

A01

R/TH/22/1650

PROPOSAL: Reserved matters application for the approval of layout, scale, landscaping and appearance for the erection of 117no. dwellings (Phase 2) including infrastructure, earthworks, drainage, equipped play and associated access pursuant to Hybrid planning permission F/TH/21/0417 comprising of outline planning with all matters reserved (except for access) for up to 322no. residential dwellings, and full planning for 178no. residential dwellings (Phase 1)

Land At New Haine Road RAMSGATE Kent

WARD: Northwood

AGENT: No agent

APPLICANT: Mrs Karen Dunn, BDW Homes

RECOMMENDATION: Approve

Subject to the following conditions:

1 The development hereby approved shall be carried out in accordance with the submitted drawings:

2205.01 Planning layout Rev P

2205.Win.01 Winterton Rev C

2205.Win.02 Winterton Rev B

received 11 April 2023

2205.03 Materials Plan Rev D

2205.04 Street Scenes Rev C

2205.TEW.01 Tewksbury & Coach House Rev E

2205.TEW.02 Tewksbury & Coach House Rev D

2205.TEW.03 Tewksbury & Coach House Rev C

2205.THA.01 Thanet Rev C

2205.THA.05 Thanet 3-Block Rev B

2205.WES.01 Westbrook Rev B

2205.WES.02 Westbrook Rev B

2205.WES.03 Westbrook Rev B

received 16 March 2023

2205.THA.06 Thanet 3-Block Rev B

2205.THA.07 Thanet 3-Block Rev B

received 12 January 2023

2205.SG.01 Single Garage Rev A

2205.TG.01 Twin Garage Rev A
2205.ALD.01 Alder Rev A
2205.ALD.02 Alder Rev A
2205.CUL.01 Culver Rev A
2205.CUL.02 Culver Rev A
2205.ELM.01 Elmswell Rev A
2205.ELM.02 Elmswell Rev A
2205.ELM.03 Elmswell Rev A
2205.FOX.01 Foxglove Rev A
2205.FOX.02 Foxglove Rev A
2205.FRA.01 Frampton Rev A
2205.FRA.02 Frampton Rev A
2205.HAZ.01 Hazelborough Rev A
2205.HAZ.02 Hazelborough Rev A
2205.HAZ.03 Hazelborough Rev A
2205.N2B4.01 Type C Rev B
2205.N2B4.02 Type C Rev B
2205.THA.02 Thanet Rev B
2205.THA.03 Thanet Rev A
2205.THA.04 Thanet 3-Block Rev A
2205.WES.04 Westbrook Rev A
2205.WYC.01 Wychwood Rev A
2205.WYC.02 Wychwood Rev A
2205.CS.01 Cycle Store Plots 276 - 293 Rev A
2205.CS.02 Cycle Store Plots 188- 193 Rev A
2205.CS.03 Cycle Store Plots 263- 274 Rev A
2205.BS.01 Bin Store 282 - 287 Rev A
2205.BS.CS.01 Bin / cycle store plots 197 - 187 Rev A
received 09 January 2023

GROUND;

To secure the proper development of the area.

2 Prior to the first occupation of the development hereby permitted, the access and access roads as shown on the submitted plan numbered 2205.01 Rev P shall be provided and made operational.

GROUND:

In the interests of highway safety in accordance with the advice contained within the NPPF.

3 Prior to the first occupation of any dwelling within the development hereby permitted, the vehicle parking spaces relating to that dwelling, including the garage and car port, and visitor parking spaces, as shown on the approved plan numbered 2205.01 Rev P shall be provided and permanently retained.

GROUND:

In the interests of highway safety in accordance with the advice contained within the NPPF.

4 Prior to the first use of the development hereby permitted, the vehicle turning facilities as shown available on the approved plan numbered 2205.01 Rev P shall be provided and permanently retained.

GROUND:

In the interests of highway safety in accordance with the advice contained within the NPPF.

5 Visibility and pedestrian visibility splays shall be provided to the access roads and parking areas in accordance with plan numbered 22040-SK02C. The visibility splays shall thereafter be maintained.

GROUND:

In the interest of highway safety in accordance with the advice contained within the NPPF.

6 Prior to the commencement of the development hereby permitted, details of the electric vehicle charging points to be provided within the development, including their location and design, shall be submitted to and approved in writing by the Local Planning Authority. The electric vehicle charging points shall be in the form of one active charging point per allocated parking space for the flat units, one active charging point per ten unallocated parking spaces and one active charging point per dwelling. The electric vehicle charging points shall be provided prior to the first occupation of the respective development it serves and thereafter maintained.

GROUND

To protect air quality, in accordance with Policy SE05 of the Thanet Local Plan and the advice as contained within the NPPF.

7 Prior to the first occupation of any dwelling/unit within the development hereby permitted, the refuse storage facilities relating to that dwelling/unit shall be provided and thereafter maintained, in accordance with the approved plans numbered 2205:01 PL Rev P, 2205.BS.01 Rev A, and 2205.BS.CS.01 Rev A.

GROUND:

To safeguard the residential amenities of future occupiers in accordance with Policy QD03 of the Thanet Local Plan.

8 Prior to the first occupation of the development hereby permitted, details of the secure, covered cycle parking facilities to serve each unit, shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking facilities shall be provided prior to the first occupation of each associated unit, and in accordance with the approved details, and thereafter maintained.

GROUND:

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

9 Prior to the first occupation of each block of self-contained flats, the doorstep playspace area associated with that block shall be made available for use, and fully

enclosed with high hooped top railings a minimum height of 1.2m, as shown on plans numbered 2205.06 Rev D and 2205.B.06. The playspace and boundary treatment shall thereafter be maintained.

GROUND:

In order to provide a safe doorstep play area in accordance with Policies QD03 and GI04 of the Thanet Local Plan.

10 Prior to the construction of the external surfaces of the development hereby approved, samples of the materials to be used, as shown on plan numbered 2205.03 Rev D, 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

11 Prior to the installation of the windows and doors hereby approved, details and manufacturer's specification of the windows and doors shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

GROUND:

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

12 All new window and door openings shall be set within a reveal of not less than 100mm.

GROUND:

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

13 The hard and soft landscaping works shall be provided in accordance with the following details:

- Landscape plan sheet 1 of 3 numbered CSA/5866/110 Rev A;
- Landscape plan sheet 1 of 3 numbered CSA/5866/111 Rev A;
- Landscape plan sheet 1 of 3 numbered CSA/5866/112 Rev A;
- Boundary treatment plan numbered 2205.06 Rev D;
- 1.8m brick pier wall and fence numbered 2205.B.01 Rev A;
- 1.8m screen boundary fence plan numbered 2205.B.02;
- 450mm knee rail plan numbered 2205.B.03;
- 0.9m high railings numbered 2205.B.04;
- Gate plan numbered 2205.B.05;
- 1.2m high hooped top railings plan numbered 2205.B.06.

