

PLANNING COMMITTEE

APPLICATION NUMBER: CA//18/01664

SITE LOCATION: Land North of Thanet Way, Whitstable

PROPOSAL: Reserved Matters application for Phase 1 comprising 138 residential dwellings and associated works, landscaping, parking, open space and servicing, together with details of the extension to Duncan Down including landscaping, multi-use games area and allotments.

APPLICATION TYPE: RESERVED MATTERS

DATE REGISTERED: 16 August 2018

TARGET DATE: 15 November 2019

LISTED BUILDING: N/A

CONSERVATION AREA: N/A

WARD: Gorrell

APPLICANT: Chartway Group Plc

AGENT: N/A

CASE OFFICER: Nicola Kingsford

WEB LINK: https://publicaccess.canterbury.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=CANTE_DCAPR_119423

RECOMMENDATION: Grant, subject to safeguarding conditions

SITE LOCATION AND DESCRIPTION

1. The application site forms the first reserved matters phase of the development granted outline planning permission under CA//15/01296. The 30.51ha site is situated to the south of Whitstable, immediately to the north and north-east of the A2990 Thanet Way and the south of Duncan Down village green.
2. The site can be broadly divided into two areas: the eastern area proposed for residential development and the western area proposed for green infrastructure. The eastern area comprises two agricultural parcels divided by hedgerows, adjacent to the southern edge of Whitstable. The western area comprises of a mix of fields and is to the south of Duncan Down. The predominant land uses within the locality of the

site are that of agricultural and residential development. There are areas of commerce, retail and leisure further to the east of the site along the Thanet Way.

3. The Public Right of Way (PROW) CW20 passes from the corner of St Luke's Close through the site past Benacre Wood, to provide direct links across the A2990 towards the Thanet Way and Golden Hill. This links through to the surrounding pedestrian network, providing a link to Whitstable Railway Station 1.8km from the site. Following this route also provides access to the town centre, a similar distance away.
4. The site is connected to the local bus network with a number of routes passing near the site and through Whitstable, with services also available towards Herne, Canterbury and Herne Bay. A local cycle path also runs directly in front of the site to the south, following the Thanet Way. The Whitstable Railway Station picks up a number of services to locations throughout Kent and into London.
5. The site gently slopes from higher ground at the western part of the site to lower ground in the north-eastern corner. The site includes Benacre Wood, which is designated as Ancient Woodland.

RELEVANT PLANNING HISTORY

6. **CA//15/01296** - outline planning permission was granted in 2016 (with all matters reserved except for access) for the demolition of existing buildings and the erection of up to 400 dwellings, including affordable housing, extension to Duncan Down village green, green infrastructure, multi-use games area, parking, access and associated infrastructure and other ancillary works.
7. **CA//17/01720** - an application for a non-material amendment was approved for a revision to the wording of condition 9 of the outline planning permission relating to the secondary vehicle access point, to include the option of discharging the condition either before or as part of the first reserved matters application. A submission of details application was submitted in relation to condition 9. This application was approved.
8. **CA//17/02019** - details approved in relation to condition 09 (secondary vehicular access point) of the outline planning permission as amended by CA//17/01720.
9. **CA//18/02063** - an application for a non-material amendment was approved for a revision to the wording of condition 12 of the outline planning permission, to allow a phased approach to the submission of surface water drainage details.

PROPOSED DEVELOPMENT

10. This reserved matters application has been submitted pursuant to outline planning permission CA//15/01296, seeking approval of details of appearance, landscaping, layout and scale for residential development comprising of 138 residential dwellings and associated works, landscaping, parking, open space and servicing, together with

details of the extension to Duncan Down (including landscaping, multi-use games area and allotments).

11. The residential development is proposed at an overall gross density of 28 dwellings per hectare, with up to 35 dwellings per hectare in the lower density area, up to 40 dwellings per hectare in the medium density area and up to 60 dwellings per hectare in the higher density area.
12. The scheme includes the provision of 42 affordable homes (of which 29 will be affordable rent and 13 shared ownership).
13. A total of 300 allocated parking spaces are proposed, with 237 allocated for residents and 63 for visitors and 78 garage spaces to some of the larger dwellings - this equates to an average ratio of 1.7 allocated spaces per dwelling (2.2 if visitor spaces are included).
14. As part of the outline planning permission, condition 8 requires a detailed site-wide masterplan to be submitted as part of the first reserved matters application and for it to be substantially in accordance with the approved parameter plans, Illustrative Green Infrastructure Plan and Design and Access Statement Document referred to in conditions 5 and 6. This has been provided as part of this reserved matters application.

CONSULTATIONS

KCC Ecology: No objection.

KCC Flood and Water Management: No objection following the submission of revised drainage proposals.

KCC Highways and Transportation: No objection following the submission of revised information, subject to conditions relating to bus stop design and vehicle loading/unloading and turning.

KCC PROW: No objection.

Kent Police: Comment on the design of the scheme (including landscape and planting proposals) including in relation to providing a suitable level of external lighting, increased natural surveillance opportunities and defensive planting.

Environment Agency: Wish to make no comments.

Southern Water: Comment that no water retaining or conveying features should be located within 5m of the public apparatus and crossings should demonstrate protection measures to be approved by Southern Water.

Natural England: Wish to make no comments.

CCC Environmental Health: Comment that a condition re: Construction and Environment Management Plan should be attached to any permission granted.

CCC Transportation: Comment as follows:

- The bus link, spine road width and bus stop facilities not being indicated on the proposed drawings
- The design of the cycle/footway adjacent to the spine road
- The management of parking on site
- Electric vehicle charging
- Tandem parking
- Use of PROW CW20

CCC Refuse: No objection, subject to suitable refuse storage being provided.

CCC Trees: No objection.

CCC Archaeology: No objection.

Southern Gas Networks: No comments received.

REPRESENTATIONS

15. Neighbouring occupiers adjoining the site were notified in writing, a site notice was displayed adjacent to the application site and an advert was placed in the local newspaper. Three rounds of consultation were carried out.

