

PLANNING COMMITTEE – 28 MAY 2020 DEFERRED ITEM

Report of the Head of Planning

DEFERRED ITEMS

Reports shown in previous Minutes as being deferred from that Meeting

DEF ITEM 1 REFERENCE NO - 18/505151/REM		
APPLICATION PROPOSAL Approval of Reserved Matters for mixed-use development relating to appearance, landscaping, layout and scale of 310 dwellings and 650sqm of neighbourhood shopping/community facilities pursuant to outline planning permission 14/501588/OUT		
ADDRESS Land At Stones Farm The Street Bapchild Kent ME9 9AD		
RECOMMENDATION Grant		
SUMMARY OF REASONS FOR RECOMMENDATION The reserved matters would be in general accordance with the terms of the outline planning permission and the scale, layout, landscaping and appearance of the residential scheme is on balance acceptable and in accordance with the requirements of the Local Plan.		
REASON FOR REFERRAL TO COMMITTEE The application was delegated to Officers to approve subject to agreement being reached with the Ward Member and Parish Council. The Parish Council have confirmed that they have a remaining area of concern and as such have not given their agreement to approval of the scheme.		
WARD West Downs	PARISH/TOWN COUNCIL Bapchild	APPLICANT Chartway Group Ltd AGENT
DECISION DUE DATE 06/02/19		PUBLICITY EXPIRY DATE 02/04/20

1. BACKGROUND

- 1.1 This application was reported to the Planning Committee on 3rd October 2019. A copy of the report and the Building for Life assessment undertaken is attached as Appendix 1 and 2 respectively. The Planning Committee resolved the following:

“That application 18/505151/REM be delegated to officers to approve subject to negotiation with officers, the developer, the Ward Member and the Parish Council to attain more permeability through the site, review the height of some of the buildings and the design layout of the internal roads. If there was not a satisfactory resolution, the application would be brought back to the Planning Committee.”

- 1.2 A copy of the minutes of the committee meeting is attached as Appendix 3.

1.3 Since the Planning Committee meeting of 3rd October 2019 the following summarised events have taken place, where necessary I will expand on the detail in the appraisal section below:

- 29th October 2019 – Meeting between Ward Member (Cllr Monique Bonney), Bapchild Parish Council; the developer and SBC Officer to discuss committee resolution;
- 18th November 2019 – Response from the developer, including amendments and additional information seeking to address the points raised at the meeting;
- 19th December 2019 – Second meeting between Ward Member (Cllr Monique Bonney), Bapchild Parish Council; the developer and SBC Officers to discuss response / amendments received from developer. Agreement at the meeting that an independent external highways consultant would be instructed to assess relevant highway matters;
- 6th January 2020 - Icen Ltd (highway consultant) instructed to carry out a review of the following:
 - (i) Make an assessment of the internal road layout against the principles contained within Manual for Streets, the Kent Design Guide and the parameters set out in the Design and Access Statement (which the hybrid scheme requires the reserved matters application to come forward in general accordance with); This included an assessment of the western part of the site where the connection to the existing Primary School is to be provided;
 - (ii) Assessment of visibility splays;
 - (ii) Assessment of highway construction details (in terms of whether they are up to adoptable standards); and
 - (iii) Assessment of parking provision / layout.
- 20th January 2020 – Technical Advice Note received from Icen Ltd. (written comments attached as Appendix 4);
- 11th February 2020 – Response to Technical Note received from developer, including amended drawings;
- 25th February 2020 – Further Technical Advice Note received from Icen Ltd. in response to 11th February 2020 amended details (written comments attached as Appendix 5);
- 27th February 2020 – Response to second Technical Note received from developer, including amended drawings;
- 23rd March – Conference call between Icen Ltd, Bapchild Parish Council, Ward Member (Cllr Monique Bonney), Chairman of Planning Committee (Cllr Tim Gibson); and Swale BC Planning Officers (James Freeman - Head of Planning and Paul Gregory – Senior Planning Officer);

- 8th April 2020 – Consultation response from Bapchild Parish Council confirming that they are unable to agree the details.

2. PROPOSAL

2.1 As a result of the above process, amendments have been made to the scheme, a summary of which is detailed as follows:

- Introduction of an additional vehicular / pedestrian link within the site;
- Widening of primary access route within the site to allow for a bus to pass through the development;
- Widening of access route to primary school to allow larger vehicles to pass simultaneously through the bend;
- Introduction of additional pavement to allow safer and more convenient access to the primary school entrance;
- Updated set of highway construction details;
- Conversion of 1 of the standard parking spaces within commercial element of the scheme to an accessible space – the commercial element has a total of 30 spaces, although 29 spaces is sufficient for the floor area provided. As such, 1 space has been converted to an accessible space;
- Additional setback for parking spaces in front of garage door openings;
- Junction visibility improved (where necessary) and adjacent areas brought into estate management so that visibility can be maintained;
- Junctions widened (where necessary) to allow for larger vehicles;
- Path along main spine road widened to allow for shared footway / cycleway;
- Reversing distances for refuse vehicles reduced.