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

14 Prior to the commencement of development hereby permitted, an ecological design strategy, which outlines how the proposal accords with the details as set out within section 11 of the Biodiversity Net Gain Preliminary Design Assessment (Bakerwell October 2021), and the mitigation measures as set out within Section 9 of the submitted Ecological Assessment (Bakerwell, March 2021), along with an updated biodiversity net gain assessment, shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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

SITE, LOCATION AND DESCRIPTION

The site is located on the edge and south of Westwood Town Centre. To the west of the site is phase 1 of the hybrid application (which this application is submitted in pursuant of), which has been approved and is under construction, and consists of development up to 3-storey in height. To the east of the site is Jackey Bakers Recreation Ground. To the south-west of the application site is an area that has planning permission for 186no. commercial units up to 3-storey in height; and to the south/south-east of the site is a range of commercial/educational uses, including Marlowe Innovation Centre, Royal Harbour Academy, Eurokent Business Park, and Laleham Gap School (which is directly opposite the site to the south), which range in design, height and scale, but again provide for up to 3-storey height development. The application site is undeveloped land, which has been cleared and fenced off in preparation for development works.

RELEVANT PLANNING HISTORY

F/TH/21/0417 - Hybrid planning application comprising outline planning with all matters reserved (except for access) for up to 322no. residential dwellings with associated open space, infrastructure and earthworks; and full planning for 178no. residential dwellings (Phase 1) with associated open space, equipped play area, landscaping, parking, infrastructure and earthworks. Granted - 04 April 2022

OL/TH/20/1435 - Hybrid application for outline permission (phase 2) for the erection of 54no. commercial units (Use Class E(g)), with all matters reserved, except access and; full application (phase 1) for the erection of up to 132no. commercial units (Use Class E(g)), and cafe (Use Class E(b)), within 1no. 2-storey building and 2no. part 2-storey, part 3-storey buildings, with associated parking and landscaping, and vehicular access onto New Haine Road. Granted - 17 May 2021

R/TH/17/1485 - Reserved matters application for the approval of access, layout, scale, landscaping and appearance for the erection of 54 dwellings (Phase 1) pursuant to outline

planning permission OL/TH/11/0910 for mixed-use development. Granted - 28 February 2018

OL/TH/11/0910 - Application for outline planning permission for mixed-use development for up to 550 dwellings; up to 63,000sqm Class B1 business floorspace; car showroom; a new local centre comprising up to 2,000sqm convenience retail (class A1, A2, A3), community facilities up to 5,000 sqm (class D1/D2) and community healthcare up to 1,200sqm (class D1); and associated highway works with all matters reserved. Refused - 16 October 2013. Allowed at Appeal.

PROPOSED DEVELOPMENT

The application is for the erection of 117no. dwellings, including 31no. 1-bed, 15no. 2-bed, 58no. 3-bed, and 26no. 4-bed. The buildings are all 2-3 storey in height, and to be constructed using two different bricks, two different roof tiles, and black cladding. The development includes flat blocks to the front of the site fronting New Haine Road, and detached, semi-detached and terraced dwellings to the rear.

A single vehicular access point into the site is proposed. In terms of parking, each dwelling is provided with 2 off-street parking spaces, with the flats provided with single off-street parking spaces, and 27 visitor parking spaces are provided.

0.81 ha of open space is provided, which is all located towards the north of the site within the linear park. The density of development proposed is 45 dwellings per hectare.

DEVELOPMENT PLAN POLICIES

Thanet Local Plan

SP01 - Spatial Strategy - Housing
SP02 - Implementation
SP09 - Westwood
SP14 - General Housing Policy
SP22 - Type and Size of Dwellings
SP23 - Affordable Housing
SP29 - Strategic Access Management and Monitoring Plan (SAMM)
SP30 - Biodiversity and Geodiversity Assets
SP34 - Provision of Accessible Natural and Semi-Natural Green Space, Parks, Gardens and Recreation Grounds
SP35 - Quality Development
SP38 - Healthy and Inclusive Communities
SP41 - Community Infrastructure
SP43 - Safe and Sustainable Travel
SP45 - Transport Infrastructure
HO1 - Housing Development
GI04 - Amenity Green Space and Equipped Play Areas
GI06 - Landscaping and Green infrastructure
QD01 - Sustainable Design

QD02 - General Design Principles
QD03 - Living Conditions
QD04 - Technical Standards
QD05 - Accessible and Adaptable Accommodation
HE01 - Archaeology
CC02 - Surface Water Management
CC04 - Renewable Energy
CC05 - District Heating
SE04 - Groundwater Protection
SE05 - Air Quality
SE08 - Light Pollution
CM01 - Provision of New Community Facilities
TP01 - Transport Assessments and Travel Plans
TP02 - Walking
TP03 - Cycling
TP04 - Public Transport
TP06 - Car Parking

REPRESENTATIONS

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

Loss of privacy for children at school,
Noise and visual distraction during construction works,
Increased traffic,
Impact upon safety of children,
Increased pollution and impact upon air quality.

Ramsgate Town Council - raises concerns that the Noise Impact Assessment should be independently assessed due to the DCO.

CONSULTATIONS

KCC Highways -
(Final Comment)

Further to previous correspondence dated 6 April 2023, updated plans and tracking have been submitted. The tracking has been amended to illustrate that a 13 metres refuse freighter can access and turn within the site, in line with Thanet Waste and Recycling vehicle specifications. The tracking (drawing reference: 22040/DSP01-F) illustrates that a refuse freighter can turn within the site. The turning areas have been illustrated with a 1 metres service margin which is acceptable and would allow for any degree of error to ensure conflicts do not occur. This is especially prevalent where visitor parking is proposed at the end of turning areas, such as in the vicinity of Plot 236 and 208. I can confirm that the tracking illustrated is now considered acceptable.

(Further Comment)

Further to previous comments dated 6 March, additional details and updated plans have been submitted.

It is noted that the extent of block paved shared space has been reduced. As previously noted, I understand the aesthetic wishes of alternatives to tarmac, the paving represents a maintenance liability. A 1 metres service margin is indicated at all shared spaces, including turning areas. While a dedicated footway is not proposed, the service margin is acceptable and revised surface treatments is acceptable. The full details of the raised table will need to outlined as part of the Section 38 submission.

Tracking has been illustrated for a refuse freighter, fire tender and a private car. It is noted that the refuse freighter illustrated is 11.2 metres in length where as Thanet District Council require access for a 13 metres long vehicles to be demonstrated.

A total of 34 visitor spaces are proposed across the site, (19 in the southern section and 15 in the northern section. The 20% additional visitor space requirement equates to 23 spaces. The layout provides 11 additional spaces to offset the proposed tandem parking arrangements. While this does not meet the exact 0.5 offset, we are seeking a pragmatic approach to ensure a layout that is not car dominated while acknowledging the need for additional spaces to ensure that hazardous parking is minimised. Therefore, I am minded to accept the parking provision outlined.

(Initial Comment)

Having discussed the plans with our Agreements Engineer, the plans indicate that the extent of adoptable highway has a considerable extent of block paved shared space. I would suggest that the amount of block paving is reduced as this represents a maintenance cost and liability to the Local Highway Authority. I understand the aesthetics, but suggest that an alternative surface is used at least at the main access and a standard raised table is considered.