First round of consultation

16. Seven representations were received, objecting to the application on the following relevant grounds:

- The overbearing impact of development and loss of outlook
- Concerns regarding location plots 19 and 20-28 of phase two, in relation to existing neighbouring development, as shown on the submitted masterplan
- Highway safety
- Residents will be dependent upon existing services
- Increased pollution from traffic and noise
- No indication of safe road crossings in the wider locality
- Increased flood risk
- Loss of countryside
- Removal of hedgerow
- Ecological implications
- The bus lane should be open to all traffic due to limited access points
- St David's Close may be used by all traffic
- The area has been exposed to Japanese knot weed
- Impacts upon water pressure in emergency situations

Thanet Way Residents Association: Comment as follows:

- The access arrangement will result result in additional traffic using Millstrood Road and Belmont Road
- Further development is being built and/ or planned including retail and medical provision at Estuary View
- Opening up the planned bus route to all traffic will ease traffic movements along Millstrood Road and Borstal Hill and at the dangerous Church Lane junction
- A south exit would be beneficial as it could be used for the morning rush hour by those in the Grimshill Estate because there are already morning rush hour queues on the east approach to Long Reach, which will be made worse by the proposal. A south route will ensure that it would not be used as a rat run at weekends or to avoid Borstal Hill
- While the opening of this exit has been discussed, a one way system route is yet to be looked at
- The one exit approach to the estate is currently a barrier for integration of the new estate within the existing community
- Parking should not be displaced surrounding roads therefore a realistic level of parking is required not just the minimum
- SUDs ponds reduce the usability of open spaces within the site
- Plans should be put in place for the ongoing maintenance of SUDs
- The site is subject to a high water table and sufficient measures should be put in place to avoid flooding
- Concerns regarding noise and pollution
- There is no indication of the process involved in the construction of the roundabout and what mitigation there will be to the inevitable side effects this will cause on the Thanet Way and surrounding community

SPOKES East Kent Cycling Campaign: Comment as follows:

- The Old Thanet Way pedestrian/footpath should be upgraded to 3 metres as per latest DfT guidelines. To the east this path connects with the Crab and Winkle Way as well as Chestfield. To the west this path connects to the Estuary View commercial development and Medical Centre
- The required crossing for the Old Thanet Way path at the scheme's proposed roundabout should be as direct as possible, measures to slow traffic into the development should be considered. I.e. Reduce corner radii, and visual cues which lower drivers' perceived design speed of the road
- The existing toucan crossing across the Old Thanet Way by Golden Hill should be upgraded to puffin specification
- A puffin spec toucan should be added at the top of Borstall Hill between the roundabout and Long Reach Close
- The path shown to the west of the development should be connected to the Old Thanet way cycle/footpath in order to give motor traffic free pedestrian/cycle access out of the development for trips to the west
- On the existing fields there is an unofficial path that runs from the south east corner of the site by Golden Hill to St Lukes Close. It is so well worn it can be seen from satellite pictures, this represents a desire line that should be incorporated into the

development as a continuous motor traffic free path with as little interruption from motor-vehicles as possible. Parts of this potential path appear on the plan but it seems incomplete and interrupted

- The access to St. Andrews close for busses needs to be physically blocked to private motor vehicles or it will be used as a rat run. The existing residential streets on the Grimshill Estate are not suitable for through traffic. If private motor vehicles were allowed through at this point short trips by car would be encouraged. A consequence of increasing motor vehicle through traffic would discourage local walking and cycle trips through increased perception of danger

The Whitstable Society: Object to the application on the following grounds:

- The application does not include a noise bund to protect the open spaces from excessive noise pollution along Thanet Way, which will result in the open spaces being underused and will affect the physical and mental well being of future residents. Even when the speed limit of the Thanet Way is reduced to 40mph
- Parking spaces are cramped and narrow meaning that they will not be used to their design capacity
- The inadequate width of the main road and the failure to ensure financial and legal provision does not ensure a bus service through the site
- Drainage ponds should be removed to ensure the usability of open spaces

Second round of consultation

17. One representation was received, commenting that a contractor site plan required by condition of the outline permission, had not been submitted.

Thanet Way Residents Association: Comment as follows:

- No contact / community consultation from the new developer
- Concern over traffic scheme in relation to Millstrood Road and one exit onto the A2990, traffic and pollution
- Lack of integration of the new development to existing surroundings
- The number of parking spaces proposed and the management of these spaces
- Flooding and drainage capacity
- The removal of the central suds feature and the management plan for remaining SUDS features
- The lack of a landscape bund to mitigate noise
- Construction of roundabout
- Commitment to bus route and lack of bus stops shown on plans

Third round of consultation

18. One representation was received, objecting to the application on the grounds of the layout of the open space containing the SUDS basin in phase 1 and the layout of the scheme in relation to the size of dwellings proposed as shown on the masterplan.

DEVELOPMENT PLAN POLICIES

Canterbury District Local Plan 2017

SP1 - Presumption in favour of sustainable development

SP2 - Development Requirements

SP3 - Strategic allocations. Development will be permitted at strategic sites, subject to the provision of the listed infrastructure

SP6 - Strategic Access Management and Monitoring (SAMMS) Mitigation Measures for the coastal Special Protection Areas and Ramsar sites

T1 - Location of new developments to be considered against Canterbury Draft Transport Strategy. In considering the location of new development account will be taken to controlling the level and environmental impact of vehicular traffic, providing alternative modes of transport to the car by extending provision for pedestrians, cyclists and the use of public transport, assessing proposals in light of transport demands and the scope for choice between transport modes, and, seek the construction of new roads and/or junction improvements.

T2 - Proposed pedestrian and cycle routes to be protected.

T3 - Permission not to be granted for proposals that prejudice bus improvement measures.

T8 - Whitstable Bay Park and Ride

T9 - Parking and cycle provision to be applied in accordance with KCC standards.

T10 - The applicable car and cycle parking standards shall be applied.