3. CONSULTATIONS

3.1 **Bapchild Parish Council** have provided their written comments on the amended version of the scheme which are as follows:

“The above submission was ratified by Swale Council on 3rd October 2019 subject to the following stipulation.

“That application 18/505151/REM be delegated to officers to approve subject to negotiation with officers, the developer, the Ward Member and the Parish Council to attain more permeability through the site, review the height of some of the buildings and the design layout of the internal roads. If there was not a satisfactory resolution, the application would be brought back to the Planning Committee.”

Bapchild Parish Council since that date have been reviewing the updated information

presented by the applicant in association with the independent highways report commissioned by Swale Council.

We can now confirm our agreement that the latest deposited proposals have fully answered our queries with the following exception and for this reason we wish the matter to be represented to the planning committee for their approval.

Our area of concern relates to the iceni report and the fact their report did not examine the full effect of traffic that will be accessing Lansdowne School and the likely build-up of vehicles within the surrounding roads at school pick up and drop off times.

The iceni technical note dated 25th February 2020 stated.

“Due to this route providing access to Lansdown Primary School, it is anticipated that relatively high levels of vehicle movements will occur during pick-up/drop-off periods”.

At a subsequent telephone conference on 23rd March 2020 it was pointed out by iceni that their report had not been asked to consider the full impact of the traffic using Lansdowne School and that was subject to a separate planning permission, for a new dual use netball court/drop-off area.

Verbally iceni commented there could be an issue with traffic build up with a dilution in environmental quality that might be overcome in the future by the widespread use of electric vehicles? Bapchild Parish Council feel unable to approve the above scheme with possibly a permeability issue that could damage the environment without a full technical appraisal of this matter.

We would therefore wish for the full planning committee to review this application and take the final responsibility for a proposal that could have long standing implications for the well-being of those who will occupy these new dwellings.

The Parish Council also wishes to make a verbal or written submission to the planning committee when this matter will next be considered.”

4. LOCAL REPRESENTATIONS

- 4.1 522 neighbouring properties were sent a re-consultation letter inviting comments on the above amendments and a site notice was displayed close to the site. 2 responses were received, 1 of these objecting to the application on the basis that the details do not provide information in respect of the countryside gap. However, it should be noted that this element of the scheme benefits from detailed consent, approved under 14/501588/OUT. Therefore this reserved matters application for a separate part of the scheme would not be required to show these details as it is not seeking any approval for the countryside gap.
- 4.2 The remaining comment received, which is neither objecting to or supporting the application, makes a general point that it is pleasing to see space made for playground, however, access to it and the equipment should be suitable for disabled children.

5. APPRAISAL

- 5.1 This section deals specifically with the three items included in the Planning Committee resolution when the application was reported to the 3rd October 2019 meeting.

Storey Heights

- 5.2 At the meeting which took place on 29th October 2019, an additional streetscene section of the proposed development viewed from Fox Hill was requested. These drawings were provided and discussed at the meeting which took place on 19th December 2019. The Minutes of that meeting detailed that all parties considered the storey heights to be acceptable and no further correspondence has been received contrary to this. As such no amendments have been made to the storey heights.
- 5.3 To reiterate the comments made in the committee report when this application was reported to the 3rd October 2019 meeting (see paragraphs 8.32 – 8.36), the storey heights across the site, due to previous amendments to the scheme that have been carried out, reflect the aims of the Design and Access Statement (DAS), referred to in condition 7 of the planning permission. That condition requires this reserved matters application to come forward in general accordance with the DAS. Therefore my concluding view on this issue remains that the height of the buildings across the site accord with the aims of the DAS and I consider this element of the scheme is acceptable. Members will note that a storey heights plan has been provided and that this shows that the majority of the dwellings are two- storey, though some 2.5 and three–storey dwellings are also proposed.

