

- a) **DOV/18/01119 – Reserved matters application for Phase 4 pursuant to application DOV/15/00068 for 91 dwellings, associated infrastructure, access, landscaping, layout, scale and appearance for a development of up to 1,210 dwellings, and discharge of planning conditions 57, 58, 61, 63, 64, 67, 77, 78, 84, 85, 86, and 88 pursuant to application DOV/15/00068 (Phases 1B2 and 1B3) - Phase 4, Aylesham Village Expansion, Aylesham**

Reason for report: The application has been called in to planning committee by Cllr Keen due to various concerns, whilst not fully detailed, the material planning concern relates to informal footpaths.

- b) **Summary of Recommendation**

Planning Permission be granted.

- c) **Planning Policies and Guidance**

Core Strategy Policies

- CP4 - Developments of 10 or more dwellings should identify the purpose of the development in terms of creating, reinforcing or restoring the local housing market in which they are located and development an appropriate mix of housing mix and design. Density will be determined through the design process, but should wherever possible exceed 40dph and will seldom be justified to less than 30dph.
- CP6 - Development that generates a demand for infrastructure will only be permitted if the necessary infrastructure is either already in place, or there is a reliable mechanism to ensure that it will be provided at the time it is needed.
- DM1 - Development will not be permitted outside of the settlement confines, unless it is specifically justified by other development plan policies, or it functionally requires such a location, or it is ancillary to existing development or uses.
- DM5 - Development for 15 or more dwellings will be expected to provide 30% affordable housing at the site, in home types that will address prioritised need.
- DM11 - Development that would generate high levels of travel will only be permitted within the urban areas in locations that are, or can be made to be, well served by a range of means of transport.
- DM12 - Planning applications that would involve the construction of a new access or the increased use of an existing access onto a trunk or primary road will not be permitted if there would be a significant increase in the risk of crashes or traffic delays unless the proposals can incorporate measures that provide sufficient mitigation.
- DM13 - Parking provision should be design-led, based upon an area's characteristics, the nature of the development and design objectives, having regard for the guidance in Table 1.1 of the Core Strategy.
- DM25 - Proposals that result in the loss of open space will not be permitted unless certain criteria are met.

Land Allocations Local Plan

- DM27 - Residential development of five or more dwellings will be required to provide or contribute towards the provision of open space, unless existing provision within the relevant accessibility standard has sufficient capacity to accommodate this additional demand.

Dover District Local Plan 2002 (Saved Policies)

- AY1 – Land is allocated for up to 1000 dwellings, petrol filling station, formal playing fields and associated children’s play, employment land, a primary school and food retail.
- AY2 – An outline proposal for the strategic expansion of Aylesham should cover the whole development area and be accompanied by and based on a master plan.
- AY3 – Proposals for residential development in the development area will be permitted provided: the overall net density shall be at a minimum of 30 dwellings per hectare; at least 15 percent of all dwellings are for affordable housing; provision is made for children's play; and the development has variety in design, is energy efficient and avoids standard estate layouts.
- AY7 – Proposals for the Development Area will not be permitted unless: structural landscaping is provided on the eastern boundary with the railway line together with planting to strengthen the ancient hedge line which forms the northern boundary; at least 3.7 hectares of formal playing fields is provided in the development area; a landscape phasing programme is agreed with the Council; and the long term management of all open space and structural landscaping is secured.
- AY8 – Land is allocated to meet additional primary school provision.
- AY10 – Proposals will not be permitted unless they include provision for a spinal footpath and cycle network, extending where practicable into the existing settlement.

National Planning Policy Framework (NPPF)

- Paragraph 2 states that “planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise”.
- Paragraph 8 of the NPPF states that there are three dimensions to sustainable development: economic, social and environmental. These three overarching objectives are interdependent and need to be pursued in a mutually supportive way.
- Paragraph 11 states that where development accords with an up-to-date development plan it should be approved without delay; or where there are no relevant policies or the most important policies for the determination of the application are out of date, then also granting consent. Where there is a clear reason for refusing the proposed development due to conflict with an area/asset of particular importance (as identified in the framework); and/or where any adverse impacts of granting permission significantly and demonstrably outweigh the benefits, when taking the Framework as a whole, then planning permission should be refused.