T17 - Transport Assessment and Travel Plans required for developments which would have significant transport implications.

CC2 - Development to include measures to reduce carbon dioxide emissions from energy use.

CC3 - Strategic sites and large developments to provide site wide local renewable or low carbon energy and/or heat generation schemes such as gas fired Combined Heat and Power (CHP).

CC4 - Development proposals within areas at risk of flooding or with increased surface water run-off to be subject to a FRA and/or DIA.

CC11 - Sustainable Drainage Systems to be utilised where practical and greenfield run-off rates to be achieved where possible.

CC12 - Water quality to be safeguarded and enhanced where possible as part of new development proposals.

CC13 - Development to be phased to ensure the provision of necessary water infrastructure works. Development to minimise water use and incorporate water efficiency and recycling measures.

DBE1 - All development to incorporate sustainable design and construction measures.

DBE3 - Development proposals to be of high quality, to be assessed against specific amenity, visual, landscape, accessibility and highways criteria.

DBE4 - New housing to have acceptable standard of accommodation

DBE5 - High standards of accessibility and inclusive design to be incorporated into new developments.

DBE7 - High quality design of public realm to be expected in new development proposals.

DBE8 - Functional and visually successful public open space to be incorporated into new developments, including PROW, open space, landscaping and public art.

DBE9 - Outdoor lighting only acceptable where light pollution/spillage is minimised and it would not adversely impact on amenity, nature conservation, heritage assets, protected landscapes and long distance views.

HE1 - Proposals which protect, conserve and/or enhance the historic environment will be supported.

HE4 - Development proposals to preserve or enhance the setting of listed buildings.

HE6- Development within a conservation area should preserve or enhance it's special architectural or historic character or appearance.

HE7 - Highway works and traffic schemes to protect the character and appearance of historic buildings and conservation areas.

HE11 - Archaeology

HE12 - Area of Archaeological Interest

HE13 - Historic Landscapes, Parks and Gardens

LB4 - Development proposals to demonstrate that they are informed by and sympathetic to the landscape character of the locality. Specific criteria for assessment.

LB5 - Development not acceptable where it may have an adverse impact on the integrity of an SAC, SPA or Ramsar site.

LB6 - Sites of Special Scientific interest

LB7 - Development adversely impacting on Local Wildlife Sites, Local Nature Reserves or Regionally Important Geological/Geomorphological Site only acceptable where justification for proposal outweighs the harm.

LB8 - Ecological improvements to be incorporated into new developments to improve connectivity.

LB9 - All development to avoid a net loss of biodiversity and pursue opportunities to achieve a net gain. Three derogation tests set out in the Habitats Regulations 2010 to be applied to applications impacting on European Protected Species.

LB10 - Development to be designed to retain important trees, hedgerows and woodland.

LB13 - The environment within river corridors will be conserved and enhanced. Supply of water, treatment and disposal of waste water and flood risk management should be sustainable.

OS11 - New housing development to make provision for outdoor space.

OS12 - Green infrastructure to be planned, designed and managed to conserve and enhance the character of landscapes and settlements. Measures to be implemented for new major development sites.

QL1 - Support for social infrastructure/community facility uses and buildings.

QL5 - New local community services to be provided within new residential developments.

QL8 - Provision of health and social care facilities. Legal agreements to be utilised to deliver these facilities.

QL11 - Development resulting in worsening air quality to be appropriately mitigated.

QL12 - Mitigation of pollution from new development.

Supplementary Planning Guidance/Documents

Trees Supplementary Planning guidance SPD

Sustainable Construction Supplementary Planning guidance SPD

Heritage, Archaeology and Conservation guidance SPD

Crime Prevention Through Design SPD

ASSESSMENT

19. This application is reported to the Planning Committee due to the number of objections received.
20. In granting outline planning permission, parameters and principles for the development were set including design principles, density requirements, building heights, location of different uses, associated highways works including the main access to the site and the delivery of a major access road, pedestrian and cycle links and the provision of affordable housing and community infrastructure for the site. In granting outline planning permission, the Council has agreed the principle of the development and mitigation measures in relation to impacts upon local infrastructure, air quality and noise disturbance, flood risk and ecology. The main considerations in the assessment of this application are:
- Masterplan
 - Character and appearance
 - Living conditions
 - Sustainability / energy
 - Highway safety and parking
 - Other matters:
 - Biodiversity and trees
 - Flood risk, foul drainage and surface water
 - Housing mix
 - Other

Masterplan

21. A revised masterplan has been submitted after initial comments were made in relation to layout and landscaping. It is now considered that the masterplan reflects the layout and landscaping as shown in the parameter plans and outline design and access statement, in terms of the location of development parcels, the arrangement of built form across the site, the location of vehicular access routes within the development, pedestrian and cycle links and the location of green corridors and green infrastructure (including open spaces, play spaces and SUDS features).
22. A comment has been raised in the representations regarding the location of units 19 and 20-28 (now labelled units 199-207 and 198 respectively on the revised masterplan) , and their location in relation to the existing dwellings along Millstrood road. A revised masterplan has been submitted which seeks to address this comment. Neighbours will be consulted when detailed proposals are submitted at phase 2 reserved matters stage, and proposals will be assessed to ensure that no unacceptable loss of sunlight/ daylight, overlooking, loss of privacy, loss of outlook or overbearing impact would occur.
23. Officers therefore conclude that the proposed masterplan submitted with this application accords with the relevant Local Plan policies, including DBE1, DBE3, DBE7 and DBE8 and the NPPF.