I would welcome a review of the shared space, and suggest that footways are proposed on one side of the carriageway. Shared surfaces should have a minimum of 1 metres wide service margin either side, including around turning heads. Whilst this has been illustrated the swept path drawings indicate overrun and potential conflicts.

There is a large proportion of tandem parking, especially in the northern section of the site. 33 tandem spaces out noted overall, where an additional 0.5 parking provision is required to offset this. 19 tandem parking spaces are outlined in the northern section of the site, with 4 visitor parking spaces. Overall the visitor parking provision requires reviewing, as the current provision falls short of the additional 0.2 provision.

The turning area at Plots 236 is constrained and represents a tight turning area, especially if the visitor spaces are occupied. The turning area at Plot 208 represents a tight manoeuvre. I acknowledge that this is a shared space with a service margin, there is potential conflict if the visitor space is occupied.

All parking spaces abutting a boundary appear to be widened to 2.7 metres in width, which is acceptable. A 1 metre buffer is provided at the end of aisle spaces to enable sufficient turning, which again is acceptable.

I shall welcome a review of the visitor parking provision, and the surface treatments to reduce the amount of shared space / block paving provided.

KCC PROW - No objections

Environment Agency - No comments

Southern Water - Southern Water would have no objections to the reserved matters application submitted by the applicant.

The proposed method of foul disposal is satisfactory to Southern Water (Phase 2). An approval for the connection to the public sewer should be submitted under Section 106 of the Water Industry Act.

KCC SUDs -

(Final Comment)

Kent County Council as Lead Local Flood Authority have reviewed the additional drainage documentation uploaded to the portal and would consider our previous consultation response addressed (08/02/2023).

The latest Schematic Drainage Strategy Plan drawing (Revision D- 17/03/2023) supplied informs us that the drainage components on site are to still feature permeable paving systems for parking courtyard areas, below ground cellular attenuation tank, attenuation basin and two deep bore soakaways.

Whilst the LLFA no longer raise objection to the details presented, we do highlight a discrepancy between the hydraulic calculations undertaken in Causeway (24/02/2023) and the supporting drawings. The latest Schematic Drainage Strategy Plan drawing (Revision D- 17/03/2023) and Schematic Impermeable Area Plan (Revision A-21/03/2023) are dated later than the completion of the modelling and as such are based upon a slightly older version of the proposed layout.

This difference has resulted in the modelling utilising different contributing/impermeable area values at various manholes across the network. Overall, there would appear to be a reduction in impermeable areas in the latest layout (Revision D) over the modelling provided (1.756 ha in modelling against 1.637 ha). With this small reduction, we would view that there would be no substantial impacts to the overall performance of the network for the range of storm scenarios examined.

On this basis, the LLFA consider that this point can be managed as part of condition 23 (detailed surface water drainage) and raise no further objection to the approval of the reserved matters for phase 2.

(Initial Comment)

Kent County Council as Lead Local Flood Authority have the following comments:
Unfortunately, there is presently insufficient information submitted to recommend the

determination of this reserved matters application. The submitted Schematic Drainage Strategy Plan (prepared by Banners Gate, May 2022) varies from the Proposed Surface Water Drainage Strategy (prepared by Charles & Associates, November 2020) which was submitted as part of the outline planning application. As such, we would recommend the application is not determined until further details have been provided for review to confirm the drainage strategy will be appropriate for the development:

- A summary statement or covering letter giving an overview of the proposed sustainable drainage system.
- 'For construction' drainage layout drawings, annotated with pipe numbers, manhole cover and invert levels and key drainage features (such as attenuation devices, flow controls, soakaway locations etc.). General arrangement drawings of key drainage features or structures should also be provided.
- Information to support any key design inputs (e.g. greenfield and / or brownfield run-off rate calculations, existing and / or proposed impermeable area plan, ground investigation logs and infiltration test results (where applicable)).
- Final full network calculations and model details to demonstrate the drainage system's operation and performance for the critical duration 1 year, 30 year, 100 year +20% and 100 year +45% storm intensities.
- A description of the measures included within the drainage scheme to manage the quality of surface water runoff so that the receiving groundwater is adequately protected against pollution.
- An approximate timetable for the implementation of the drainage system during construction of development.
- A description of the SuDS components associated with the proposed drainage system and the key features that affects their operational performance if not properly maintained. This should be accompanied with a drawing which shows the drainage arrangement.
- Details of the operation and maintenance activities associated with each of the SuDS. This should consider the frequency of inspections and the types of maintenance activities required on a regular, periodic or remedial basis.
- Details of who will undertake inspections and maintenance activities. This should include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage system throughout its lifetime.

In this instance no information has been submitted with respect to the proposed maintenance of the drainage system.

We would highlight the importance of submitting sufficient detail to fully address the requirements of the reserved matters application.

KCC Biodiversity -

(Final Comment)

We have reviewed the submitted plans with the document submitted as part of application F/TH/21/0417. A review of the plans indicate that there has been an increase in open space within the site and the detailed plans demonstrate that the habitats to be created will be habitats that benefit protected/notable species.

A review of the satellite photos confirm that the management of the site has not changed since planning permission was granted and therefore the mitigation agreed as part of the outline application is still valid. As such we are satisfied that no updated survey ecological information needs to be submitted as part of this application.

When we previously commented we raised concerns that no details had been provided within the submitted documents detailing what ecological enhancement features will be incorporated into the buildings and open space. An ecological design strategy has been submitted and it has detailed the following will be implemented:

- 20 integrated bat bricks
- 20cm gaps under fencing to enable movement of badgers and hedgehogs
- 3 log piles and 3 hibernacula in the open space
- 10 bird boxes in the open space
- 1 kestrel box
- 20 integrated swift bricks

The ecological design strategy is required as part of C26 (F/TH/21/0417) . We advise that we will comment on detail on the ecological design strategy when C26 is submitted to be discharged. We advise prior to the submission of C26 a plan is included into the document clearly setting out where the enhancements will be located.

(Initial Comment)

We have reviewed the submitted plans with the document submitted as part of application F/TH/21/0417. A review of the plans indicate that there has been an increase in open space within the site and the detailed plans demonstrate that the habitats to be created will be habitats that benefit protected/notable species.

A review of the satellite photos confirm that the management of the site has not changed since planning permission was granted and therefore the mitigation agreed as part of the outline application is still valid. As such we are satisfied that no updated survey ecological information needs to be submitted as part of this application.

No details have been provided within the submitted documents detailing what ecological enhancement features will be incorporated into the buildings and open space. Prior to determination we recommend that an ecological enhancement plan is submitted to demonstrate what features will be incorporated into the site.

Environmental Health - A construction noise impact assessment was submitted at outline stage; this was consulted on at the time. The assessment undertaken on 9 th November 2021 undertaken by AACON UK set out appropriate mitigation to minimise impacts to the nearby SEN school.

The assessment was carried out in accordance with BS5228 – ‘Code of Practice for noise and vibration control on construction and open sites’ and uses worst case assumptions for noise impact modelling. All three parcels of development land have been considered and the various phases of construction.

The recommended mitigation measures, including erections of an acoustic fence, were included in the CEMP required by condition 42. The CEMP dated Oct 22 has been submitted, agreed and discharged CON/TH/22/0914.