- Paragraph 47 'Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing'.
- Chapter five of the NPPF seeks to significantly boost the supply of housing, requiring Local Planning Authorities to identify specific deliverable sites sufficient to provide five years' worth of housing.
- Chapter nine of the NPPF seeks to promote sustainable transport.
- Chapter twelve seeks to achieve well-designed places, with the creation of high quality buildings and places being fundamental to what planning and development process should achieve.
- Chapter fifteen requires that the planning system contributes to and enhances the natural and local environment, by recognising the intrinsic character and beauty of the countryside, protecting valued landscapes, geological conservation interests and soils, recognising the value of ecosystems, minimising impacts on, and where possible enhancing, biodiversity, preventing pollution and remediating contamination.

The Kent Design Guide (KDG)

- The Guide provides criteria and advice on providing well designed development.

d) **Relevant Planning History**

The site has an extensive planning history relating to the various phases of the Aylesham Village Expansion, including numerous amendments to previous consents. The following applications are those which are considered to be materially relevant to the current application:

DOV/07/01081 – A) A full application for residential development for 191 dwellings of which 20% will be affordable; all associated works and infrastructure, together with new shops and apartments; alterations to existing shops and apartments; landscaping to existing streets and public open spaces including Market Square; the formation of new public open spaces; upgrade of sports pitch and provision of changing facilities at Ratling Road; formation of squares and a strategic play area; traffic management schemes and new car parking areas; other landscaping works; temporary works and access; construction compounds and off-site highway works: and

B) Outline application for a residential development of up to 1210 dwellings; associated infrastructure and works, including new and enhanced sports and leisure grounds and facilities; new shops and apartments with alterations to existing shops and apartments; temporary construction access and compound areas; an area of live/work units; new and altered roads; parking facilities and traffic management within and nearby to Aylesham village - Granted

DOV/13/00120 – Variation of conditions including 1, 3, 5, 14, 15, 22, 24, 32, 34, 38, 45, 51, 52, 56, 68, 76 and 77 of planning permission DOV/07/01081 (Section 73 application) and modification to legal agreements – Granted

DOV/14/00338 – Variation of Conditions 88, 110 and 112 of planning permission
DOV/13/00120 (application under Section 73) - Granted

DOV/14/01206 – Variation of Conditions including 16, 48 and 85 of planning permission
DOV/14/00338 (Section 73 application) - Granted

DOV/15/00952 – Variation of Condition 14 of planning permission DOV/14/01206 to
introduce a new form of layout for junction 21 (application under Section 73) (amended
description/further details) – Withdrawn

DOV/16/00180 - Reserved matters application pursuant to outline application
DOV/07/01081 pursuant to Variation of Condition application DOV/14/01206 (pursuant
to DOV/14/00338 and DOV/13/00120) for approval of 277 dwellings, access,
landscaping, scale and appearance - Granted

DOV/16/00985 – Reserved matters application for the approval of details relating to
access, layout, scale, appearance and landscaping for the erection of 162 dwellings and
associated infrastructure and landscaping, pursuant to outline application
DOV/07/01081 pursuant to Variation of Condition application DOV/15/00068 (pursuant
to DOV/14/00338 and DOV/13/00120), at Aylesham Village Expansion, Aylesham
(Phases 1B2 and 1B3) - Granted

DOV/16/01177 - Reserved matters application pursuant to outline application
DOV/07/01081 pursuant to Variation of Condition application DOV/15/00068 (pursuant
to DOV/14/01206, DOV/14/00338 and DOV/13/00120) for details of access,
appearance, landscaping, layout and scale of Strategic Infrastructure Phases 1B.1, 1B.2
and 1B.3 (comprising highways, cycleway and footways and the formation of public
open space) - Granted

e) **Consultee and Third Party Responses**

DDC Environmental Health Officer – No observations/comments to make

Kent Fire & Rescue Service - Confirm the means of access is satisfactory.