Character and appearance

24. The National Planning Policy Framework (NPPF) attaches great importance to the design of the built environment and states that planning decisions should aim to ensure that developments will function well and add to the overall quality of an area. Paragraph 17 states that the need to always secure high quality design should underpin decision-taking, whilst paragraph 56 states that design should contribute positively to making places better for people.
25. Policy DBE3 of the Local Plan 2017 requires new proposals to be of high quality design which respond to the objectives of sustainable development. Policy DBE3 also requires that development should be considered against a range of criteria including its visual impact, the form of the development in terms of the efficient use of land, layout, landscape, density and mix, scale, massing, materials, finish and architectural detail.
26. Phase 1 includes a residential development parcel and also open space forming the extension to Duncan Down Village Green. The development parcel will be laid out with primary streets radiating from the central amenity open space, with vehicle, cycle and pedestrian access off Thanet Way to the South and bus only, cycle and pedestrian access off St. Luke's Close to the North. A link road through the site will connect these two accesses and will skirt around the central open space, with secondary streets accessed off this link road. A public right of way (footpath) also accesses the site from the south.
27. The proposed development for phase 1 can be analysed in five areas:
 - Southern edge and tree lined boulevard
 - Crescent area
 - Western and northern edges
 - Mews and secondary streets
 - Duncan Down open space

Southern edge and tree lined boulevard

28. The 'gateway' area at the primary access to the site and development frontage onto the Thanet Way follows principles set out in the Design & Access Statement submitted at the outline stage relating to a 'Sylvan Frontage' character area. The development frontage is set back from the road behind open space and tree planting, and consists of detached and semi-detached two-storey properties, laid out in an informal arrangement. Properties facing the Thanet Way are accessed by private driveways coming off secondary roads, with vehicle parking predominantly provided as tandem spaces adjacent to dwellings. A tree lined boulevard leads to the central amenity space from the Thanet Way access. A block paved square and set back terraces are proposed half-way along this boulevard, providing an element of visual relief. The design of the properties in the gateway area and tree lined boulevard is of

an informal traditional style. A mix of brick, tile hanging and weatherboarding is proposed for the elevations with tile and slate roofs.

Crescent area

29. The 'Crescent' character area will be located around the central amenity space, with development forming a loose crescent shape facing onto the 'village green'. Within the amenity space is located an equipped children's play area (LEAP), with a footpath winding around the perimeter. The two storey detached properties facing the green are accessed off the link road itself, with vehicle parking spaces predominantly provided as tandem spaces adjacent to dwellings. The design of the properties in this area is in a traditional style. A mix of brick, tile hanging and weatherboarding is proposed for the elevations with tile and slate roofs.

Western and northern edges

30. Development along the western edge is formed of apartment blocks and houses, and contains a mixture of forms and heights, up to three stories, with brick and weatherboarding being the prominent materials. Front and side elevations of the houses face the open space, with windows incorporated in flank elevations to allow natural surveillance and an active street elevation. Brickwork boundary walls along the frontage allow visual coherence. The properties in this area are accessed off secondary road and homezones, with vehicle parking spaces being provided as tandem spaces adjacent to dwellings and in front of dwellings. Small parking courts are provided for the apartments. A public right of way runs parallel to the West of proposed development, which links St. Luke Close and open space to the south. The design of the properties in this area is in a traditional style, with an element of arts and crafts style to some areas. A mix of brickwork and weatherboarding is proposed for the elevations with tile and slate roofs. An area of open space containing a SUDS pond and informal planting fronts onto St. Luke's close along the northern edge of the phase, with detached two storey houses fronting onto the open space. These dwellings are accessed directly off the link road and are of a traditional style in brickwork with red tile roofs.

Central Mews Area and secondary streets

31. Set back from the western development edge is a homezone area, laid out as a formal orthogonal mews, with a mixture of detached, semi-detached and terrace houses. To the south of this mews are secondary access roads, with predominantly terrace houses, and some detached and semi-detached properties. Parking is provided by spaces in front of dwellings and also tandem parking to the side of dwellings. The design of the properties in this area is an informal traditional style. A mix of brick, tile hanging and weatherboarding is proposed for the elevations with tile and slate roofs.

Duncan Down open space

32. The Duncan down extension includes in the western part, managed seasonal grassland, new hedgerow planting and a reptile mitigation area. East of Benacre wood and Gorrell wood, grassland/ scrub mosaic, a wildflower meadow and an extension to Benacre wood are proposed. The proposed layout and landscaping of the wider Duncan Down area, including habitat and ecological enhancements is considered to accord with the principles set out in the outline planning permission.
33. To the eastern end of the Duncan down extension an amenity area is proposed, to which there are vehicular and pedestrian links from the phase 1 housing development. The amenity area will include 36 half size allotments, with water points and drainage, with a 1.8m steel palisade fence and gate, as well as a multi-use games area, a mini-football pitch and a neighbourhood equipped play area. The amenity area also includes a car park, accessed via a 1.9m height barrier, with a 1.1m metal fence surrounding the car park. A 3.2m metal swing gate will lead to a surfaced access track leading to Benacre wood.
34. A deed of variation to the S106 legal agreement secured under the outline planning permission was agreed to by the Planning Committee in March 2019 to reduce the number of allotments from 56 to 36. The developer has agreed that this amended provision will be secured by a deed of variation or if not entered into, the shortfall in allotments will be provided as part of the future reserved matters applications.
35. It is considered that the layout and landscaping proposals of the Duncan Down extension to the west of the development parcel accords with the S106 legal agreement requirements, parameter plans and Design & Access Statement submitted at the outline stage
36. To conclude, the layout and landscaping of phase 1 appears to respect existing topography, with a focal point will be formed by the central amenity space, positioned where there is a natural dip in site levels. Primary streets radiating from the central amenity space are set on gradients adding to the townscape character of the new development. The landscaping is considered to be sensitive and of high quality design, with a broad range of species proposed for planting. The density, scale and appearance of the proposed development is considered to reflect local context and the setting of the site. It is considered that the layout represents an efficient use of land within the site and reflects surrounding context in terms of the pattern of development. The layout, landscaping, scale and appearance of the proposed development are therefore considered acceptable, with high quality contextual design and use of materials.

Living conditions

37. Paragraph 127 of the NPPF states that planning decisions should aim to secure a good standard of amenity for all existing and future occupants of land and buildings. Policies DBE3-6 of the Local Plan 2017 seek to ensure that through good design, the delivery of high quality residential environments is secured and that appropriate internal and external living conditions are secured for both existing and new residents.

