contribution to a MUGA (multi use games area). As this is a reserved matters application a contribution cannot be obtained at this stage. It is recognised that the outline application was determined under the 2006 Local Plan Policy SR5 the original outline as detailed within the officer Committee Report detailed that the illustrative proposals included formal and informal public open space of 0.8 hectares, including equipped play areas of 400m sqm within the site which it noted were in compliance with the policy requirement.

The submitted plans show the provision of LEAP to the south of the proposed built development (400sqm), and low height play equipment to follow the woodland walk in one of the central landscape fingers (minimum size being 100sqm). The location of the LEAP is considered acceptable for use by the new dwellings in the site, with a condition requiring details and installation of the play equipment to be provided prior to the occupation of any units. The submitted plan also identifies a low height equipment to follow the woodland walk in the western green finger. The remaining green areas across the site are to be retained and enhanced and can be an open space resource for the occupiers, but not 'equipped'. These create additional recreational space benefitting the residents of the development.

Overall the proposed dwellings would accord with both Policies QD03 and QD04 and provide open space provision in accordance within the provisions of the outline application.

Transportation

The traffic generation from the proposed 153 dwellings was assessed at outline stage and was considered to be unlikely to have a significant impact on the adopted highway network subject to the payment of a financial obligation towards offsite improvements in the Westwood cross area (approximately £306,000). It falls to consider the detailed access, layout and parking issues for the proposed development at this stage.

Paragraph 108 of the NPPF says that in assessing applications for development it should be ensured that:

Appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;

Safe and suitable access to the site can be achieved for all users; and

Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Furthermore paragraph 110 details applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

A relocated and widened vehicular site accesses is proposed off Poorhole Lane. This would be to the west of The Cottage and slightly elevated to this property. An emergency access is proposed from the Sloe Lane/Ramsgate Road access that would be controlled by bollards.

This application considers the highway impact from the proposed layout. The initial site layout had a series of connected roadways off the horizontal access road across the site, no cul-de-sacs were provided and two main vehicular accesses were proposed from Ramsgate Road/Sloe Land and a new access from Poorhole Lane.

Amendments were sought by KCC during the application process that have informed the detail of the scheme. Amendments sought included a safety audit on the road accesses, alterations to the cycleway, clarification on how the Slow Lane/Ramsgate Road access would prevent general vehicular access whilst allowing pedestrian/cycle access, visibility splays, width of carriageway/footways, location of footways, speed restraint measures, location of street trees, types/suitability of hardsurfacing, location of parking, general parking

space sizes, location of electric charging points and lack of detail on cycle parking for the scheme.

Amended plans and additional details have since been submitted. This confirms no vehicular access from Ramsgate road/Sloe Lane except for emergency vehicles. 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. Specific conditions are required in relation to the visibility splays for the access on Poorhole lane, at the pedestrian/cycle access on Ramsgate road and within the development. This is required to ensure that safe access is provided to the development in accordance with policy QD02. The completion and retention of the pedestrian/cycle route between Ramsgate Road/Sloe Lane and the western cul-de-sac is also required, along with the completion of the Poorhole Lane access prior to the use of the site commencing on these grounds.

It is confirmed that the site access meets the approval of the Kent Fire and Rescue service.

In terms of the internal layout the access off Poorhole Lane leads onto a central horizontal spine road that has three further roads leading off, these eventually terminate in the form of cul-de-sac arrangements. Speed restraint measures are also incorporated, with horizontal deflection, raised tables and surface material changes throughout the scheme. The legibility of the layout of the internal highway network is considered to be acceptable, with clear route desired lines for cars and pedestrians.

In total 337 parking spaces have been provided, equaling to 2 spaces per dwelling and a further 31 visitor spaces. Parking spaces associated with the dwelling which they serve are to the front, side or rear of the property and most visitor parking is within the road, parking laybys and designated bays in front of dwellings. It is noted that some units would have tandem parking arrangements. Whilst this is not considered ideal given that this might necessitate an additional number of vehicle movement when compared with mutually accessible parking spaces, in this instance it is noted that KCC Highways have not objected to the development. Given the limited number of units affected by this and the cul-de-sac nature of the development, it is not considered that this arrangement would have a serious impact on highway safety by resulting in an increase in on-street parking outside of the site. The planning conditions attached to the outline planning permission will require these spaces to be provided prior to the occupation of the units to which they serve.

KCC Highways have advised that through the adoption process for the roads in the site, that right turns out of the development will be restricted, with details of street lighting to form part of the Section 38 agreement under the Highway act.

Large vehicles are required for waste and recycling collection, with the application supported by tracking plans that show how a vehicle could access the site and turning within it. Dwellings are supplied with sufficient bin storage, including bin stores in a safe area at the start of shared private drives where on-street positioning is not accessible. The Waste and Recycling manager has raised concerns about the ability of their vehicles to turn if residents and visitors park on corners and query if there would be measures to prevent this. It is considered that if the roads are adopted and there is a subsequent issue with access for

refuse vehicles being obstructed by parked cars, parking restrictions could be considered if felt necessary.