Permeability / Design layout of the Internal Roads

- 5.4 I believe that the remaining two elements of the committee’s resolution include a degree of crossover and as such I will deal with these under the same sub heading.
- 5.5 Following the first post committee meeting the application was amended to include a further vehicular and pedestrian access route within the site. This would effectively allow vehicles entering the site to be able to proceed around Orchard Square in order to re-join the primary access road. This would in my view be beneficial for drivers who, in the event that they are unable to enter the primary school drop off area (approved under a separate planning permission – ref 16/507289/FULL), would have a clear and obvious route to be able to navigate around this part of the site in order to exit back to the A2. In addition to this, this route allows for further permeability for pedestrians / cyclists travelling in this part of the site. In my view this amendment represents a material improvement to the scheme which I believe to be acceptable. As a result of the provision of this route, 1 dwelling has been lost, resulting in a total number proposed within this reserved matters application of 310.
- 5.6 Further to the above amendment, as set out in paragraph 1.3 above, there has been an extremely thorough assessment of the highway layout carried out since the application was previously reported to the Planning Committee. As it appears very unlikely that the internal estate roads will be adopted by KCC, they have, as set out in the original report, provided informal advice. As such, an external highway consultant was instructed to carry out a review, the summarised terms of which are detailed above.

- 5.7 As a result of this review, further amendments to the design layout of the roads has been undertaken which are summarised in paragraph 2.1 above. In my view, the applicant has been proactive in dealing with the issues raised and has incorporated all of the suggested amendments into the scheme. I believe these amendments have had the impact of improving the scheme further. Amendments to increase the width of the main access route (which previous ranged from 5.5m to 6.1m in width to now being 6.1m in width in it's entirety) to future proof it for a potential bus connection and improving pedestrian connectivity to the primary school – and vehicular connectivity within close proximity of the school drop off area – are material benefits which will both improve the design layout and provide for additional permeability.
- 5.8 In addition to the above, the amendments that have been undertaken in respect of visibility and manoeuvrability will in my view enable movement through the site to take place even more securely for residents and visitors alike.
- 5.9 I note the Parish Council's comments in respect of why they have been unable to agree to the details which relates to the independent highway consultant not carrying out an assessment of the likely traffic impacts of the school connection being provided through this development.
- 5.10 In response to this, the matter of traffic impacts and the submission and assessment of traffic data is not a reserved matter. It was dealt with at the outline stage (and approved by the Planning Committee at the time) and the link to the primary school is clearly referenced in the documents attached to the outline planning application. It is of course from the already approved outline application where the requirement to provide this access is tied down. As such, the in-principle matter of the traffic associated with the school access has already been considered acceptable. It is also important to note that the school access provided from Stones Farm came about from a desire to provide additional connectivity to the school and not to require those occupants on the Stones Farm development to have to enter the school via the existing access in Gladstone Drive, requiring a journey of some 1.4km when the additional school access is located 17m as the crow flies from the closest proposed properties.
- 5.11 Although there is no mechanism to re-assess the traffic data, the highway consultant has assessed whether the layout and design of the roads is suitable for the development proposed, also taking into consideration that this links through to an existing primary school. As such, they have made an assessment as to whether the layout of the roads (in terms of widths, visibility etc.) are suitable in the various parts of the site and that they in accordance with the detailed parameters included in the DAS, which this scheme must come forward in general accordance with. In addition, the consultant was provided with the reference number for the outline application so will have been able to view the transport related elements which have been approved. As such, what has been assessed in considerable detail in terms of the permeability / design layout of the internal roads are those elements which sit within the scope of this reserved matters application.
- 5.12 In respect of the highway construction details, some amendments to these were suggested by the highways consultant and amended drawings were submitted. The final set of amendments stated that the details were in accordance with what KCC Highways & Transportation would accept for adoption (if this was to be the case). I have

considered it prudent to therefore check these details with KCC Highways & Transportation for completeness. They have confirmed that the construction details are acceptable but raised the point that a 500mm verge would, if the internal estate roads were being adopted, be too narrow for KCC Highways & Transportation to maintain. I have raised this with the developer who has confirmed that as the site will be under the control of a Management Company, then the maintenance of any verges will be controlled by them. In addition to this, the verge in question that KCC Highways & Transportation have referred to is limited to a small section adjacent to the additional access road that has been introduced. Finally, if the management of this, or other areas of landscaping are not appropriately carried out then this could potentially be a breach of the Landscape Management Plan, which is controlled by condition below. As such, there is a mechanism by which this can be enforced by the Council if necessary. On this basis, I consider the details acceptable.

- 5.13 Overall I believe that the site, in respect of its permeability and design layout of the internal estate roads has been improved since the scheme was first presented to Planning Committee on 3rd October 2019. I am of the view that the highway design has been amended to ensure that the site appropriately deals with vehicular traffic, pedestrians and cyclists. On this basis I believe that the amendments to the scheme are acceptable.

