

Application Number	14/01456/AS
Location	Land adjoining 1 Willesborough Court, Blackwall Road South, Willesborough, Kent
Grid Reference	03517/42590
Parish Council	None
Ward	North Willesborough (Ashford)
Application Description	Erection of 34 dwellings to include car parking, new access, landscaping and associated infrastructure
Applicant	Barratt Homes, Weald House, 88 Main Road, Sundridge, Kent TN14 6ER
Agent	Ian Bull Consultancy Ltd, 1 Mountbatten Way Brabourne Lees Ashford.
Site Area	1.3 hectares

(a) 50/16R

(b)

(c) KHS R, EA X, SWS X, NE X
POL X, EHM X, EA X, PO X,
PCT X, HM X, KCC(DCU) X
SSOS X; KWT X, SW X,,
PO (Drainage) R, NE X,
KCC (FRO) X, RSDB X,
EHM (EP) X, WCF X

Amends 50/2R

KHS R EA X, HM X,
KCC (EDU) X, KCC(FRO)
PO (Drainage) X

Introduction

1. This application is reported to the Planning Committee because it involves the erection of more than 10 dwellings and therefore is classified as a major development that requires determination by the Planning Committee.

Site and Surroundings

2. The application site is currently unused former agricultural land approximately 1.3 hectares in area located off Blackwall Road South adjoining the eastern edge of the built confines of Willesborough. Blackwall Road South connects

onto the A2070 Kennington Road 150m to the south-west. A site location plan is attached as an annex to this report.

Figure 1 site plan



3. The site is visually well contained by existing built development and trees/woodland. To the west of the site are detached dwellings comprising mainly of two storey houses and some bungalows. To the south are detached houses forming part of Willesborough Court that adjoins a small undeveloped grassland area. To the east is Flowegarden Wood that forms part the designated Willesborough Lees and Flowegarden Wood Site of Nature Conservation Interest. To the north beyond a tree lined boundary is open countryside.
4. The site is dissected by Sandy Lane a narrow unmade track that is accessed from Blackwall Road South. It continues beyond the site through Flowegarden Wood serving a few sporadic properties before eventually looping back onto the A2070 Kennington Road. There is a continuous row of

around 50 large mature trees (mainly poplars) located along Sandy Lane. These are over 20m high and are a distinctive feature of the site and very visible from the immediate surrounding area.

5. The application site area to the north of Sandy Lane is 0.5 hectares and contains a small former piggery building with some sporadic mature trees. The land to the south is 0.8 hectares in area and is open grassland. The site levels are relatively flat.

Proposal

6. The application is for full planning permission for the erection of 34 new 2 storey dwellings comprising of the following:

19 x 4 bedroom detached dwellings.

5 x 3 bedroom detached dwellings

8 x 3 bedroom semi-detached houses

2 x 2 bedroom semi-detached dwellings

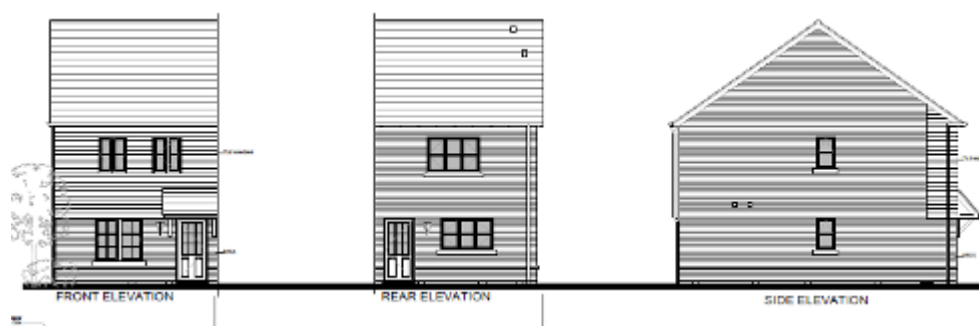
The 10 semi-detached dwellings will be affordable units.

7. The two storey dwellings will be constructed in a combination of red stock brick, tile hanging, dark brown weatherboarding and red and grey plain roof tiles. The site will be served by two accesses onto Blackwall Road South. The existing Sandy Lane access and a new access 50m to the south near to Willesborough Court. A connection to Willesborough Court is not possible due to land in different ownership that could result in a ransom strip. The layout is in the form of a perimeter block with frontages facing Blackwall Road South. There is a small courtyard cul-de sac in the north eastern part of the site. A substation is shown in this location. The internal road will be a shared surface finished in natural and charcoal block permeable paving. The dwellings facing Blackwall Road South will have either individual or shared separate access points. A new 1.8 m footway along the application side of Blackwall Road South will be provided from Willesborough Court to Sandy Lane where the road will also be slightly widened. A new pond/ swale is shown in the north-west corner of the site. The site layout is shown in figure 2 below.