Existing residents

38. The proposed dwellings are set back from existing development to the north by considerable distances, with at least 35m to the existing apartment blocks on St. Andrew's Close. It is therefore considered there would be no adverse impact on the living conditions of neighbouring property occupiers in terms of loss of daylight, overshadowing, loss of outlook, overbearing impact, loss of privacy or overlooking.

Future occupiers

39. By virtue of the layout and separation distance between units, it is considered that no unacceptable loss of daylight, overshadowing, loss of outlook or overbearing impact would occur between the proposed dwellings. By virtue of the separation distance between units and window positions it is considered that no unacceptable overlooking or loss of privacy would occur between the proposed dwellings.

40. The proposal is considered to provide a good standard of accommodation. All of the units are of a good size, with communal refuse/ recycling storage space and cycle storage space for the proposed apartments. The proposed dwellings have private rear gardens, which are considered to be of an acceptable size, with sufficient space for clothes drying facilities, refuse/ recycling storage and cycle storage.

41. Comments have also been raised regarding the lack of a landscape bund to along the boundary of the Old Thanet Way to provide acoustic screening and potential noise impacts upon the future occupiers of the development site.

42. Noise impacts from the Old Thanet Way on the future occupiers of the residential development site was considered under the outline planning application, with condition 23 requiring mitigation measures to be submitted to the Council for approval. In terms of the impact of noise from the Old Thanet Way on the open spaces, again the principle of development was considered acceptable at the outline stage, having been fully assessed through the Environmental Statement.

43. To conclude, it is considered that the proposals accord with Local Plan policies and the NPPF.

Sustainability / energy

44. Section 14 of the NPPF states that planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions. Policy CC2 of the Local Plan 2017 requires development to include proportionate measures to reduce carbon and greenhouse gas emissions and policy DBE1 requires sustainability statements for all applications for major developments to demonstrate how the development has responded to the objectives of sustainable development and had regard to the measures outlined in Table D1.

45. The Energy Statement submitted with the application sets out how the phase reflects the energy and sustainability strategies set out under the outline planning application. The target carbon dioxide emissions at outline stage was a reduction of 19% beyond 2013 building regulations requirements. The submitted Energy Statement accords with proposals set out at outline stage.
46. Other measures that contribute to the sustainability of the proposed development have also been incorporated into the design of the phase, including the use of a SUDS system, ecological enhancements, the provision of bus, cycle and walking routes, public and private outdoor space with appropriate landscaping and passive surveillance opportunities.
47. The proposed dwellings have been designed to meet minimum space standards, with 20% of homes on the site designed as wheelchair adaptable dwellings and adequate storage space for bicycles and recyclable materials and composting is proposed.
48. The proposal is therefore considered to accord with Local Plan policies and the NPPF.

Highway safety and parking

49. Policy DBE3 of the Local Plan 2017 requires the safe movement of pedestrians, cyclists and cars within and around the proposed development. In terms of parking provision, paragraph 105 of the NPPF refers to Local Planning Authorities setting local parking standards for development and this is covered by policy T9 of the Local Plan 2017 (with local parking standards set out in Appendix 4).
50. Policies DBE3 and DBE4 of the adopted Local Plan 2017 require facilities for on-site secure covered cycle parking and the local parking standards set out in Appendix 4 of the Local Plan require the provision of 1 cycle parking space per unit for apartment and 1 cycle parking space per bedroom for houses.
51. Vehicle parking is primarily provided on the plot of individual units, with visitor spaces provided on-street. Parking for the proposed apartments is to be provided within parking courts. Cycle parking is to be either provided within garages or sheds for the proposed dwellings and cycle stores for the proposed apartments. Following initial comments from KCC Highways and Transportation, the number of visitor spaces has been increased and the proposal now accords with the relevant standards. The development would make sufficient provision for off-road parking/turning facilities in accordance with the Council's parking standards, the provision and retention of which is controlled under condition 32 of the outline planning permission. Access through the site by refuse and fire applicant vehicles has also been demonstrated and KCC Highways and Transportation raise no objection.
52. Turning to the proposed layout, this has been amended to include a wider spine road through the site at a width capable of accommodating a bus service. The provision of a bus link through the site was set out at the outline stage, with contributions secured through the S106 legal agreement and the location of the bus access and gates was

indicated on the approved parameter plans. Condition 28 of the outline planning permission requires the submission of details of bus gates to be submitted to and approved by the Council prior to their installation. Indicative bus stop locations have been indicated on the drawings submitted and further details are recommended to be secured by condition.

53. Comments have been made in relation to the bus link onto St Luke's Drive being opened up to all traffic. Condition 9 of the outline planning permission (as amended by CA/17/01720) required further details of a secondary vehicular access point including a detailed assessment of all viable alternative options and any associated traffic alleviation measures required in connection with that secondary vehicular access. As part of this conditions application, it was considered that the single point of access would be the most suitable option for the site and additional accesses would not possible without causing highway safety issues.
54. The S106 legal agreement secured under the outline planning permission requires that a new public footpath be provided through the Duncan Down village green extension, as an extension of existing public footpath CW20. A footpath extension has been indicated on the proposed drawings and a condition is recommended to secure details including surfacing and signage associated with the new public footpath. KCC PROW raise no objection to the proposed development.
55. CCC Transportation made comments in relation to the bus link, spine road width and bus stop facilities not being indicated on the proposed drawings and the design of the cycle/footway adjacent to the spine road. Revised proposals have been submitted and these comments have been addressed. Comments were also made in relation to tandem parking, additional visitor spaces have now been indicated to meet required standards. Electric vehicle charging was not secured at the outline stage and is therefore not being proposed as part of the reserved matters application.
56. SPOKES East Kent Cycling Campaign made comments relating to the design of the roundabout access to the development, upgrading the footpath/ cycleway along the Old Thanet Way to increase it to 3m width, upgrading the toucan crossing on Old Thanet way to a puffin crossing and a new puffin crossing for Borstall Hill. The detailed design of the roundabout was approved under the outline planning application. Their other comments relate to issues outside the scope of this reserved matters application, as they do not relate to layout, scale, appearance or landscaping of the development. SPOKES East Kent Cycling Campaign also commented that there is an unofficial path that runs from the south east corner of the site by Golden Hill to St Lukes Close and that this should be incorporated into the proposed development. Pedestrian links are shown from Golden Hill, with connectivity across the site via footways to enable pedestrians to reach St. Luke's close and vice versa.
57. CCC Transportation and SPOKES East Kent Cycling Campaign both made comments in relation to the use of public right of way CW20 by bicycles as well as pedestrians. The provision of a bridleway or shared path was not secured at the outline stage, therefore it is considered that this does not need to be provided as part of the reserved matters application.