Conditions

- 5.14 I have included the conditions which were recommended when the application was previously reported to Planning Committee. In terms of any revisions or additional requirements I comment as follows.
- 5.15 The approved drawings condition has been updated to reflect the amended drawings that have been received. Due to the amendments to the scheme, there are a limited number of outstanding drawings that will need updating to reflect these changes. These are drawings that were considered acceptable previously and relate to street lighting details and broadband connection details. As such, I have also included a condition requiring these updated drawings to be provided.
- 5.16 Included within this reserved matters application are access routes into the countryside gap. This area of open space will need to be provided and ready for its intended purpose by the occupation of the 200th dwelling as required by condition 4 of the outline planning permission. Therefore, to ensure that occupants of the development / visitors wishing to access this large piece of open space are able to do so, I have recommended a condition which requires details of how safe and convenient access is intended to be provided.
- 5.17 Finally, as discussed above, it would appear unlikely that any of the internal estate will be adopted by KCC Highways & Transportation. As a result, the parking management within the estate will be controlled and enforced by the estate management company. It is important, particularly on the primary access route that uncontrolled parking does not take place to allow safe and convenient access around the site. As such, I have recommended a condition which requires a Parking Management Plan to be submitted to the Council to ensure that the details can be assessed.

6. CONCLUSION

- 6.1 Although I remain of the opinion that the previous recommendation for approval was fair and appropriate, I take the view that the material benefits now provided create an enhanced scheme. To conclude, I believe that in light of the Council's lack of a 5 year housing land supply, the number of dwellings that this development would bring – including a considerable number of affordable dwellings – on a site allocated for this specific form of development in the adopted Local Plan, that this application for reserved matters should be approved.

7. RECOMMENDATION - That reserved matters approval should be GRANTED, subject to the conditions as set out below:

- 1) The development hereby approved shall be carried out in accordance with the following drawings:

SL.01, Rev N; AHL.01, Rev G; HP.01, Rev G; MCP.01, Rev G; RCS.01, Rev F; PROW.01, Rev G; PROW.02, Rev D; BDML.01, Rev G; CSE.01, Rev D; CSE.02, Rev D; SE.01 Rev E; SE.02 Rev E; FB-D.p1, Rev D; FB-D.p2, Rev C; FB-D.e, Rev C; FB-E.p1, Rev E; FB-E.p2, Rev E; FB-E.e, Rev D; FB-F.p1, Rev F; FB-F.p2, Rev E; FB-F.e1, Rev D; FB-F.e2, Rev E; FB-G.p1, Rev D; FB-G.p2, Rev D; FB-G.p3, Rev D; FB-G.e, Rev C; FB-H.p1, Rev D; FB-H.p2, Rev E; FB-H.p3, Rev E; FB-H.e1, Rev D; FB-H.e2, Rev D; FB-1.e, Rev A; FB-1.p, Rev B; HT.B1-RP-SEM.e, Rev D; HT.B1-RP-SEM.p, Rev C; HT.F1-RP-DET-A1.e, Rev C; HT.F1-RP-DET-A2.e, Rev C; HT.F1-RP-DET-A.p, Rev C; HT.F1-RP-SEM-A1.e, Rev C; HT.F1-RP-SEM-A2.e, Rev C; HT.F1-RP-SEM-A.p, Rev C; HT.L-RP-DET-1.pe, Rev E; HT.L-RP-DET-2.pe, Rev E; HT.K-RP-DET-1.pe, Rev C; HT.K-RP-DET-2.pe, Rev C; HT.3B5P-RP-TER.e, Rev C; HT.3B5P-RP-TER.p, Rev C; HT.B1-SS-SEM-1.e, Rev D; HT.B1-SS-SEM-2.e, Rev D; HT.B1-SS-SEM.p, Rev C; HT.D1-SS-DET-1.pe, Rev C; HT.D1-SS-DET-2.pe, Rev D; HT.F1-SS-SEM-A.e, Rev C; HT.F1-SS-SEM-A.p, Rev C; HT.G1-SS-DET.e, Rev D; HT.G1-SS-DET.p, Rev C; HT.I1-SS-DET-1.e, Rev D; HT.I1-SS-DET-2.e, Rev D; HT.I1-SS-DET.p, Rev C; HT.J-SS-DET.pe, Rev C; HT.L-SS-DET.pe, Rev E; HT.A1-SS-SEM-1.e, Rev D; HT.A1-SS-SEM-2.e, Rev D; HT.A1-SS-SEM.p, Rev C; HT.2B4P-SS-SEM.e, Rev C; HT.2B4P-SS-SEM.p, Rev C; HT.3B5P-SS-SEM.e, Rev A; HT.3B5P-SS-SEM.p, Rev A; HT.FOG-SS-1.pe, Rev C; HT.FOG-SS-2.pe, Rev C; HT.FOG-SS-3.pe, Rev A; P.1_34-SS.e, Rev B; P.1_34-SS.p, Rev B; HT.C1-OS-DET.pe, Rev D; HT.C1-OS-SEM.e, Rev D; HT.C1-OS-SEM.p, Rev C; HT.D1-OS-DET.pe, Rev C; HT.J-OS-DET.pe, Rev D; HT.K-OS-DET-1.pe, Rev D; HT.K-OS-DET-3.pe, Rev D; HT.K-OS-DET-4.pe, Rev D; HT.K-OS-SEM.e, Rev D; HT.K-OS-SEM.p, Rev D; HT.L-OS-DET.pe, Rev D; HT.2B4P-OS-SEM.e, Rev C; HT.2B4P-OS-SEM.p, Rev C; HT.2BWCH-OS-SEM.e, Rev C; HT.2BWCH-OS-SEM.p, Rev C; HT.2B4P-OS-TER.e, Rev C; HT.2B4P-OS-TER.p, Rev C; HT.3B5P-OS-SEM.e, Rev C; HT.3B5P-OS-SEM.p, Rev C; HT.3B5P-A-OS-DET.pe, Rev C; HT.A1-OS-SEM.e, Rev D; HT.A1-OS-SEM.p, Rev D; HT.B1-OS-SEM.e, Rev D; HT.B1-OS-SEM.p, Rev C; P.17-18-OS.e, Rev A; P.17-18-OS.p, Rev A; P.22-23-OS.e, Rev A; P.22-23-OS.p, Rev A; P.41-42-OS.e, Rev A; P.41-42-OS.p, Rev A; P.58-59_60-61-OS.p, Rev A; P.58-59_60-61-OS.e, Rev A; P.76-79-OS.e1, Rev A; P.76-79-OS.e2, Rev A; P.76-79-OS.p, Rev A; P.80-83-OS.e1, Rev A; P.80-83-OS.e2, Rev A; P.80-83-OS.p, Rev A; P.87-88-OS.e, Rev A; P.87-88-OS.p, Rev A; HT.D1-BG-DET.pe, Rev C; HT.D3-BG-DET-1.e, Rev A; HT.D3-BG-DET.e, Rev B; HT.D3-BG-DET.p, Rev B; HT.F1-BG-SEM-1.e, Rev C; HT.F1-BG-SEM-2.e, Rev C; HT.F1-BG-SEM.p, Rev C; HT.I1-BG-DET.e, Rev A; HT.I1-BG-DET.p, Rev A; HT.2B4P-BG-TER.e, Rev C; HT.2B4P-BG-TER.p, Rev C; HT.2B4P-BG-SEM.e, Rev B; HT.2B4P-BG-SEM.p, Rev B; HT.3B5P-BG-1-SEM.e, Rev E; HT.3B5P-BG-2-SEM.e, Rev C; HT.3B5P-BG-SEM.p, Rev E;