Kent Police Crime Prevention Officer

Having reviewed the on line plans and documents, the applicant/agent has clearly demonstrated that they have considered crime prevention and have attempted to apply the seven attributes of CPTED in the submitted on-line plans. However, to date we have not received an SBD application as discussed when a former CPDA discussed this with the agent in 2016.

There is merit in meeting us to discuss the design and potential CPTED concerns, also any formal applications e.g. BREEAM, SBD and the SBD National Building Approval Scheme. We welcome a meeting with the applicant/agent to discuss site specific Crime Prevention in detail and avoid any potential knock on effects for the future services and duties of the Community Safety Unit (CSU) and local policing.

Our current concerns include:

- The placing, height and type of boundary treatments: perimeter, divisional and frontage including buffer zones and position of lockable gates.
- The layout and positioning of permeable routes including corner properties.
- The layout and design of parking courts.
- The layout and positioning of on plot and visitor spaces to increase natural surveillance opportunities. The visitor spaces should be managed to help avoid conflict.

- Need for specific street lighting for security purposes that do not create environmental pollution or lead to residents installing their own lighting that could affect a low level (power not height) “even” lighting scheme.
- CCTV plans to be submitted.

Apartments -

- Dwellings to include Security Compartmentalisation to minimise any unrestricted access in the apartment building for non-residents.
- PAS 24 – 2016 SBD approved testing house certified doorsets for all external doors and to all apartment doors.
- PAS 24 – 2016 SBD approved testing house certified vulnerable windows (ground level or close to flat roofs or door hoods.)
- Defensible space, especially to the ground floor bedroom windows.
- Postal delivery “through the wall” is preferred. Trade buttons should be avoided.
- Audio Visual access is required for all apartments.

We look forward to receiving details, however the Designing Out Crime elements of reserved matters have not yet been completely addressed.

The information contained within this response is provided by Kent Police DOCO’s and refers to situational crime prevention. This advice focuses on CPTED and improving Community Safety with regards to this specific development/planning application.

KCC Lead Local Flood Authority –

Initial response received 22nd November 2018, follow-up response received 27 March 2019 as follows:

The drainage strategy (drawing no. 7567/105D) makes reference to deep-bore soakaways and permeable paving, however, as stated in our previous response (22 November 2018), the drainage strategy should be supported by site specific ground investigation.

We would recommended that soakage tests including constant and falling head testing be compliant with BS5930. Detailed design should utilise a modified infiltration rate and demonstrate that any soakaway will have an appropriate half drain time (less than 24 hours). We recommend that falling head testing from borehole logs and subsequent infiltration results are submitted.

Network calculations and model details should be provided to demonstrate the drainage system’s operation and performance for the critical duration 1 year, 30 year, 100 year +20% and 100 year +40% storm intensities.

Until this information is submitted as part of this reserved matters application, we are unable to recommend the approval of reserved matters.

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

Final response received 5 April 2019 as follows:

‘We have reviewed the information submitted and are satisfied with the principles of the drainage design and so have no objection to the reserved matters application from being determined.’

Natural England – No comments to make

Sport England – No details to comment on

Southern Water – No comments to make in respect of the reserved matters.

Highways England – No objection

KCC Highways and Transportation

Initial response received 8 November 2018, subsequent response received 4 March 2019, final response received 4 March 2019 as follows:

I refer to the amended drawings numbers 7567/100 Rev. C, 1343-100 Rev. C, 1343-106-2 Rev.B and 1343-106-3 Rev. A submitted for the above on 5th March and would comment as follows:

1. I note that there is still the potential for on-street parking on or near the bends in The Boulevard and so I would advise that, through the s.38 road adoption process, we will require double yellow lines to be introduced as detailed in the informative below.
2. I note that dimensions of the roads, footways, etc. are not provided and are proposed to be dealt with through a future discharge of condition application under condition 74. However, it should be noted this could mean that if the dimensions subsequently proposed are not acceptable, the site layout may then need to be altered. The same applies to the s.38 road adoption approval for The Boulevard, the dimensional requirements for the same meaning that the layout may subsequently need to be altered.
3. I would clarify that only The Boulevard is to be adopted by the highway authority and Streets 1-4 are to remain private. Whilst the following matters are therefore unlikely to impact on the highway you may wish to take them under consideration:
 - (i) Provision of 2 metres x 2 metres pedestrian visibility splays at the access point to plots 31-36.
 - (ii) Likelihood of on-street parking due to the tandem arrangements and/or remote location of parking for plots 21-23, 29-32, 40, 45, 46, 49, 51 and 55-59.

I therefore confirm I now have no objections in respect of highway matters but would request the following informatives:

- Double yellow line parking restrictions will be required through the s.38 road adoption process in the following locations:
 - (i) On the south side of The Boulevard, from the vehicular access to plot 63 round to the first visitor bay outside plot 61;
 - (ii) On the north side of The Boulevard, from the visitor bay opposite plot 62 round to the visitor bay opposite plots 60/61;
 - (iii) On both sides of The Boulevard, from the north edge of the lane to plots 124/125 round to the parking space for plot 70.
- The submission of street dimensions through a future discharge of condition application under condition 74 could mean that if the dimensions subsequently proposed are not acceptable, the site layout may then need to be altered. The same applies to the s.38 road adoption approval for The Boulevard, the dimensional requirements for the same meaning that the layout may also subsequently need to be altered.
- It is the responsibility of the applicant to ensure, before the development hereby approved is commenced, that all necessary highway approvals and consents where required are obtained and that the limits of highway boundary are clearly established in order to avoid any enforcement action being taken by the Highway Authority.

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the road. This is called 'highway land'. Some of this land is owned by The Kent County Council (KCC) whilst some are owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil. Information about how to clarify the highway boundary can be found at <https://www.kent.gov.uk/roads-and-travel/what-we-look-after/highway-land/highway-boundaryenquiries>

The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under such legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Aylesham Parish Council – Raise objections to the reserved matters application and discharge of some conditions for the following reasons (in summary):

- Support the comments of the KCC Highways officer in their response dated 8/11/18.
- Support the holding objection of the KCC Lead Local Flood Authority response dated 22/11/2018
- Support the comments of the Kent Police dated 19/11/18.
- No plans to support the discharge of condition 88 (CCTV) have been submitted
- No details have been provided to discharge conditions 98 & 99

Shepherdswell Parish Council – No comment

Wingham Parish Council – No objections

Canterbury City Council – No comments to make

Public Representations – None received

- f)
1. **The Site and the Proposal**
 - 1.1 The application site is approximately 2.4 hectares in size, is broadly triangular in shape and sited to the east of the B2046 Adisham Road on the northern side of Aylesham. Adjacent to the north-west boundary is a reservoir and to the west is an area of open space which will form the adjoining Neighbourhood Park. Aylesham Primary School is situated to the east of the site. Properties in Newman Close, Ash Road and Hill Crescent are situated adjacent to the south/south-east boundaries.
 - 1.2 A hybrid planning permission was granted to expand the village in 2012 (ref. 07/01081). A number of the early phases of the development have now been constructed, and are occupied; however, a significant portion of the outline planning permission is still to be implemented. An application for approval of the reserved matters for Phase 2 is currently under consideration.
 - 1.3 The overall masterplan provided for Phase 4 was to cover an area of 3.02 hectares and 99 new dwellings. This reserved matters application however, seeks consent for 91 dwellings on a reduced site area of 2.41 ha. The development would include the provision of 18 affordable dwellings. Condition 58 of the outline permission requires each Reserved Matters submission to explain how the proposal responds to the masterplan; this issue is explored further in this report but essentially the Reserved Matters do not cause conflict with condition 58.