Concerns were also raised about staining of the hard surfacing, however, this is not considered to be an substantive issue to warrant a planning condition or other measures. Matters relating to the erection, positioning and intervals of street lighting can be controlled by condition.

KCC Public Right of Way have made comments in respect of TM8 in their latest response they have confirmed they no longer have improvement requests regarding Public Footpath TM8 as part of this application. They have stated that they would prefer to use any future application for the land west of Sloe Lane for wider improvements as part of a larger Highways scheme.

Following these amendments, subject to the imposition of safeguarding conditions, it is not considered that there would be an adverse effect from the proposed development on highway safety or parking in the surrounding area, with an adequate level and arrangement of parking provided for the proposed development.

Biodiversity

Paragraph 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). The NPPF goes onto state at paragraph 170 (d) states that opportunities to incorporate biodiversity improvements in and around development should be encouraged, especially where this can secure measurable net gains for biodiversity.

Thanet Local Plan Policy SP30 (Biodiversity and Geodiversity Assets) states development proposals will, where appropriate, be required to make a positive contribution to the conservation, enhancement and management of biodiversity and geodiversity assets resulting in a net gain for biodiversity assets. Planning permission will not be granted for development if it results in significant harm to biodiversity and geodiversity assets, which cannot be adequately mitigated or as a last resort compensated for, to the satisfaction of the appropriate authority.

Condition 14 of the outline application required an ecological management plan for the site to be submitted with the reserved matters submission. It detailed that the document shall include details of how the management plan will be implemented (including funding), details of monitoring and details of ecological enhancements of the whole site.

The reserved matters application has been accompanied by a raft of supporting documents relating to ecology and protected species survey work including; bat activity survey report, bat emergency survey report, bat roost potential building and tree inspection survey, breeding bird survey report and reptile presence/likely absence survey report. The surveys have detailed the following:

- 7 species of bats recorded foraging/commuting within the site – predominately common and soprano pipistrelles.
- At least 31 species of breeding birds recorded on site – including amber and red listed species.
- Barn owl recorded foraging within the site.
- Trees within the site have low/moderate potential to be used by roosting bats.
- A brown long-eared bat roost was confirmed in tree 47 – to be retained within the proposed site.
- No reptiles were recorded during the survey.

A management plan has been submitted to address concerns both during construction and for the development once built/occupied, and offering enhancements to comply with the condition on the outline. This includes buffer around trees that could support bats/birds during construction, retention and of hedgerows and grassland strips to support foraging bats, hedgerows, provision of bat, kestrel, barn owl, swift and general bird boxes and appropriate soft landscaping to support wildlife habitat (including bats, great crested newts, birds).

The Council's Biodiversity and Horticulture Officer has supported the scheme detailing that the development should greatly improve biodiversity and retain as many trees as possible on this site whilst allowing this much needed development to achieve the number of houses Thanet needs.

The supporting documentation sets out that the landscape strategy seeks within the public realm; create an entrance to the development, using the landscaping to prevent passersby from directly looking into front rooms but also allowing views out to allow natural surveillance and avoid the creation of areas that are not overlooked, avoid small areas of soft landscaping, additional planting and incorporating 'natural' play areas. In terms of the green network areas the idea has been to create spaces for walkers, areas be dual purposed so that they contribute to SUDs, reduce dominance of invasive tree species and ivy and provide more appropriate tree planting and wildflower seeding and establish dense boundary hedgerow.

It is considered that this strategy would result in development that would have a verdant appearance and would be of benefit to the occupiers thereof but in addition it would bring about biodiversity improvements to the site. It is therefore the officers opinion that the scheme brought before them is in accordance with policy SP30 of the Local Plan.

KCC Ecology, as the Council's competent experts, have advised that the ecological information submitted is appropriate and are satisfied with the results of the further survey work carried out, however have raised the necessity of a plan to identify the location of mitigation/enhancements. This plan has been submitted by the applicant, and members will be updated of the KCC Biodiversity comment on this plan at the Committee meeting. On the basis that the content of the management plan has been considered acceptable, it is considered that the detailed development of the site, with the appropriate safeguarding conditions, would not have an adverse effect on biodiversity and protected species. Subject to mitigation, no adverse effect will occur on the integrity of the protected sites in proximity to the application site, either alone or in combination with other projects or plans. The amount

of open space on the site also provides the opportunity for an enhancement of biodiversity through the detailed ecological management plan submitted (in relation to condition 14 on the outline) in accordance with paragraph 175 of the NPPF, as well as detailed measures to enhance the environment for protected species.

Other Issues

In respect of affordable housing the submitted Affordable Tenure Plan confirms that the scheme will achieve the quantum of affordable housing (30%) stipulated by the S106 agreement. Through the outline application, 30% affordable housing on site was secured. The affordable housing on site would be split, 69% affordable rented and 31% shared ownership.

A tenure plan has been submitted identifying the location of the affordable units. They are spread out within the development sufficiently to ensure that the development would create a cohesive community. The Strategic Housing Officer has no concerns with the location of these units.