HT.3B5P-BG-DET.e, Rev B; HT.3B5P-BG-DET.p, Rev B; P.94-95_99-100_135-136-BG.e, Rev B; P.94-95_99-100_135-136-BG.p, Rev B; P.101-103-BG.e, Rev B; P.101-103-BG.p, Rev B; P.111-112_163-164-BG.e, Rev A; P.111-112_163-164-BG.e (floorplans), Rev A; P.137-140-BG.e1, Rev A; P.137-140-BG.e2, Rev A; P.137-140-BG.p, Rev A; P.165-168-BG.e1, Rev B; P.165-168-BG.e2, Rev A; P.165-168-BG.p, Rev B; HT.B1-TM-SEM-1.e, Rev B; HT.B1-TM-SEM-2.e, Rev D; HT.B1-TM-SEM.p, Rev D; HT.C1-TM-DET.pe, Rev D; HT.C1-TM-SEM.e, Rev D; HT.C1-TM-SEM.p, Rev C; HT.J-TM-DET.pe, Rev C; HT.D1-TM-DET.pe, Rev C; HT.3B5P-TM-SEM.e, Rev B; HT.3B5P-TM-SEM.p, Rev B; HT.3B5P-A-TM-DET.pe, Rev D; HT.FOG-TM.pe, Rev D; P.194-197-TM.e1, Rev A; P.194-197-TM.e2, Rev A; P.194-197-TM.p, Rev A; P.212-214-TM.p, Rev A; P.217-220-TM.e1, Rev A; P.217-220-TM.e2, Rev A; P.217-220-TM.p, Rev A; P.221-223-TM.e, Rev A; P.221-223-TM.p, Rev A; P.269-270-TM.e, Rev A; P.269-270-TM.p, Rev A; P.271-274-TM.e1, Rev A; P.271-274-TM.e2, Rev A; P.271-274-TM.p, Rev A; BCS.01.pe, Rev A; CP.01.pe, Rev B; CP.02.pe, Rev A; CP.03.pe, Rev A; CS01.pe, Rev A; CS02.pe, Rev A; CS03.pe, Rev A; CS04.pe, Rev A; GAR.01.pe, Rev A; GAR.02.pe, Rev B; SS.pe, Rev B; 180400-0095-P3; 180400-0096-P3; 180400-0152-P1; 4743-LLB-XX-XX-DR-L-0011-S4-P04; 4743-LLB-XX-XX-DR-L-0012-S4-P03; 4743-LLB-XX-XX-DR-L-0013-S4-P04; 4743-LLB-XX-XX-DR-L-0014-S4-P03; 4743-LLB-XX-XX-DR-L-0015-S4-P04; 4743-LLB-XX-XX-DR-L-0016-S4-P06; 4743-LLB-EA-E1-DR-L-0001-S4-P06; 4743-LLB-EA-E2-DR-L-0001-S4-P06; 4743-LLB-EA-E5-DR-L-0001-S4-P05; 4743-LLB-EB-E2-DR-L-0001-S4-P05; 4743-LLB-EB-E5-DR-L-0001-S4-P05; 4743-LLB-EC-E2-DR-L-0001-S4-P06; 4743-LLB-ED-E1-DR-L-0001-S4-P05; 4743-LLB-ED-E2-DR-L-0001-S4-P05; 4743-LLB-EE-E1-DR-L-0001-S4-P05; 4743-LLB-EE-E2-DR-L-0001-S4-P05; 4743-LLB-EF-E1-DR-L-0001-S4-P05; 4743-LLB-EF-E2-DR-L-0001-S4-P05; 4743-LLB-EG-E2-DR-L-0001-S4-P05; 4743-LLB-XX-E3-DR-L-0001-S4-P04; 4743-LLB-XX-E4-DR-L-0001-S4-P05; 180400-0081 P5; 180400-0082 P5; 4743-LLB-EA-E1-DR-L-0001-S4-P06; 4743-LLB-EB-E1-DR-L-0001-S4-P06; 4743-LLB-EC-E1-DR-L-0001-S4-P06; 180400-110-P6; 180400-0111-P5; 180400-0112-P6; 180400-0113-P6; 180400-0114-P5; 180400-0115-P6; 180400-0116-P6; 180400-0117-P5; 180400-0118-P6; 180400-0119-P6; 180400-0120-P6; 180400-0121-P6; 180400-0130-P3; 180400-0131-P3; 180400-0090 P2; 180400-0091 P2; 180400-0092 P2; 180400-0093 P2; 180400-0094 P2; 180400-0150-P1; 180400-0151-P1; 180400-0152-P1; 180400-0030 P7; 180400-0031 P7; 180400-0032 P7; 180400-0033 P7; 180400-0034 P7; 180400-0047 P2; 180400-0050 P7; 180400-0080-P6; 180400-0051 P6; 180400-0052 P5; 180400-0053 P5; 180400-0055 P6; UR-2018-CSD Rev H.

Reason: For the avoidance of doubt and in the interests of proper planning.

- 2) Notwithstanding the details shown on drawing BDML.01, Rev G, no development beyond the construction of foundations shall take place until a detailed site layout drawing at a scale of 1:500 showing the boundary treatments to be used across the site, including details of the bricks and – where appropriate – gaps to allow hedgehogs to pass freely between residential gardens, have been submitted to and approved in writing by the Local Planning Authority. Works shall then be implemented in accordance with the approved details.

Reason: In the interests of visual amenities and biodiversity.

- 3) Notwithstanding the details shown on the drawings 180400-110-P6; 180400-0111-P5; 180400-0112-P6; 180400-0113-P6; 180400-0114-P5; 180400-0115-P6; 180400-0116-P6; 180400-0117-P5; 180400-0118-P6; 180400-0119-P6; 180400-0120-P6 and 180400-0121-P6, prior to the road and footpath surfaces being laid, specific road / footpath surface materials shall be submitted to and approved in writing by the Local

Planning Authority. Works shall then be implemented in accordance with the approved details.