2 **Main Issues**

2.1 The main issues are:

- The principle of the development
- The impact on the character and appearance of the area
- Impact on Residential Amenity
- The impact on the local highway network
- Ecology
- Drainage

Assessment

Principle

2.2 The site lies within the designated Aylesham Expansion area. The site benefits from outline planning permission for the erection of up to 1210 dwellings, together with associated development. This outline permission remains extant. Subject to meeting the conditions set out by the outline permission and being acceptable in all other material respects, the principle of the development is acceptable.

Housing Mix and Affordable Housing (condition 63)

2.3 The development would provide 91 dwellings together with associated infrastructure for Phase 4. The following housing mix would be provided:

Dwelling Type	Private	Apartments	Affordable	Totals
One Bed	2		6	8
Two Bed	23	6	11	40
Three Bed	30		1	31
Four Bed	12			12
Totals	67	6	18	91

2.4 This housing mix is considered to provide a good range of housing types. Correspondingly, the affordable housing also seeks to provide a range of housing sizes, including eleven two-bed dwellings. The scale of the houses proposed responds to the broad mix envisaged within the Aylesham Masterplan SPG and it is therefore considered that the housing mix proposed is appropriate.

2.5 The development would provide 18 affordable units as follows:

Dwelling Type	
One bed flat	6
Two bed flat	9
Two bed house	2
Three bed house	1
Total	18

The distribution of the affordable housing throughout the site is a balance between integration and grouping to ensure efficient management. In terms of social cohesion the design of the buildings would not differ from that of the market housing with the same house types being used. As such, the affordable housing areas would be indistinguishable from the market housing.

- 2.6 Condition 67 of the approved outline permission requires that the development provide 20% of the total number of dwellings as affordable dwellings. The 18 affordable dwellings to be provided in this application equates to a 20% provision.

Character and Appearance

- 2.7 The layout of the development takes its cue from the Aylesham Design Code. Three character areas are identified within the layout - these identify frontage development, non-frontage and key buildings. The frontage development comprises a mix of flatted development at the northern end of the site, primarily detached dwellings fronting the Boulevard, the occasional semi-detached property and terraced formations at the southern end. Set behind strong frontage development, in the centre of the site, are looser blocks around squares which provide a sense of place. Save for the flatted blocks the dwellings sit at two storeys in height with articulated roof forms to provide interest where needed. Predominantly, each block of houses faces outwards onto shared surfaces, boulevards and green spaces. Whilst there is a general theme/pattern to the materials and design ethos, there is also variation in size, shape and orientation.
- 2.8 The shape of the site has provided a challenge to ensure that where there is longer street (from the Boulevard to the southern end of the site), that a sense of place is created through landscaping, a mix of materials and corner plots to add relief to the street scene. By varying the layout and providing a 'sense of place' this all adds to the character and appearance of the development. Informal landmark features and gateways are created through the use of the apartment blocks and corner turning buildings which add a focal point.
- 2.9 It is considered that the majority of the layout functions well and that overall the proposal reflects the layout envisaged by the Masterplan and Design Code.
- 2.10 The scheme comprises a mixture of terraced, detached and semi-detached dwellings, with a concentration of flatted development at the northern end of the site adjacent to the boundary with the reservoir. The Masterplan identifies different character areas and attributes suggested densities and building types to these areas. The Design Code suggests that three storey dwellings overlook the SUDS area and it is, in part, for this reason that the flatted blocks are located accordingly. The rhythm of the hipped roofs reflects the Aylesham Vernacular.
- 2.11 The types of dwellings and the densities proposed generally relate well to the identified areas within the Masterplan, albeit that the density has moved from low to medium in some areas. Clearly, the highest density area is the three flat blocks – however, this is the area where there is more space to ensure that at three storeys high, there is no loss of residential amenity to existing dwellings. It is considered that the overall density, as demonstrated through the layout, does not compromise the aspirations of the masterplan nor cause visual harm. Furthermore, it is considered that the density has facilitated an active street frontage and sense of place around the informal squares and terrace on Hill Crescent. The NPPF requires all development to make efficient use of land, which post-dates the masterplan, which again supports a higher density than initially envisaged years previous. Overall, it is considered that the density and building types therefore respond to the Masterplan.
- 2.12 The proposed heights of the dwellings respond positively to the typical height of development within the Aylesham Expansion and the dwellings to the south/south-east of the site in the existing village. The three, 3 storey blocks of

flats are located on an important corner along the main boulevard close to the entrance to this part of the development. They create a visual landmark as required by the Design Code. The height of these buildings is therefore justified.