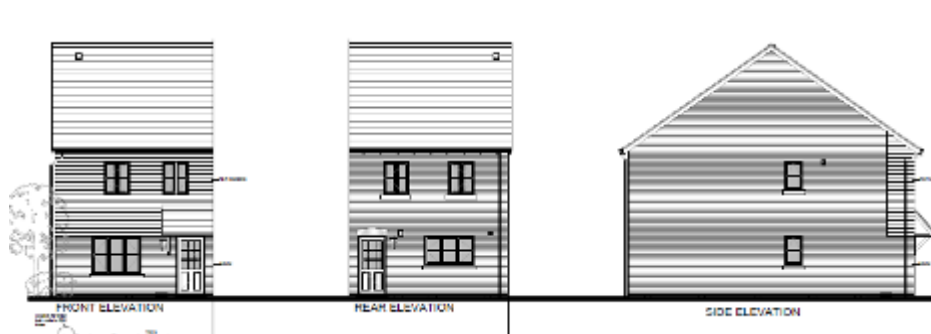
8. Most of the dwellings have on plot parking comprising of two spaces each. The exceptions are plots 7,8,19,12 and 13 which have 2 allocated spaces in the cul-de-sac area although these are located directly adjacent to the properties they serve. In addition:
- Plots 4,15 and 18 have single car barns
 - Plots 22, 23, 24 and 26 have double attached car barns
 - Plots 1 and 2 have detached double garages
 - Plot 25 has a hipped attached garage
 - Plots 27, 29, 33 have double detached garages
 - Plot 3 and 28 have a single garage
9. The elevations of the proposed dwellings and car barns/garages are shown in figure 3 below.

Figure 3

House type A brick (tile hanging shown)



House type B (tile hanging)



House type B (brick)



House type C (tile hanging)



House type D (Brick)



House type E (tile hanging)

1



House type (E brick)



House type F brick



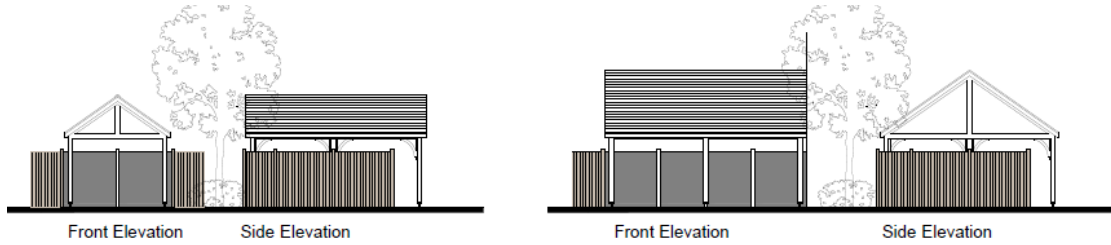
House type G (tile hanging)



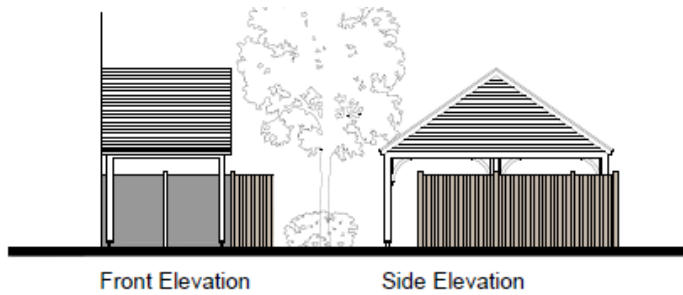
House type H (timber)



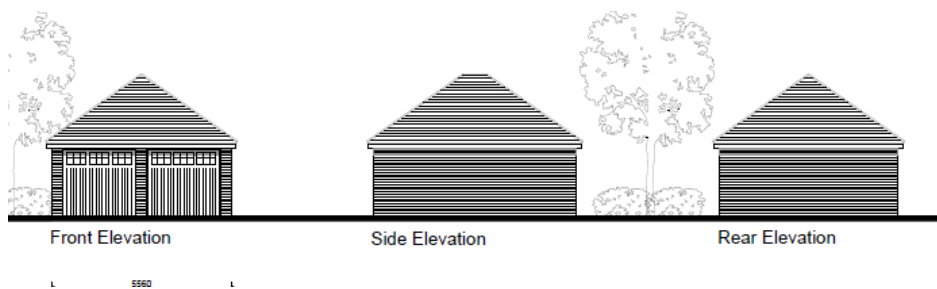
Single detached car barn/ Double attached car barn