TDC Housing Officer - Within Thanet District Council Local Plan (adopted July 2020), SP23 requires residential schemes of 10 or more units to provide 30% of the dwellings as affordable housing, including extra care facilities falling under the Use Class C3. To be policy compliant, a contribution of 30% affordable housing (AH) across the 117 units (Phase 2) is required. The 30% AH shall be split 70% Affordable Rent (AR) and 30% Shared Ownership (SO) which equates to 35no. AH units - split 25no. AR and 10no. SO. The exact tenure split can be confirmed during the course of the application process.

In the submitted Design and Access statement for the Proposed Residential Development, Phase 2, Euro Kent, New Haine Road, Issue 2, dated October 2022, created by Sten Architecture on behalf of David Wilson Homes, on page 12 it states the following:

Upon review of the Phase 2 Design and Access Statement (October 2022) the indicative affordable housing mix is reflective of TDCs SHMA (Strategic Housing Market Assessment) findings and the overarching housing needs across the district; however, in the submitted Planning Layout Phase 2, drawing no. 2205:01 PL, Rev L, dated Jan 20 it states the following:

This table indicates that the proposal is offering 2no 4-bed units, which is different to the submitted Design and Access statement, which states 2no 3-bed homes. Although it is roughly acceptable, as it meets the wider overarching housing needs of the district as identified in the LAHS, it would be advantageous if you could please confirm the exact mix. Additionally, it would also be advantageous if you could also confirm the exact tenure split for phase 2.

Natural England - No objection subject to securing appropriate mitigation

TDC Waste and Recycling - As with all new developments we wish to be kept advised of progress. As always we have concerns around access, parking, street furniture placement and residents being moved onto the site prior to building works being completed. For us to collect we will need to see proof of vehicle tracking, site completion and will need to make a site visit prior to collections starting.

Kent Police - We have reviewed this application in regard to Crime Prevention Through Environmental Design (CPTED) and in accordance with the National Planning Policy Framework (NPPF).

Applicants/agents should consult us as local Designing out Crime Officers to address CPTED. We use details of the site, relevant crime levels/type and intelligence information to help design out the opportunity for Crime, Fear of Crime, Anti-Social Behavior (ASB), Nuisance and Conflict.

If this application is to be approved, then we strongly request a Crime Prevention Condition be included to address the points below and show a clear audit trail for Design for Crime

Prevention and Community Safety to meet our and Local Authority statutory duties under Section 17 of the Crime and Disorder Act 1998.

We have reviewed this application in regard to Crime Prevention Through Environmental Design (CPTED) and in accordance with the National Planning Policy Framework (NPPF). Applicants/agents should consult us as Designing out Crime Officers (DOCO's) to address CPTED and incorporate Secured By Design (SBD) as appropriate. We use details of the site, relevant crime levels/type and intelligence information to help design out the opportunity for Crime, Fear of Crime, Anti-Social Behaviour (ASB), Nuisance and Conflict.

There is a carbon cost for crime and new developments give an opportunity to address it. Using CPTED along with attaining an SBD award using SBD guidance, policies and academic research would be evidence of the applicants' efforts to design out the opportunity for crime.

We request a condition for this site to follow SBD guidance to address designing out crime to show a clear audit trail for Designing Out Crime, Crime Prevention and Community Safety and to meet our Local Authority statutory duties under Section 17 of the Crime and Disorder Act 1998.

For residential developments we recommend;

1. Perimeter, boundary and divisional treatments must be a minimum of 1.8m high. Any alleyways to have secure side gates, which are lockable from both sides, located flush to the front building line.
2. To meet SBD guidance we would strongly recommend the installation of pavements on both sides of the roads to avoid vehicle and pedestrian conflict, and promote safer spaces for families. It is now common practice to have some shared vehicle/ pedestrian areas on secondary routes. If pavements cannot be installed in these shared spaces we strongly recommend traffic calming measures, especially where there is a curvature in the road.
3. Parking areas must be covered by natural surveillance from an "active" window e.g. lounge or kitchen and sufficient lighting. In addition, we request appropriate signage for visitor bays to avoid conflict and misuse.
4. New trees should help protect and enhance security without reducing the opportunity for surveillance or the effectiveness of lighting. Tall slender trees with a crown of above 2m rather than low crowned species are more suitable than "round shaped" trees with a low crown. New trees should not be planted within parking areas or too close to street lighting. Any hedges should be no higher than 1m, so that they do not obscure vulnerable areas.
5. Lighting. Please note, whilst we are not qualified lighting engineers, any lighting plan should be approved by a professional lighting engineer (e.g. a Member of the ILP), particularly where a lighting condition is imposed, to help avoid conflict and light pollution. Bollard lighting should be avoided, SBD Homes 2019 states: "18.3 Bollard lighting is purely for wayfinding and can be easily obscured. It does not project sufficient light at the right height making it difficult to recognise facial features and as a result causes an increase in the fear of crime. It should be avoided." Lighting of all roads including main, side roads, cul de sacs and car parking areas should be to BS5489-1:2020 in accordance with SBD and the British Parking Association (BPA) Park Mark Safer Parking Scheme specifications and standards.

6. Play areas must have a self-closing gate to keep animals out and ensure young children cannot leave the area unsupervised. Play equipment must be vandal resistant (and if made of wood, fire resistant) and not provide areas of concealment or an informal storage area for offenders or materials of crime. We recommend the sales team advise potential buyers of the plots close to the play area of it's location, which would otherwise be missed from the plan. By informing them at this stage, this reduces the possibility of future conflict and/or noise complaints.
7. All external doorsets (a doorset is the door, fabrication, hinges, frame, installation and locks) including folding, sliding or patio doors and individual flat entrance doors to meet PAS 24: 2022 UKAS certified standard, STS 201 or LPS 2081 Security Rating B+. Please note PAS 24 is a minimum-security standard, and communal doors may require a higher standard, such as STS or LPS.
8. Windows on the ground floor or potentially vulnerable e.g. from flat roofs or balconies to meet PAS 24: 2022 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.
9. We advise on the use of ground/ wall SBD or sold secure anchors within a cycle storage area/ sheds of dwellings to deter bicycle theft.
10. Mail delivery to meet SBD TS008 with a fire guard are strongly recommended for dwellings.

ANALYSIS

This application is a reserved matters application, for consideration of layout, scale, appearance and landscaping only. The principle of the development, along with the access, was assessed and approved through the original hybrid application ref: F/TH/21/0417.

This application has been called to planning committee by Cllr Mike Garner to allow members to consider the potential for overlooking from the development to Laleham Gap School opposite the site, and biodiversity.

Character and Appearance

Policy QD02 of the Thanet Local Plan states 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. Development must:

- 1) Relate to the surrounding development, form and layout and strengthen links to the adjacent areas.
- 2) Be well designed, respect and enhance the character of the area paying particular attention to context and identity of its location, scale, massing, rhythm, density, layout and use of materials appropriate to the locality. The development itself must be compatible with neighbouring buildings and spaces and be inclusive in its design for all users.
- 3) Incorporate a high degree of permeability for pedestrians and cyclists, provide safe and satisfactory access for pedestrians, public transport and other vehicles, ensuring provision for disabled access.