58. Comments have also been made in relation to the layout not lending itself well to integration with the existing community, however for the reasons set out in this report, there is considered to be a good level of cycle and pedestrian connectivity with surrounding streets, notwithstanding the provision of a single access point.
59. In light of the above, it is considered that the proposed development would not result in harm to highway safety in accordance with policy T9 of the Local Plan 2017 and the NPPF.

Other matters

Biodiversity and trees

60. National planning policy aims to conserve and enhance biodiversity, and encourages opportunities to incorporate biodiversity in and around developments. Under the Natural Environment and Rural Communities Act (2006), "every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of these functions, to the purpose of conserving biodiversity".
61. Opportunities to incorporate biodiversity in and around developments should be encouraged. Policy LB9 of the Local Plan 2017 sets out that "all developments should avoid a net loss of biodiversity/ nature conservation value and actively pursue opportunities to achieve a net gain. Policy LB10 seeks to protect existing vegetation and woodland that makes a positive contribution and to integrate it within new development.
62. The proposal for the Duncan Down extension includes in the western part managed seasonal grassland, new hedgerow planting and a reptile mitigation area. East of Benacre Wood and Gorrell wood, grassland/ scrub mosaic, a wildflower meadow and an extension to Benacre Wood is proposed.
63. A landscape and ecological management plan for the Duncan Down extension is required by condition 26 of the outline planning permission. Requirements relating to badger and reptile surveys are covered by conditions 24 and 25 and details submitted in relation to these conditions have been approved.
64. Requirements relating to the protection of trees and replacement planting are covered by conditions 19 and 21 of the outline planning permission, with an arboricultural assessment required for each phase of the development under condition 20. The removal of hedgerow, which currently runs south-east and north-east across the eastern part of the site for a length of 320m was assessed through the Environmental Statement submitted at the outline stage as being species poor and highly managed and its removal was considered to result in a small negative impact of neighbourhood significance.
65. Officers concluded at the outline stage that due to proposed mitigation and the creation of new habitats, including new grasslands and woodlands, the impact of the

development on existing trees or hedgerows was not considered to be a significant constraint upon the proposal. The arboricultural assessment submitted with the outline planning application concluded that the loss of some trees and shrubs on the site would not be detrimental to the wider landscape and could be mitigated against by replanting with suitable species in an appropriate location. KCC Ecology have raised no objection to the application.

66. For the reasons set out above, the application is considered to have an acceptable impact upon biodiversity and trees.

Flooding, foul drainage and surface water

67. Paragraph 163 of the NPPF states that Local Planning Authorities should ensure that flood risk is not increased elsewhere and that any residual risk can be safely managed. Policy CC11 of the Local Plan 2017 states that all development applications should include drainage provision. This will ensure that surface water is appropriately controlled within the development site, that flood risk is managed on-site and off-site, and that any existing flood risk in the locality is not exacerbated. Policy CC4 accords with this.
68. KCC Flood and Water Management initially raised an objection to the surface water drainage design, which included the use of culverted watercourses. The drainage design has now been amended, with a SUDs feature located in the northern portion of the site and its ongoing management is secured under condition 12 of the outline planning permission.
69. Some concerns have been raised in relation to the SUDs ponds compromising the usability of open space within the site. The SUDs basin located within the central amenity area has now been removed and replaced by an underground surface water attenuation crate to ensure that the usability of the open space is not compromised. In any event, the open space provision is in accordance with the parameter plans approved at the outline stage.
70. In terms of flood risk and mitigation, KCC Flood and Water Management raised no objection to the indicative Drainage Strategy submitted at the outline stage nor the details provided as part of this application following the amendments detailed above. In addition to this, full details of surface water management are required through condition 12 to be attached to this permission.
71. It is considered that the proposed development will have an acceptable impact upon surface water management in accordance with Local Plan policy CC11 and the NPPF.

Housing mix

Market

72. A condition requiring details of the housing mix was not attached to the outline planning permission. The housing mix for the market housing units (96 homes) proposed under this application is as follows:

- 4 x 5-bed houses
- 29 x 4-bed houses
- 59 x 3-bed houses
- 4 x 2-bed houses

73. Whilst there is an underprovision of one and two bed apartments and houses and an overprovision of three and four bedroom houses in relation to the Council's identified housing need, the developer has agreed that this can be addressed in the reserved matters applications for future phases to ensure that the scheme overall better reflects the housing mix set out in the Council's Housing and Homelessness Prevention Strategy 2018-2023.

Affordable

74. 30% affordable housing across the site is a requirement of the S106 legal agreement, as well as a tenure split of 70% rented and 30% intermediate housing, and the proposal accords with this.

75. A separate Affordable Housing Scheme is required by the S106 legal agreement to be submitted to and approved by the Council and this includes details of the housing mix for the affordable housing units. The housing mix for the affordable housing units proposed under this application is as follows:

- 1 x 4-bed houses
- 6 x 3-bed houses
- 2 x 2-bed houses
- 19 x 2-bed flats
- 14 x 1-bed flats

76. Again, whilst there is an overprovision of one and two bed apartments and an underprovision of two, three and four bedroom houses in relation to the Council's identified housing need, this can also be addressed in the reserved matters applications for future phases to ensure that the scheme overall better reflects the housing mix set out in the Council's Housing and Homelessness Prevention Strategy 2018-2023.