- 2.13 Whilst there are a number of shared characteristics with the proposed phase and previously constructed phases, some supplementary features have been added, such as use of brick heads and cills; linking elements; brick garden walls; render and tile hanging. Together with the variety of building designs, the variety of materials used will add interest to the development and allow Phase 4 to sit comfortably with the earlier phases and Aylesham more generally.
- 2.14 The development incorporates areas to the fronts of buildings which allow for the detailed soft landscaping, with houses set back from the road. Within these areas, between the front elevations of buildings and the highway, a mixture of hedges, trees and shrubs are proposed. Whilst the depth of the landscaped areas varies across the scheme, it is considered that as a whole these areas will soften the appearance of the development. The scheme also includes the provision of a generous number of trees, which will be of a reasonable size when planted, affording soft visual relief from the outset.
- 2.15 Boundary treatment is reflective of its siting within the street scene. Garden boundaries parallel to the street scene are shown to be brick walls as opposed to fencing or other material, this reinforces the character in the public realm.
- 2.16 Amendments were sought from the applicant regarding some of the design features, the scale and prominence of the flatted blocks and aspects of the parking layout. Splayed hipped roofs have now been incorporated on frontage dwellings, the bulk of the flatted blocks has been reduced and railings replaced with glazed balustrades. Parking within the site has also been adjusted to address the concerns from the Kent Highways Officer and it is considered that a balance has been struck between achieving a well thought out layout and parking provision. Subsequently, these areas have been amended; subdividing stretches of parking and providing intermittent trees to provide visual breaks. The landscaping plans include a variety of native species, including trees, hedges and scrubs.

Impact on Residential Amenity

- 2.17 Existing properties in the original part of Aylesham are located to the south/south-east of the site in Newman Road. Having walked the rear boundaries of these properties, it is apparent that there are a number of openings that have been created by the insertion of gates along the fenced boundaries. In order to facilitate the retention of these accesses, the layout for Phase 4 provides for access links out of these existing gates and into the wider development. Having met with a representative from Kent Police a preference was expressed for shorter links to be provided than a continuous length of alleyway across the whole length behind these gardens, the layout therefore reflects this. In addition, a meeting was held by the developer with residents to seek to ascertain their views on the impact on their servicing arrangements. It is therefore considered that in terms of impact on residential amenity, the layout has accommodated current servicing arrangements as far as possible.
- 2.18 Separation distances between the proposed properties adjacent to the boundary with Newman's Road and those existing are typically between 30-35m. Whilst there are some proposed dwellings located slightly closer than this, they are positioned to the side of, or at an angle to, existing properties so as to ensure that no unacceptable loss of light or sense of enclosure is caused. In addition,

the ground levels fall slightly from this boundary which also lessens the impact to ensure no loss of privacy or overbearing. This phase would also be well separated from other phases of development (Phase 1B) which have already been granted within the Aylesham Expansion area and, therefore, would not lead to any loss of amenity to those properties.

- 2.19 The development has been designed to provide a strong frontage to the Boulevard which runs from east to west before turning south into the Hill Crescent Character Area. The layout allows the majority of properties within the site to be well separated from each other, avoiding unacceptable living conditions for future occupiers. Where tighter relationships exist, the orientation of houses is such that overlooking is reduced to acceptable levels. All habitable rooms within the buildings would be of a reasonable size, whilst each house would be provided with a well sized private garden (in most instances a minimum of 10m length). For these reasons, it is considered that the proposed dwellings would benefit from an acceptable standard of accommodation.