4) Improve people's quality of life by creating safe and accessible environments, and promoting public safety and security by designing out crime.

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. Development will be supported where it is demonstrated that:

5) Existing features including trees, natural habitats, boundary treatments and historic street furniture and/or surfaces that positively contribute to the quality and character of an area should be retained, enhanced and protected where appropriate.

6) An integrated approach is taken to surface water management as part of the overall design.

7) A coordinated approach is taken to the design and siting of street furniture, boundary treatments, lighting, signage and public art to meet the needs of all users.

8) Trees and other planting is incorporated appropriate to both the scale of buildings and the space available, to provide opportunities for increasing biodiversity interest and improving connectivity between nature conservation sites where appropriate'.

The site is located on the edge and south of Westwood Town Centre. To the west of the site is phase 1 of the hybrid application (which this application is submitted in pursuant of), which has been approved and is under construction, and consists of development up to 3-storey in height. To the east of the site is Jackey Bakers Recreation Ground, which is open in appearance. To the south-west of the application site is an area that has planning permission for 186no. commercial units up to 3-storey in height; and to the south/south-east of the site is a range of commercial/educational uses, including Marlowe Innovation Centre, Royal Harbour Academy, Eurokent Business Park, and Laleham Gap School (which is directly opposite the site to the south), which range in design, height and scale, but again provide for up to 3-storey height development.

This application is for phase 2 of the hybrid development, for 117no. dwellings, with consideration to be given to their layout, scale, appearance and landscaping. The proposal is partly dictated by the parameter plans that have already been approved through the hybrid application in relation to land use, access, green infrastructure and height.

Layout and Landscaping

The land use, access and green infrastructure parameter plan identifies the presence of residential use across the site, with a singular vehicle access point into the site. The continuation of the linear park is proposed to the north of the site. Other requirements include the retention of, and the new planting of, hedgerow along the eastern boundary of the site; a minimum 3.5m landscape buffer to the frontage onto the main road; the retention of the existing footpath through the site; and a retained area of habitat within the southeastern corner of the site. The proposed layout plan complies with all of these elements from the parameter plan.

The proposed block plan shows the provision of flat blocks to the west of the site, fronting New Haine Road, with parking and amenity space located to their rear. The flat blocks are characteristic of the flat blocks provided within phase 1, and are setback from the road

allowing for the 3.5m tree lined grass verge, which will help to soften the appearance of the development, and is in keeping with the southern part of New Haine Road where there is existing tree planting adjacent to the New Haine Road. The location of the flat blocks is therefore acceptable.

A central access road runs through the centre of the site, with three smaller access roads leading off it to the north and south. The plans show that all development has street frontage, and that within the site, behind the flat blocks, a range of detached, semi-detached and terraced dwellings will be provided. To the east of the site the dwellings fronting the access road will also provide some natural surveillance towards the recreation ground. A similar pattern is found to the north of the site, where proposed dwellings will provide natural surveillance of the linear park.

The spacing between units, and the location and type of unit varies throughout the scheme to provide sufficient interest in the layout. Within the development there are a number of grass verges with new tree planting, which will help to achieve internal tree lined streets, with the trees within communal areas outside of property curtilages in order to protect them from future removal.

In terms of open space, condition 22 of the hybrid consent requires that 1.36 hectares of open space is provided in total across phases 2 and 3. This application provides for 0.81ha of open space, meaning that 0.55ha will need to be provided within phase 3, which is achievable without compromising the other requirements of the outline permission for that phase.

Within this phase, the open space provision is through the delivery of the linear park. The linear park is provided with a variety of different forms of planting. To the west is a woodland buffer area, to the east is informal amenity space, and around the edges are wildflower and grassland meadow. A paved area is located towards the centre of the site with benches. Footpaths are provided within the space, in addition to the existing footpath adjoining the northern boundary of the linear park, which will provide space for good pedestrian movement within the linear park. Amended plans have been submitted increasing the number of pedestrian connections from the residential development to the linear park, as well as to the internal path within the housing development that connects to Jackey Bakers, as many desire lines were previously identified that required formal footpath provision.

Planting is proposed along the eastern boundary of the site, including new tree planting and hedge planting in infill gaps within the existing landscape screen.

Overall the layout and landscaping of the proposed development is considered to be acceptable, and in accordance with the parameter plans, and Policy QD02 of the Thanet Local Plan.

Scale and Height

The building heights parameter plan shows that the buildings fronting New Haine Road will be taller and larger in scale than the buildings setback from the road. This was previously

considered to be acceptable as this is a main 'A' road and there is the presence of 3-storey buildings within New Haine Road, along with extant consents for 3-storey development.

The parameter plan approved 2.5 storey development (up to 12m in height) and 3-storey development (up to 14m in height), with a small proportion of 2-storey development (up to 10m in height) along the road frontage onto New Haine Road, and wrapping round into the entrance of Marlowe Way, and the entrance of the linear park. To the rear of this, within the remainder of the site, development has been approved for 2-storey development (up to 10m in height), with a small proportion of 2.5 storey development (up to 12m in height).

The submitted plans show all 3 storey development fronting New Haine Road, with the remainder of development within the site 2-storey in height, with approximately eighteen of the units 2.5 storey in height. The proposal therefore complies with the parameter plan in terms of scale. The units also comply with the height requirements of 10m for 2-storey, 12m for 2.5 storey and 14m for 3-storey as set out within the parameter plans.

The scale of the proposed units will appear in keeping with the character of phase 1, and therefore the height and scale of the development is considered to be acceptable, and in accordance with the parameter plans, and Policy QD02 of the Thanet Local Plan.

Design

The proposal includes unit types that were approved within phase 1 of the development. The flat blocks fronting New Haine Road follow the design principles of the approved flat block within phase 1, which consists of a 3-storey flat roof building with parapet, with full height bay projections, and large floor to ceiling windows, or french doors. The number and size of the window/door openings help to break up the expanse of brickwork, and varied materials have also been used to help break up the mass, including black cladding and cream render.

This design was previously considered to be acceptable, as it was felt to be a design that, whilst not overly innovative, respected the form, scale and rhythm of the adjacent approved commercial development, whilst also creating a new residential character. There is some staggering in the heights of the buildings, with some buildings provided with centralised raised parapet sections that achieve a feature element. The flat blocks are not identical in appearance but all follow the same design approach, which adds interest to the overall streetscene, whilst providing the appearance of a comprehensive development.

The two flat blocks either side of the vehicular access originally raised concerns, as their side elevations were bland and lacked openings that would enable a dual frontage appearance to be achieved. The design of these units has been amended to include a projecting central section, additional window openings, and cladding elements, to add interest to these elevations, which form part of the visual gateway into the site. The amendments are considered to improve the design of the buildings, and are viewed as acceptable.

Concern was raised with the rear elevation of units 179-187, which will be prominently viewed from within the linear park, and had a bland elevation of mainly brickwork with few

openings. Amendments have been submitted with additional windows added to the rear elevation to increase the interest, which is considered to be acceptable.