77. In terms of distribution, the affordable housing is provided in clusters throughout the site and their design quality is such that it would not be distinguishable from the market housing on the site.

Other

78. The site being exposed to Japanese Knotweed is not a planning consideration. The control of the plant is covered by separate legislation.

79. Concerns have been raised regarding water pressure in emergency situations, however this is a matter for Southern Water and they have raised no objection to the application.
80. In terms of having a one way traffic system incorporated into the scheme, this does not form part of this application therefore cannot be considered material to its outcome. Comments have also been made in relation to there being no details of the process involved in the construction of the roundabout and what mitigation is proposed, however this was approved at the outline stage and off-site highways works were secured through the S106 agreement secured under the outline planning permission.
81. Concerns have also been raised in relation to the deliverability of the bus route. The S106 legal agreement secured under the outline planning permission requires a contribution of £350,000 towards the provision of bus service through the site.
82. CCC Environmental Health have requested a condition in relation to the submission of a Construction Environmental Management Plan (CEMP), however this is required by a condition attached to the outline planning permission.

RECOMMENDATION

83. For the reasons given as part of the assessment, officers consider that the application accords with relevant national and local planning policy and therefore the application is recommended for approval, subject to safeguarding conditions.

DRAFT CONDITIONS FOR DECISION NOTICE

Application no: CA/18/01664

Proposal: Reserved Matters application for Phase 1 comprising 138 residential dwellings and associated works, landscaping, parking, open space and servicing, together with details of the extension to Duncan Down including landscaping, multi-use games area and allotments.

Location: Land North of Thanet Way, Whitstable

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

- Phase 1 Location Plan 2555-01 A
- Phase 1 Site Plan – Roof Plan 2555-02 J
- Phase 1 Site Plan – Sheet 1 of 6 2555-04 C
- Phase 1 Site Plan – Sheet 2 of 6 2555-05 C
- Phase 1 Site Plan – Sheet 3 of 6 2555-06 C
- Phase 1 Site Plan – Sheet 4 of 6 2555-07 B
- Phase 1 Site Plan – Sheet 5 of 6 2555-08 B
- Phase 1 Site Plan – Sheet 6 of 6 2555-09 C
- House Type L – Units: 1, 29, 96 & 128 2555-20 A
- House Type B – Units: 2 & 3, 126, 127 2555-21 C
- House Type C – Units: 4 & 5, 12 & 13 2555-22 A
- House Type B – Units: 6-9 2555-23 A
- House Type C – Units: 16(h), 43, 98 (h), 99 2555-24 A
- House Type F – Units: 14(h), 15, 28(h), 37(h), 78(h), 79, 86, 92, 93(h), 132 2555-25 A
- House Type B – Units: 17 & 18 2555-26
- House Type I – Units: 19 & 91(h) 2555-27 A
- House Type B – Units: 10(h), 11(h), 20, 21, 41(h), 42(h), 88, 89 2555-28 C
- House Type F – Units: 22 & 23 2555-29 A
- House Type D – Units: 24 & 25 2555-30
- House Type F – Units: 26(h), 27, 38, 131(h) 2555-31 A
- House Type G – Units: 75 & 87(h) 2555-32 A
- House Type A – Units: 30 & 31 2555-33
- House Type D – Units: 32, 49, 125 2555-34
- House Types A & B – Units 33, 36 2555-35 A
- House Type C: Units 39, 40 2555-36 A
- House Type H – Unit: 44 2555-37 A
- House Type I – Units: 45, 138 2555-38 A
- House Type C – Units 46, 47, 76, 77 2555-39
- House Type D – Unit 48 2555-40
- House Type B – Units 50, 51, 94, 95 2555-41 A
- House Type – Affordable Apartments Units: 52-57 2552-42 B
- House Type – Affordable Apartments Units 58-65 2555-43
- House Type – Affordable Units 66-69 2555-44 A
- House Type – Affordable Unit 70 2555-45