Impact on the Highway

- 2.20 The development proposes a range of road types, including streets with footpaths, shared surfaces and informal squares. This range of road types produces a hierarchical character to the development which improves its legibility and defines routes which pass through each parcel and those which provide localised access to properties. The application has been amended and additional tracking drawings have been submitted to demonstrate refuse servicing safely throughout the site. It is therefore considered that the site provides a reasonable level of vehicular permeability and connectivity between the development and the existing community. Vehicle speeds throughout the site would be naturally slowed due to the geometry of the road layout, together with table junctions.
- 2.21 The application has been supported by parking plans which demonstrate the number and location of both private and visitor car parking spaces. The following parking specification has been provided:
- One bedroom = 1 space per dwelling
 - Two bedrooms = 1.5 spaces per dwelling
 - Three bedroom + = 2 spaces per dwelling.
 - Visitor parking = 28 spaces in total
- 2.22 The Masterplan and Design Code direct that the low and medium density areas should provide approximately 2 car parking spaces per dwelling, whilst the high density areas, in this instance the area with the concentration of flats, should provide one car parking space per dwelling. Concern has been raised by KCC Highways and Transportation that some of the car parking spaces are too remote from the dwellings they serve, which may increase the likelihood of inappropriate parking on the public highway. In order to address this issue, some amendments have been undertaken to the layout and yellow lines are proposed through the s38 road adoption agreement. There are also instances of tandem parking which results in spaces not so readily accessible. Whilst such relationships are not ideal, most spaces are located closely adjacent to the properties they serve. It is therefore not considered that such relationships would lead to a severe adverse impact on the highway.
- 2.23 A range of forms of car parking are included within the development, including laybys to the sides of roads(Crescent Hill Character area), private driveways to

the fronts and sides of buildings, parking courts to the rear of properties and parking courts to the front of terraced formations. This approach replicates the approach which has been used in the earlier phases of development and is consistent with the Masterplan, which advocates a mixture of courtyard parking and on plot parking. Overall it is considered that the development provides an appropriate number and form of car parking spaces to meet the needs of the development without harming the local highway network.

- 2.24 A high standard of pedestrian permeability through the site is achieved with regular footpaths being provided between properties – both proposed and existing, in accordance with the requirements of the Masterplan and Design Code. New footpath connections have been created at the rear of some of the properties in Newman Road, this is to reflect the existing creation of rear accesses that has occurred in some instances. In this instance the accesses have been linked through to the proposed new development.

Ecology

- 2.25 Having considered the terms of the outline application, it is noted that a number of conditions safeguard ecological issues and require the submission of bat and reptile surveys prior to the commencement of development and require that care is taken to avoid harm to birds, particularly during the breeding bird season. These conditions will remain in force and appropriately safeguard and mitigate habitats and species.
- 2.26 An Ecological Mitigation Strategy has been submitted with the application. The updated surveys found a low population of both slow worm and viviparous lizard across the site. It is noted that the site provides a limited suitable habitat for these species – the suitable area being the field margins.
- 2.27 Due to the low populations of slow worm and lizard found on site and the limited habitat for them, it is proposed to translocate them to the receptor site located along the northern boundary of Phase 1B. Details have been submitted to discharge the relevant conditions.

Drainage

- 2.28 The drainage for the site follows similar principles which have been employed on the earlier phases of the development of Aylesham. The applicants have submitted a drainage strategy which confirms that surface water drainage will be dealt with primarily by way of SUDS in the form of ponds. The flats to the north will be served by permeable paving as will areas in the most southerly part of the site. The main road running north to south will be served by an adoptable surface water drain. Initially the KCC LLFA placed a holding objection on the application as they required further site specific ground investigation calculations to be undertaken in order to support the proposed strategy. The required details were provided and no objection has been raised.
- 2.29 Condition 100 attached to the outline permission requires that full details, including calculations, an implementation timetable and a management and maintenance plan, be submitted and approved prior to development taking place. Whilst the details which have been submitted are not sufficient to discharge this condition, which will remain in force, the details do demonstrate that the proposed layout can be accommodated on the site.