The elevation fronting onto the linear park is considered to be another important element that will be visible in wider views. A streetscene plan for this elevation has been submitted, which shows that the dwellings are detached units, with enough variation in the unit types used to provide an interesting streetscene; however, the original plans showed all of the units in brick, with the use of no additional materials. Amended plans have been submitted showing cladding added to a few of the units, and a mix of brick and yellow brick. The units have a variety of roof designs, are different widths, and some have been provided with gable front projections. A good quality street elevation fronting the linear park is considered essential given its prominent location and it is considered that this has now been achieved.

In terms of the palette of materials, the units onto new Haine road are provided with red brick, and cream and dark grey render, as shown on the updated materials layout plan. It is intended for the windows to be set within reveals, and brick detailing is provided to some elevations. A condition requiring the submission of brick samples is proposed. As a whole the street elevation fronting New Haine Road is considered to provide good quality development that will integrate well into the surrounding area.

Within the site the units are 2-storey and 2.5 storey in height, with wide spaces between the units, and pitched roofs. A mix of unit types has been used, including terraced, semi-detached and detached units. A range of materials will be used, including both the red and buff brick, render and black cladding, and two roof tiles. These units will again appear similar in design to the unit types used within phase 1, and will therefore appear in keeping with the character of the area.

The original plan showed a mix of tarmac and permeable paving used, although KCC highways have requested that the extent of paving be reduced on the adoptable highway as their preference is the use of tarmac as it is more hardwearing and manageable. Permeable paving is the preferred hard surfacing material, and it contributes towards the visual amenities of the area, and helps to break up the expanse of a single hard surfacing material. Whilst it was agreed that more of the access road could become tarmac to suit the requirements of KCC, it was requested that more of the private access road and parking areas become permeable paving. Amended plans have been submitted to address this, showing the use of permeable paving and non-permeable paving in all of the highly visible areas where it is possible to use. The hard surfacing proposed is therefore considered to have an acceptable visual impact.

Overall the design, scale, height, and layout of the proposed development is considered to be in keeping with the character and appearance of the surrounding area. The proposal is therefore considered to be in accordance with Policy QD02 of the Thanet Local Plan, and paragraph 130 of the NPPF.

Impact upon Living Conditions

Policy QD03 of the Thanet Local Plan states that 'all new development should 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; be of appropriate size and layout with sufficient usable space to facilitate comfortable living conditions and meet the standards set out in QD04; include the provision of private or shared external amenity space/play space, where possible; 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’.

This phase of the development has limited neighbouring properties, with the only adjacent occupier that could be affected being Laleham Gap School. Objections have been received from a number of the parents to pupils within the school, raising concerns regarding the privacy of the children within the school and playing field to the south of the development site, along with the potential impact from noise during the construction phase of the development.

In terms of overlooking, there is a distance of at least 22m between the front elevation of the nearest 2-storey dwelling and the site boundary of the school site, with a further 8m distance to the hard courts. Fronting the school are 5no. units of accommodation, all at 2-storey in height, and with one of these units setback a further 4m from the school boundary. The 3-storey flat block that fronts New Haine Road was originally shown wrapping around this corner, providing a 3-storey elevation fronting the school, which would have increased the potential for overlooking. Amended plans have been submitted showing the 3-storey element moved to the other end of the building, and replaced with a 2-storey element with a single flat at first floor level. There is a wide road between the development site and the neighbouring school, and there is an established hedge and a timber fence behind, which extends along the school boundary, which will provide some screening of the external spaces within the school. Given the distance, the fact that a similar relationship was approved within phase 1 (which was entirely 3-storey opposite the school), the amendments received removing the 3-storey element from the area fronting the school, and the landscaping that exists and is proposed, the impact upon the privacy of pupils within the school is considered to be acceptable from this allocated housing site upon which the principle of development has already been approved.

Policy SE06 of the Thanet Local Plan states that ‘in areas where noise levels are relatively high, permission will be granted for noise sensitive development only where adequate mitigation is provided, and the impact of the noise can be reduced to acceptable levels. Development proposals that generate significant levels of noise must be accompanied by a scheme to mitigate such effects, bearing in mind the nature of surrounding uses. Proposals that would have an unacceptable impact on noise-sensitive areas or uses will not be permitted’.

The school accommodates children with particular sensitivities. The impact upon the school from noise during construction work is therefore a material consideration in the determination of any applications on adjacent land. The impact upon pupils of the school from construction noise was assessed during the hybrid application. A noise assessment was submitted (dated 9th November 2021), which was undertaken by AACON UK, and set out appropriate mitigation to minimise impacts to the nearby SEN school.

The mitigation required to offset the impact included the erection of 2.4m high hoarding around the site; restriction of construction hours to 08:00 to 18:00 Monday-Friday, 08:00-13:00 Saturday and no working Sunday or bank holidays; vehicles and mechanical plant fitted with effective exhaust silencers and shut down in the intervening periods; quiet plant used where appropriate and positioned so to avoid noise disturbance; construction compounds laid out so to minimise noise impact.

The assessment was carried out in accordance with BS5228 – ‘Code of Practice for noise and vibration control on construction and open sites’ and used worst case assumptions for noise impact modelling. All three parcels of development land were considered, along with the various phases of construction. The recommended mitigation measures, which included acoustic fencing, were included within the construction environmental management plan, which was required for submission under condition 42 of the hybrid consent, and has been approved. As such Environmental Health raises no concerns with this proposed development in relation to the noise impact upon the school. The proposal therefore complies with Policy SE06 of the Thanet Local Plan.

Impact on Future occupiers

In terms of the impact upon future occupiers, each dwelling has been provided with doorstep playspace, in accordance with Policies QD03 and GI04 of the Thanet Local Plan.

Concern was originally raised with the size of the doorstep play area serving the flat blocks, but amended plans have been submitted that have increased the size of the play area serving flat block nos. 269-275 to an acceptable level. Whilst the doorstep playspace serving flat block nos. 179-193 and 276-288 remains quite small, these units are all one bed and therefore there is not a requirement for the units to be provided with doorstep playspace as they are not considered to be family units. A condition is proposed requiring that the doorstep playspace is provided prior to the first occupation of the units, and high hooped top railings at a minimum height of 1.2m are provided around the doorstep playspace in order to make it secure, as required by the policy, and as shown on the additional boundary treatment plan.

Within the proposed development the units have been assessed against Policy QD04, which states the minimum space requirements of the units in relation to the nationally described space standards. The smallest 1-bed unit is 50.8sqm, which exceeds the minimum requirement of 50sqm; the smallest 2-bed is 68.8sqm, which exceeds the minimum requirement of 61sqm; the smallest 3-bed is 89.8sqm, which exceeds the minimum requirement of 84sqm; and the smallest 4-bed unit is 106.8sqm, which exceeds the minimum requirement of 97sqm. Each of the units therefore achieves the nationally described space standards as set out within Policy QD04 of the Thanet Local Plan.

The noise assessment submitted with the hybrid application considered the impact from road noise upon the development. The report considered the glazing, ventilation and overheating of the proposed development, and a technical note concluded that external noise levels at the closest residential receptors was not expected to result in any adverse impacts

Refuse stores and cycle stores are provided for each of the flat blocks within a short distance of the nearest access road where collection would be provided, and there is adequate space within the rear garden areas serving the dwellings to achieve this provision.