- House Type B – Units: 71-74 2555-46
- House Type B & C – Units 80-83 2555-47
- House Type K – Units: 84(h), 130, 133, 137 2870-48 A
- House Type B – Units: 85, 129 2555-49 A
- House Type H – Unit: 90 2870-50
- House Type B – Unit 97 2555-51
- House Type B – Units 100-101 2555-52
- House Type – Affordable Apartments Units 102-111 (Sheet 1 of 2) 2555-53 B
- House Type – Affordable Apartments Units 102-111 (Sheet 2 of 2) 2555-54
- House Type – Affordable Apartments Units 112-120 2555-55 A
- House Type – Affordable Units 121-124 2555-56 A
- House Type B – Units 134, 135 2555-57 A
- House Type G – Unit 136 2870-58
- Proposed Garages & Sub Station 2555-61 A
- Proposed Bin & Cycle Stores 2555-62 A
- Street Elevations A-A & B-B 2555-81 B
- Street Elevations C-C & D-D 2555-82 A
- Street Elevations E-E, F-F 2555-83 A
- Street Elevations G-G & H-H 2555-84 A
- Street Elevations I-I & J-J 2555-85 A
- Street Elevations K-K 2555-86 A
- Artist Impression 2555-87
- Artist Impression 2555-88
- Street Elevations L-L & M-M 2555-89
- Phase 1 Parking Strategy Plan 2555-100 E
- Phase 1 Refuse Strategy 2555-101 D
- Phase 1 Unit Mix – Strategy Plan 2555-102 D
- Phase 1 Materials Strategy Plan 2555-103 D
- Phase 1 Storey Heights – Strategy Plan 2555-104 D
- Site Layout 2555-105 D
- Phase 1 Key Plan CBA TH-CBA-1-GF-M2-L-1000 P4
- Duncan Down Extension Area – GA Plan TH-CBA-1-GF-M2-L-1001P4
- Duncan Down Extension Area – Planting Strategy TH-CBA-1-GF-M2-L-1002 P4
- Amenity Area – Site Wide GA & Levels Plan TH-CBA-1-GF-M2-L-1010 P4
- Housing Phase 1 – Landscape Strategy TH-CBA-1-GF-M2-L-1100 P4
- Amenity Play Area Planting TH-CBA-1-GF-M2-L-2010-1 P4
- Amenity Play Area Planting TH-CBA-1-GF-M2-L-2010 P3
- Amenity Area – Surfacing and Boundary Strategy TH-CBA-1-GF-M2-L-2011 P2
- Amenity Area – NEAP Play Area TH-CBA-1-GF-M2-L-2012 P4
- Housing Phase 1 – Surface & Boundary Strategy TH-CBA-1-GF-M2-L-2111 P5
- Housing Phase 1 – Play & Furniture Strategy TH-CBA-1-GF- M2-L-2112 P4
- Housing Phase 1 – Planting Strategy & Key Plan TH-CBA-1-GF-M2-L-2120 P5
- Housing Phase 1 – Planting Plan – Sheet 1 TH-CBA-1-GF-M2-L-2121 P1
- Housing Phase 1 – Planting Plan – Sheet 2 TH-CBA-1-GF-M2-L-2122 P1
- Housing Phase 1 – Planting Plan – Sheet 3 TH-CBA-1-GF-M2-L-2123 P1
- Housing Phase 1 – Planting Plan – Sheet 4 TH-CBA-1-GF-M2-L-2124 P1
- Housing Phase 1 – Planting Plan – Sheet 5 TH-CBA-1-GF-M2-L-2125 P1
- Housing Phase 1 – Planting Plan – Sheet 6 TH-CBA-1-GF-M2-L-2126 P1
- Housing Phase 1 – Planting Plan – Sheet 7 TH-CBA-1-GF-M2-L-2127 P2
- Housing Phase 1 – Planting Plan – Sheet 8 TH-CBA-1-GF-M2-L-2128 P3

- Planting Schedules July 2019
- Engineering Layout – Sheet 1 of 7 BdR 18-0121 C11111 E
- Engineering Layout – Sheet 2 of 7 18-0121 C11112 E
- Engineering Layout – Sheet 3 of 7 18-0121 C11113 E
- Engineering Layout – Sheet 4 of 7 18-0121 C11114 E
- Engineering Layout – Sheet 5 of 7 18-0121 C11115 E
- Engineering Layout – Sheet 6 of 7 18-0121 C11116 E
- Engineering Layout – Sheet 7 of 7 18-0121 C11117 E
- Swept Path Analysis 11.4m Refuse Vehicle – Sheet 1 of 3 18-0121 C10901 C
- Swept Path Analysis 11.4m Refuse Vehicle – Sheet 2 of 3 18-0121 C10902 C
- Swept Path Analysis 11.4m Refuse Vehicle – Sheet 3 of 3 18-0121 C10903 C
- Swept Path Analysis – Double Decker Bus 18-0121 C10907 B
- Bus Gateway Detail 18-0121 C11120 B
- Phase 1 Proposed Highway adoption plan 2555-109 A

REASON: To secure the proper development of the area.

- 2 Prior to their first use in the development hereby approved, samples of the materials to be used in the construction of the external surfaces of the development shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved samples.

REASON: In the interests of the visual amenities of the area in accordance with policy DBE3 of the Canterbury District Local Plan 2017.

- 3 The reveals to all new window and door openings shall not be less than 50mm.

REASON: In the interests of the visual amenities of the area in accordance with policy DBE3 of the Canterbury District Local Plan 2017.

- 4 No external meter cupboards shall be installed on any elevation fronting a highway, with the exception of the terraced houses where these features shall be avoided where possible.

REASON: In the interests of visual amenity in accordance with policy DBE3 of the Canterbury District Local Plan 2017.

- 5 Evidence that 20% of new homes within the phase will meet the accessibility and adaptable dwellings Regulation M4(2) of the Building Regulations (as amended) shall be submitted to and be approved in writing by the local planning authority. The development shall thereafter be carried out in accordance with the approved details.

REASON: To ensure inclusive and accessible design and to meet the changing needs of households, in accordance with the principles of the NPPF and policies DBE1, DBE3 and DBE5 of the Canterbury District Local Plan 2017.

- 6 The development hereby approved shall incorporate the measures contained in the Energy Statement produced by Doherty Energy dated 11th February 2019.

REASON: To ensure sustainable development and to mitigate the impact of the proposal on air quality in the surrounding area, in accordance with policies DBE1, CC2, QL11 and QL12 of the Canterbury District Local Plan 2017 and the National Planning Policy Framework.

- 7 Prior to the occupation of the 50th dwelling, full details of the bus stops in line with design guidance, including final locations, clearway markings, flags and shelters, shall be submitted to and approved in writing by the Local Planning Authority. The bus stops shall thereafter be provided as per the approved details.

REASON: In the interests of highway safety and in accordance with policy T9 of the Canterbury District Local Plan 2017.

- 8 Prior to the first occupation of any dwelling, the areas shown on the deposited plans for the vehicle loading/unloading and turning facilities associated with that specific dwelling shall be made operational. The area agreed shall thereafter be maintained for that purpose.

REASON: In the interests of highway safety and in accordance with policy T9 of the Canterbury District Local Plan 2017.

- 9 Prior to the first occupation of the development, the bus gates to be approved pursuant to condition 28 of the outline planning permission CA//15/01296 shall be installed.

REASON: In the interests of highway safety and in accordance with policy T9 of the Canterbury District Local Plan 2017.

- 10 Prior to the first occupation of the development, details of the works to create the public right of way footpath extension through the Duncan Down Extension, including surfacing and signage shall be submitted to and approved in writing by the Local Planning Authority. The works shall then be carried out in accordance with these details prior to the first occupation of the development.

REASON: In the interests of amenity and to encourage walking.