Size and Type of Housing

The proposal includes a range of unit type; terraced units and semi-detached units; and a range of unit sizes, including 2-bed, 3-bed, and 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 no 1-bed units; 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. 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.

Furthermore the Strategic Housing Officer has confirmed that they have been part of the discussions with the developer and the Registered Provider and we are fully supportive of this development.

In respect of air quality the principle of 153 dwellings on this site has been approved at the outline stage, the reserved matters looks at amongst other issues layout and detail of the scheme. The Councils Environmental Health section have advised 1 Electric Vehicle charging point per dwelling with dedicated / allocated parking or 1 charging point per 10 spaces (unallocated parking). Furthermore conditions are requested in respect of an emissions mitigation assessment and emissions statement be secured via planning conditions. These matters are issues in relation to the principle of development and were considered within the outline application by the Planning Inspectorate, but not required. Therefore the Council is unable to impose a condition requiring their provision as the matter has been considered at outline stage and the applicant has stated that they are not willing to provide these at this stage in development.

The NHS Thanet Clinical Commissioning Group (CCG) has requested as part of this reserved matters application that a contribution be sought of £116,220 to mitigate against the direct impact of the scheme on delivery of general practice services. The principle of residential development, and the impact on infrastructure, has been agreed for this number of dwellings within the 2015 outline application and therefore this is not considered necessary to make the development acceptable in planning terms.

In terms of energy efficiency the proposed dwellings have been designed so that PV panels are installed on the rear roof slope. This will assist in meeting the required target under policy QD01 to achieve a high standard of energy efficiency equivalent to Level 4 in the Code for Sustainable homes and making best use of solar energy.

Condition 17 of the outline consent related to a detailed sustainable surface water drainage scheme. A drainage strategy and supporting documents were included as part of the reserved matters submission. It is confirmed that Southern Water and the Environment Agency have raised no objections. KCC SUDs have raised some concerns in relation to the discharge of condition 17 and have confirmed that this should not be discharged, however, they noted that the proposed site layout plan will have adequate space to provide additional storage for surface run-off if required; therefore, the layout of the site may be generally acceptable. It is made clear therefore that this reserved matters application does not discharge condition 17 of the outline consent and this will still be subject to further review and approval and can be dealt with separately to the reserved matters application.

It is confirmed that matters pertaining to foul water drainage were safeguarded under the outline consent, condition 16, which required full details of the foul drainage arrangement for the site to be submitted to the Council prior to commencement of development..

A street lighting plan can be submitted via planning conditions in order that it addresses concerns relating to ecology, impact upon refuse trucks and public safety concerns.

KCC Archaeology have requested conditions relating to the implementation of archaeological field evaluation works and a programme of building recording. Taking into account the outline decision it is clarified that conditions 12 and 13 require this, it is therefore not considered necessary to add these conditions to the reserved matters application as this is covered by the outline.

Condition 11 of the outline planning consent required that no development should take place until a construction management plan had been submitted and approved by the Local Planning Authority, it is therefore not required to reiterate this condition on this application as it would still remain enforce.

Kent Police views were sought on the scheme and as a result of this they have confirmed that they would recommend conditions to ensure a safe scheme. The conditions recommended relate to the width of the cycle route - 3m - this has been clearly annotated on the site layout plan and it runs through the southern wooded area and bollards would be installed at the point of the Ramsgate Road/Sloe Lane entrance to discourage vehicle access. Matters pertaining to boundary treatments can be safeguarded under the approved plans condition, whilst it is appreciated that boundary treatments are not provided to the site

frontages the areas of garden to the front are minimal and a boundary treatment would not be appropriate.

Concerns are raised about the quality of external doorsets/windows and audio visual door entry systems, however it is not considered that this can be secured by planning conditions.

Conclusion

This application is a reserved matters application for the erection of 153 dwellings following the grant of an outline consent on appeal agreeing the principle and number of units for the site.

The proposed development would take the form of a cul-de-sac off Poorhole Lane with existing established tree areas within the site being retained and integrated within the scheme; although it is appreciated that some trees are required to be felled to make way for the scheme, other trees and soft landscaping which is more appropriate is incorporated increasing the biodiversity of the site. The proposed dwellings are traditional in design, although using modern construction methods - modular construction and at two storey's reflect the character and scale of surrounding residential development. The properties have been designed/positioned to avoid any impact on the residential amenities of the occupiers of adjoining properties and would provide a good standard of accommodation for future residents. The impact upon highway safety is considered acceptable, with adequate off-street parking provision and suitable and safe access onto the surrounding road network subject to condition. The scheme also proposes 30% affordable housing for the District (secured at outline stage) which is considered to be of benefit to the area.

It is, therefore, recommended that the application is approved.

Background Paper

Annex 1 Appeal decision APP/Z2260/W/16/3151686 (LPA reference: OL/TH/15/0788)

Case Officer

Gill Richardson

TITLE:

R/TH/20/0174

Project

Westwood Lodge Poorhole Lane BROADSTAIRS Kent CT10 2PP