The impact upon the future occupiers of the development is considered to be acceptable, and in accordance with paragraph 130 of the NPPF and Policies QD03 and QD04 of the Thanet Local Plan.

Highway Safety

The impact upon the highway network from the number of units proposed was considered through the hybrid application under Policy SP09, with a financial contribution secured towards off-site highway works to mitigate the impact from the development.

The vehicular access into the site was approved through the hybrid application, and therefore this application is considering the internal layout of the development only, including the size and number of parking space, and turning provision.

Phase 2 has been designed with a central access route, which then serves three cul-de-sacs, and two parking courts for the flats. Dwellings front onto the roads, with many of them provided with tandem parking. KCC usually requires that additional visitor parking is provided where tandem parking is used within a scheme. Visitor parking is provided mainly through a layby format, but others are provided within parking courts. Parking courts have been used to the rear of the flat blocks, and to serve the dwellings fronting Marlowe Way.

The internal layout provides road and footway widths in line with the design parameters set out in the Kent Design Guide, unobstructed junction and forward visibility splays are provided to match the appropriate road speeds, and access and turning for emergency vehicles and refuse collection is provided and proven to be acceptable through the submission of tracking plans, which have been accepted by KCC.

A plan has been submitted showing the extent of adoptable highway. KCC originally raised concerns with the extent of block paving used, but amended plans have been submitted changing the paving to tarmac in areas where there will be substantial turning, and therefore where a hard wearing and low maintenance surface is required. KCC have no concerns with the amended plans as submitted.

The site layout incorporates 2 spaces per dwelling, and one space per flat, with 34no. visitor parking spaces provided, which exceeds the requirement of 24no. spaces due to the additional demand sought as a result of the tandem space design used. The number of spaces is considered appropriate for the scale and type of the development. Amended plans have been submitted widening spaces that abut a boundary, to the satisfaction of KCC.

Electric vehicle charging points are intended to be provided for all parking spaces within residential curtilages and 10% of communal spaces, however these have not been shown and will therefore need to be conditioned. Cycle parking spaces are provided for each dwelling and self-contained flat, with sheds within each garden and a communal cycle storage area for the flats.

In terms of pedestrian movement, a number of paths extend through the linear park, connecting New Haine Road and Jackey Bakers. Within the site there were a few locations that were identified where additional footpath connections could be provided to serve desire lines, which have been amended. The scheme provides two connections through the site to Jackey Bakers, in addition to the connections through the linear park. A number of footpath connections are also provided onto Marlowe Way. The proposal is considered to achieve good pedestrian movement that helps to connect surrounding spaces, in accordance with Policy TP02 of the Thanet Local Plan.

A cycle path exists on New Haine Road, and the development will provide a number of connections onto this road to enable good cycle movement to be achieved in accordance with Policy TP03 of the Thanet Local Plan.

The impact upon highway safety is considered to be acceptable, subject to safeguarding conditions.

Biodiversity

Trees

There are limited trees within the site, with only a few small trees present along the eastern boundary of the site, which are being retained.

The site does not fall within the conservation area and there are no trees covered by a Tree Preservation Order on the site. The proposal for landscaping shows extensive tree planting, both along New Haine Road, at the eastern boundary, within the linear park, and across the site as a whole.

The proposed tree planting is considered to result in some ecological enhancements across the site, offering habitat for breeding birds and bats.

The impact upon trees is therefore considered to be acceptable, and the proposed enhancements from new tree planting is supported and in accordance with Policy SP30 of the Thanet Local Plan, and the NPPF, which encourages tree lined streets.

Ecology

An ecological scoping study from 2006, Phase 1 Habitat Surveys from 2008 and 2011, and an updated ecological assessment was submitted with the hybrid application. Ecological mitigation measures were recommended, which included:

Mitigation to address the impact upon the Thanet Coast SAC and Thanet Coast and Sandwich Bay SPA/RAMSAR (covered later in this report);

Retained trees and hedgerow habitats being retained will be protected by Tree Protection Fencing (TPF) to standard BS5837;

New green infrastructure enhancement through the linear park provision;

Replacement native species rich tree and hedge planting to mitigate the loss of existing hedgerow and trees;

Precautionary measures to comprise a recheck of the tree to be removed with bat roosting potential prior to felling, with the tree removed under a soft felling methodology;
Restrictions on construction lighting to limit the impact upon bat habitats;
Covering of steep sided trenches or holes during construction, and the installation of holes and highway signs within fencing for hedgehogs;
Removal of trees, hedgerow or shrubs outside of bird nesting season;
The incorporation of three 150m² bird foraging areas within suitable green infrastructure across the site will mitigate the loss of the existing arable foraging habitat to farmland birds.

In terms of ecological enhancements, the new linear park offers an ecological corridor across the middle of the site containing rich tree planting, wildflower grassland, and SUDs ponds planted with native emergency and marginal species; a new area of woodland planting is included to the north of the site to expand the existing woodland planting off site and create new foraging opportunities; a total of 50 bat boxes/ bricks, 10 bird boxes, 40 swift bricks, and 2 kestrel boxes are proposed for installation to residential buildings; gaps under fences were proposed to support the movement of badgers and hedgehogs; and log piles, bee banks and log walls are proposed for reptiles and invertebrates.

KCC Biodiversity were consulted and advised that sufficient information had been provided, and they had no objections subject to a safeguarding condition requiring an ecological design strategy, which includes details of how the proposal accords with the details set out within section 11 of the Biodiversity Net Gain Preliminary Design Assessment and the mitigation measures as set out within Section 9 of the Ecological Assessment, along with an updated biodiversity net gain assessment, were submitted with each subsequent reserved matters application.

These details were not initially submitted with this reserved matters application. An Ecological Design Strategy has since been submitted, which provides an updated BNG assessment, mitigation design and enhancement measures, and landscaping/species details. The strategy states that the following will be implemented:

- 20 integrated bat bricks
- 20cm gaps under fencing to enable movement of badgers and hedgehogs
- 3 log piles and 3 hibernacula in the open space
- 10 bird boxes in the open space
- 1 kestrel box
- 20 integrated swift bricks

KCC Biodiversity have been further consulted and advised that they have no objections to the submitted strategy at this stage, although further consideration will need to be given to the strategy as part of the condition submission, with a plan submitted showing the location of the proposed enhancements within the site.

The impact upon Biodiversity is therefore considered to be acceptable and in accordance with Policy SP30 of the Thanet Local Plan, subject to a safeguarding condition requiring further detail to comply with the outline permission.

Drainage and Flood Risk

Condition 32 of the hybrid application required a detailed sustainable surface water drainage scheme for each phase to be submitted for approval prior to the commencement of development.

A drainage strategy has been submitted with the application, but will need to be separately submitted through a condition submission (from the outline permission). The drainage strategy plan shows an attenuation basin within the linear park, with connection pipes through the site. Foul drainage is provided to an existing manhole within new Haine Road.