- 2.30 Foul drainage will be routed into the existing system via gravity to outfalls to the north and the east. Southern Water has raised no concerns regarding the capacity of the network, whilst no objections have been raised in relation to existing or future capacity. Condition 102, which was attached to the outline permission, requires that works for the disposal of sewerage are provided prior to occupation.

Other Issues

- 2.31 The Parish Council has raised concern regarding the comments received from Kent Police. The comments from Kent Police are advisory and as stated earlier in this report the applicant has liaised with the Police and taken on board their comments as far as possible whilst reconciling other requirements within the layout.
- 2.32 Due to details of conditions being included as part of this application, they have been considered and referred to below.

Discharge of Conditions

Condition 57 – Details of layout, scale, appearance, access and landscaping for each phase as appropriate.

The details are the subject of this application and considered in the report above.

Condition 58 – Details in relation to how the proposal responds to the design principles of the masterplan and other relevant planning policies.

Design Compliance Statement October 2018 has been submitted with the application documents and assessed in this report. It is recommended that this condition be discharged.

Condition 61 – Details of sales and marketing accommodation

Sales Area Plan Elevation 18082A_602G, Sales Area Floorplan 18082G_607H have been submitted. It is recommended that this condition be discharged.

Condition 63 – Requires a schedule of accommodation to be submitted with each phase.

Accommodation Schedule shown on Planning Layout Rev D and referenced in the report above. It is recommended that this condition be discharged.

Condition 64 – No development on each Phase until details of affordable housing have been submitted.

Document Affordable Housing Scheme Phase 4 2018. Details submitted that show 20% provision with all units to be shared ownership. The provision of shared ownership on this phase is to ensure a balance of tenure throughout the development as a whole. It is recommended that this condition be discharged.

Condition 67 – Submission of a detailed Phasing Plan required

Phasing Programme Phase 4 2018. This sets out justification for delivering Phase 4 ahead of Phase 3 due to the practicalities of building out the phases. Phase 1B is adjacent to Phase 4 and it is more logical to move to Phase 4 in terms of deliverability. It is recommended that this condition be discharged.

Condition 77,78 – Sight lines on roads and driveways

Visibility splays at junctions and private drives plan no. 7567_103_A. No objection is raised with regard to visibility splays. Other highway matters have been discussed in the report above and considered to be acceptable on balance. It is recommended that this condition be discharged.

Conditions 84,85, 86 Conditions requiring reptile and bat surveys, mitigation strategy and no vegetation clearance works within the breeding season.

Aylesham Phase 4 Ecological Mitigation Strategy V2. The details have been considered above and are considered to address the conditions. It is recommended that this condition be discharged.

Condition 88 – Scheme for hard and soft landscaping.

Detailed landscaping plans have been submitted: 1343_101-1 B, 1343_101-2 C, 1343_101-3 C. It is not proposed to provide CCTV at the present time and thus details are not included. The landscaping strategy is considered suitable for the scale of development and provides an appropriate mix of hard and soft landscaping in an urban development. It is recommended that this condition be discharged.

3. **Conclusion**

- 3.1 The submitted application complies with the outline planning permission, whilst the detail of the scheme responds to the requirements contained with the Aylesham Masterplan SPG and the subsequently approved Design Code. Furthermore, it is considered that the development would provide an acceptable quality built environment and standard of residential amenity, both to existing and future residents. The development would retain a good level of permeability, prioritising pedestrian movement. The scheme is acceptable in all other material respects, subject to the approval of details which have been secured by condition. It is therefore recommended that this application be granted.

g) **Recommendation**

- I Reserved Matters BE GRANTED subject to conditions to include:-
- (1) The development shall be carried out in accordance with the approved plans;
 - (2) Finish to footpath – details to be submitted.
- II Powers to be delegated to the Head of Regeneration and Development to settle any necessary planning conditions, in line with the issues set out in the recommendation and as resolved by Planning Committee.

Informative: Highways and discharge of remaining conditions

Case Officer

Amanda Marks