Reason: In the interests of visual amenities.

- 4) Notwithstanding the details shown on the drawings 180400-0130-P3 and 180400-0131-P3, prior to the installation of any street lighting, updated drawings showing the street lighting shall be submitted to and approved in writing by the Local Planning Authority. Works shall then be implemented in accordance with the approved details.

Reason: In the interest of the amenities of the area.

- 5) Notwithstanding the details shown on drawing UR-2018-CSD Rev H, prior to the installation of broadband services to serve the dwellings / commercial properties hereby approved, an updated drawing showing the broadband ducting layout shall be submitted to and approved in writing by the Local Planning Authority. Works shall then be implemented in accordance with the approved details.

Reason: To ensure the dwellings are able to be provided with a broadband connection.

- 6) No development beyond the construction of foundations shall take place until a colour brochure and specification (including technical drawings – with sections) of the proposed windows and external doors to be used, including the proposed colour finishes, has been submitted to and approved in writing by the Local Planning Authority. Works shall then be implemented in accordance with the approved details.

Reason: In the interest of visual amenity.

- 7) No development beyond the construction of foundations shall take place until details of the external finishing materials to be used in the construction of the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. Works shall then be implemented in accordance with the approved details.

Reason: In the interest of visual amenity.

- 8) Notwithstanding the details provided, prior to the installation of the Local Equipped Area for Play within Ridgeline Park, full details of the surfacing, equipment and boundary treatment, at a scale of 1:200 shall be submitted to and approved in writing by the Local Planning Authority. Works shall be implemented in accordance with the approved details.

Reason: In the interests of the amenities of the area.

- 9) The retail / community facilities (labelled as 'retail unit' on drawing SL.01, Rev N) shall be restricted to the following uses – A1 (shops); A3 (Restaurants and cafes); or D1 (Non residential institutions and not for any other purpose including any uses otherwise provided for by the operation of the Town and Country Planning (Use Classes) Order 1987 (as amended) or The Town and Country Planning (General Permitted Development)(England) Order 2015 (as amended).

Reason: In the interests of the amenities of the area.

- 10) The use of the retail / community facilities (labelled as 'retail unit' on drawing SL.01, Rev N) hereby permitted shall be restricted to the hours of 6 am to 11 pm.

Reason: In the interests of the amenities of the area.

- 9) Deliveries to the retail / community facilities (labelled as 'retail unit' on drawing SL.01, Rev N) hereby permitted shall be restricted to the hours of 6 am to 11 pm.

Reason: In the interests of the amenities of the area.

- 10) The management of the open spaces and amenity landscape areas outside of private resident ownership within the proposed development shall be carried out in accordance with the document entitled 'Landscape Management Plan', dated 14th June 2019.

Reason: In the interests of visual amenities and biodiversity.

- 11) Prior to the occupation of any dwelling the measures to provide emergency / pedestrian / cycle access to Peel Drive (as shown on drawing D119/47, Rev C - approved under 14/501588/OUT) shall be completed and maintained in perpetuity.

Reason: In the interest of the amenities of the area.

- 12) Prior to the access to the 'countryside gap' being made available, details showing measures to provide safe and convenient access to this area of open space shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be installed prior to the occupation of the 200th dwelling.

Reason: In the interests of the amenities of the area.

- 13) Prior to the occupation of any dwellings hereby approved, a Parking Management Plan (which will include any details of parking restrictions and how these shall be enforced) shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall thereafter be implemented in perpetuity.

Reason: To allow safe and convenient access through the site.

INFORMATIVES

- 1) Subsequent phases of the development will be required to demonstrate that requirements for surface water drainage for all rainfall durations and intensities up to and including the climate change adjusted critical 100 year storm can be accommodated within the constructed attenuation basin.

The Council's approach to the application

In accordance with paragraph 38 of the National Planning Policy Framework (NPPF), February 2019 the Council takes a positive and proactive approach to development proposals focused on solutions. We work with applicants/agents in a positive and creative way by offering a pre-application advice service, where possible, suggesting solutions to secure a successful outcome and as appropriate, updating applicants / agents of any issues that may arise in the processing of their application.