KCC SUDs have been consulted and have advised that there is presently insufficient information submitted to recommend the determination of the application, as the submitted Schematic Drainage Strategy Plan (prepared by Banners Gate, May 2022) varies from the Proposed Surface Water Drainage Strategy (prepared by Charles & Associates, November 2020) which was submitted as part of the outline planning application. Additional details were therefore requested.

Additional details have been submitted showing the relocation of the attenuation basin further west within the linear park. The remainder of the connections within the development remain the same. A revised comment from KCC SUDs has been received, no longer raising an objection, given the minor change in the level of impermeable area not affecting storm scenarios. In addition the detailed drainage plans will be agreed under the condition submission for the phase as mandated by conditions on the outline application.

Southern Water has advised that the proposed method of foul disposal is satisfactory to Southern Water, and they require an application for the connection to the public sewer to be submitted under Section 106 of the Water Industry Act.

The impact upon flood risk and water source protection is therefore considered to be acceptable, and in accordance with Policy CC02 of the Thanet Local Plan, subject to the safeguarding conditions already secured (condition 32 on the outline permission).

Affordable Housing

The legal agreement submitted with the hybrid application agreed the provision of 30% affordable housing on site, in the form of 50% affordable rent and 50% intermediate affordable housing.

Within this application, 35no. units are proposed as affordable, which achieves the 30% provision required through the legal agreement for this phase. The units are identified on the proposed site plan, and consist of three of the flat blocks to the front of the site, and two of the residential dwellings within the site.

The Strategic Housing Officer has advised that the indicative affordable housing mix is reflective of TDC's SHMA findings and the overarching housing needs across the district. It was queried whether the two residential dwellings were 3-bed or 4-bed, as both options had been listed within documents. The agent has confirmed that the dwellings will be 4-bed, which the housing officer is supportive of.

The proposal is therefore considered to comply with Policy SP23 of the Thanet Local Plan and paragraph 65 of the NPPF.

Size and Type of Units

Policy SP22 of the Thanet Local Plan states that proposals for housing development will be expected to provide an appropriate mix of market and affordable housing types and sizes having regard to the SHMA recommendations as may be reviewed or superseded. It further states that the Council will encourage proposals for residential development to incorporate a higher ratio of houses to flats (as recommended in the SHMA).

In terms of market housing provision the application proposes 13no. 2-bed units, 58no. 3-bed units, and 24no. 4-bed units. When considering the proposed provision against the SHMA recommendations, the provision is closer to the need identified through the 2021 assessment, and as such it can be considered that the proposed unit mix size addresses current need.

In terms of the affordable housing provision the application proposes 31no. 1-bed units, 2no. 2-bed units, and 2no. 4-bed units. There is an increase in 1-bed unit provision against the SHMA recommendation (both original and amended), and a lack of 3-bed units against the SHMA, however, this is an edge of town centre location, and 1-bed and 2-bed units are our greatest need. On many housing sites there is often difficulty in achieving the smaller units for viability reasons, so in this instance, given the need and the variety of split across the phases, this provision is supported by the Strategic Housing Officer and considered acceptable.

A mix of flats, terraced units, semi-detached units, and detached units have also been provided, achieving a good mix across the site. The proposal is therefore considered to comply with Policy SP22 of the Thanet Local Plan.

The proposal offers 3no. M4(3) accessible units and 12no. M4(2) accessible units, with the units identified on the proposed site plan. This complies and exceeds the requirements of Policy QD05 of the Thanet Local Plan.

Other Issues

Contamination

The impact from contamination was considered through the hybrid application, with safeguarding conditions attached. Whilst a copy of the site investigation and remediation method statement has been submitted with the application, the Environment Agency has raised no objections to the development; and therefore the proposal is considered to comply with Policy SE03 of the Thanet Local Plan.

Air Quality

Air quality has been raised as a neighbour objection, however, air quality was assessed through the hybrid application within the EA. The report concluded that the effects with mitigation of dust would be temporary, short term, local in effect and low risk. In terms of mitigation measures, effects from construction activities will be mitigated by undertaking construction works in accordance with best practice mitigation to be implemented through the approved construction environmental management plan.

Environmental Health previously advised that they were satisfied that adequate information had been submitted to determine that there will not be an impact upon air quality and therefore the proposal is considered to comply with Policy SE05 of the Thanet Local Plan.

Heritage

This phase of development does not lie within close proximity of any listed buildings, and does not fall within the conservation area, and therefore the impact upon heritage assets is considered to be acceptable and in accordance with Policy HE03 of the Thanet Local Plan.

Archaeology

The potential impact upon archaeology was considered through the hybrid application, and safeguarding conditions were attached. The proposal therefore complies with Policy HE01 of the Thanet Local Plan.

Special Protection Area Mitigation and Appropriate Assessment

European sites are afforded protection under the Conservation and Habitats and Species regulations 2010 (as amended the Habitat Regulations) and there is a duty placed upon the competent authority (in this case TDC) to have regard to the potential impact that any project may have on those sites.

The Council undertook a Habitat Regulations Appropriate Assessment with the hybrid application, and a contribution was secured towards the SAMM to mitigate the harm.

Natural England raised no objections to the assessments and therefore the proposed development, subject to the mitigation measures that were secured. The application is therefore not restricted by the Conservation of Habitats and Species Regulations 2017.

Public Sector Equalities duty

In considering this application, due regard has been had to the Public Sector Equality Duty (PSED), as set out in Section 149 of the Equality Act 2010. In the absence of appropriate mitigation, there is considered to be a risk of negative impacts in relation to people with a protected characteristic as defined by Section 149(7), namely disability (with regard to users of the Laleham Gap School). Nonetheless, by reason of the imposition of planning conditions previously secured in relation to construction management, and the neighbouring amenity assessment that has been carried out, I am satisfied that the PSED will not be undermined.

Conclusion

The principle of development and access into the site has previously been approved. This application provides an acceptable layout, with frontage development of a good quality design that complies with the use and scale parameter plan previously approved.

The required open space is achieved, with a linear park secured to the north of the site that provides good pedestrian movement, ecological enhancements (subject to condition) and sufficient landscaping provision. Within the site tree lined streets are achieved, with grass verges that provide spacious frontages, and enhanced boundary planting and sporadic tree planting that helps to achieve a good quality environment.

The impact upon highway safety is considered to be acceptable, with safe turning provision achieved within the site, along with acceptable parking provision. Pedestrian and cycle connection between New Haine Road and Jackey Bakers Recreation Ground is achieved, improving permeability within the area.

The impact upon the pupils of Laleham Gap School is considered to be acceptable following the submission of amended plans relocating the 3-storey element away from the area opposite the school, and therefore given the distance, the presence of natural screening and that a similar relationship has been approved through phase 1, no concerns are raised in relation to overlooking. The impact from noise was assessed through the hybrid application, and mitigation secured to address this impact.

The application secures the provision of 117no. residential units on an allocated housing site, which has already had the principle of development agreed. 30% affordable housing is achieved on site, and a good mix of unit types and sizes provided. The proposal represents a good form of sustainable development on an edge of town centre site.

It is therefore recommended that Members approve the application, subject to safeguarding conditions.

Case Officer

Emma Fibbens

TITLE:

R/TH/22/1650

Project

Land At New Haine Road RAMSGATE Kent