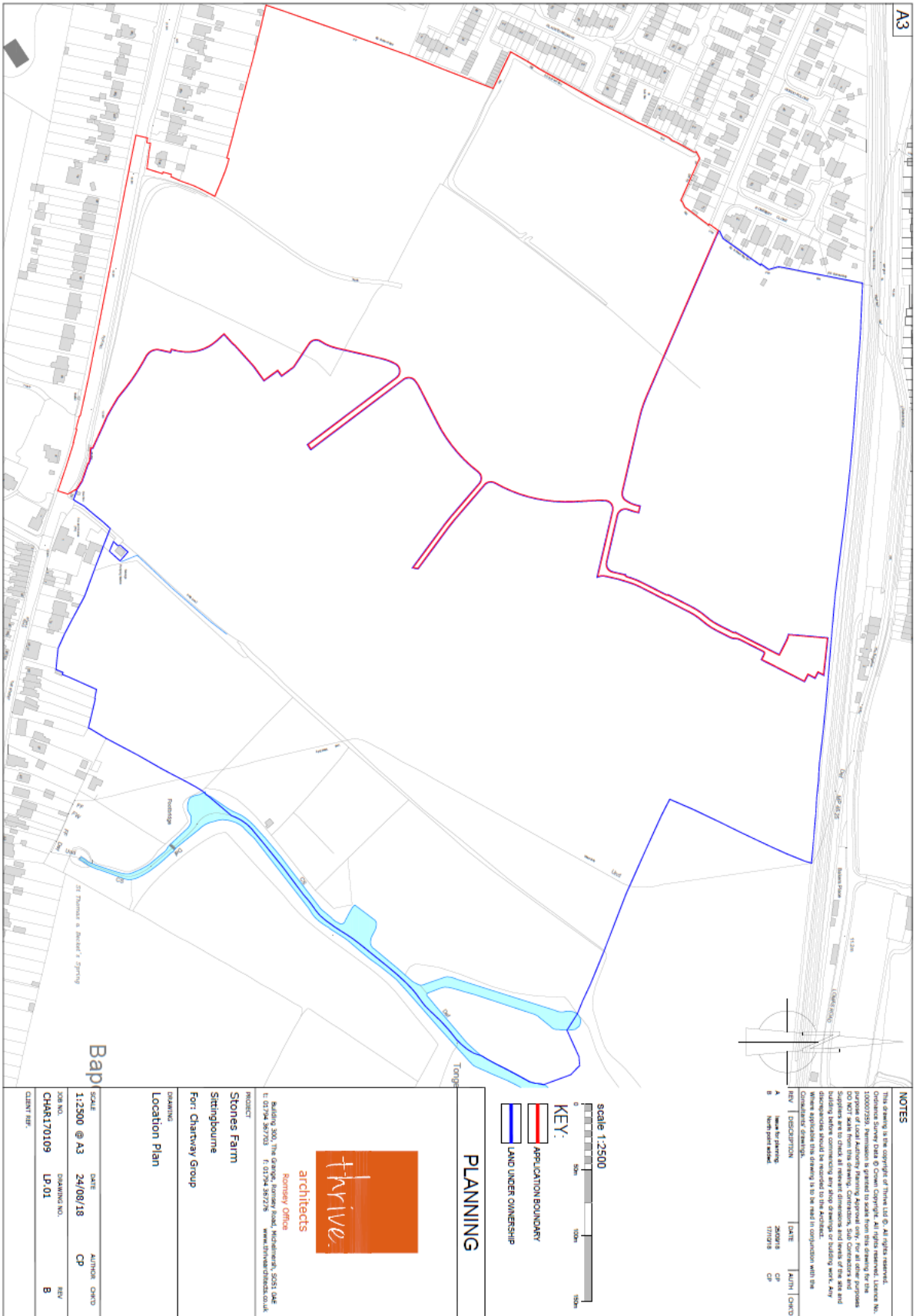
In this instance:

The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the Committee and promote the application.

If your decision includes conditions, there is a separate application process to discharge them. You can apply online at, or download forms from, www.planningportal.co.uk (search for 'discharge of conditions').

NB For full details of all papers submitted with this application please refer to the relevant Public Access pages on the council's website.

The conditions set out in the report may be subject to such reasonable change as is necessary to ensure accuracy and enforceability.



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NOTES
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REV	DESCRIPTION	DATE	AUTH	CHKD
A	Issue for planning	26/08/18	CP	CP/D
B	North point added	17/09/18	CP	CP/D

scale 1:2500
 0 50m 100m 150m

KEY:
 APPLICATION BOUNDARY
 LAND UNDER OWNERSHIP

PLANNING



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 T: 01296 261700 F: 01296 261720 E: info@thrive-architects.co.uk

PROJECT
 Stones Farm
 Stonehouse
 Fort: Charway Group

DRAWING
 Location Plan

SCALE	DATE	AUTHOR	CHKD
1:2500 @ A3	24/08/18	CP	CP/D
DRAWING NO.	CHAR170109	LP 01	B
CLIENT REF.			

Bap