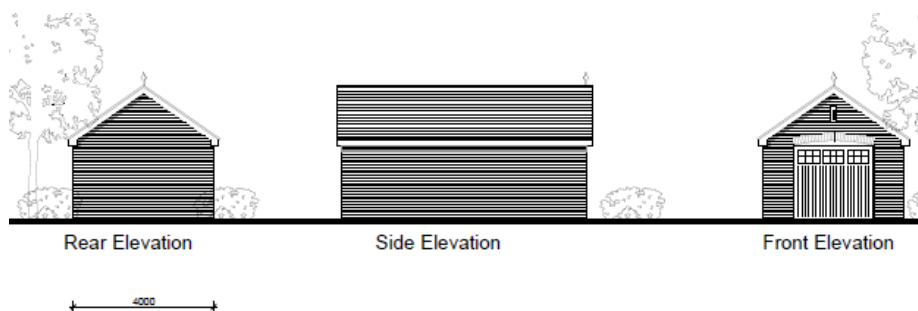
Single Attached Car Barn



Detached double garage



Single detached garage



10. The proposal will involve the removal of almost all of the trees within the site. The most significant tree removal is along Sandy Lane and involves:

- 50 x poplars (category B) (B category moderate quality 20 years life expectancy),
- 3 x oaks (category B)
- 1 x oaks (category C) (C category low quality 10 years life expectancy)

On the northern part of the site

- 4 x poplars (category B)
- 1x goat willow (category C)

On the eastern boundary/edge of woodland

- Group/ clump multi-steamed Alder category B
- 2 x oak (Category C)
- 1 x Alder (Category C)
- Holly hazel coppice hawthorn hedgerow (form category c)

11. A landscaping masterplan has been provided showing proposed new planting and landscaping within the site as follows.

Sandy lane

- 9 x cut leaved alders
- 11x fastigate hornbeam

Blackwall Road south boundary

- 6 x common alder
- 8x cut leaved alder
- 8 x fastigate hornbeam

Within the site gardens or internal road beyond Sandy Lane

- 10 x Birch trees
- 8 x cut leaved alder
- 2 x fastigiate hornbeam
- 3 x hawthorn on the eastern woodland boundary.

12. The following information was provided in support of the application.

Planning statement

- The development proposed constitutes 'Sustainable Development' which is fully in accord with the Development Plan. Consequently, the NPPF requires such development to be approved 'without delay'
- The Urban Sites and Infrastructure DPD allocates the application site for residential development pursuant to Policy U5. Policy U5 requires any development to retain the existing hedge of mature trees that bounds the northern edge of the site and retains vehicular access to Knollys Cottage and Lees Woodland through the development. Both these requirements are incorporated in the layout proposed.

Design and Access statement

- The scale of existing development in the surrounding area has informed the proposed building heights. The proposed residential buildings are all two storey.
- The proposed scheme has a network of connected spaces and routes for pedestrians, cyclists and vehicles
- Housing either backs onto existing boundaries or is arranged in a simple perimeter block generating continuous active frontages with legible defensible spaces.
- This application proposes a residential development, which will be sympathetic to the traditional vernacular of the local area
- The predominant architectural features in the local area that have informed the proposed elevational treatments are; timber boarding, tile hanging and brickwork, pitched porch detailing, and dentilated band coursing

- The proposals includes various sustainable features such as dual flush WCs flow limiters to taps, water meters, water butts etc
- The scheme scores 12 greens on the Building for Life Assessment

Ecological assessment and addendum

- Overall the majority of the site has moderate ecological potential. The habitats on-site are widespread and common but have the potential for and do support some protected species
- The Ecological Assessment (JFA 2014) identified the need for further surveys. These have since been undertaken and this addendum provides results and recommendations from the further surveys carried out, namely GCN and reptiles
- No GCNs were recorded during aquatic surveys on surveyed waterbodies on-site and within 250m of the proposed development. Therefore the proposed development is compliant with all legislation pertaining to GCN.
- A low population of slow worms and common lizards were identified on the proposed development site. A Reptile Mitigation Strategy will be drawn up and, provided this is adhered to, the development will not contravene any known legal or planning policy issues pertaining to reptiles and this development.

Statement of community involvement

- A public exhibition was held by the applicant on the 24th September 2014 for residents of Blackwall Road South, Willesborough Court, Willow Bank and Burleigh Court.
- In total, 29 people attended the exhibition on the 24th September, including one Councillor.
- Of those who attended, the majority did not seem aware that the site had been allocated for housing.
- Key Concerns were, surface water drainage, traffic and impact upon 'country lane', widening of the road will encourage overflow parking from the hospital, Impact on local infrastructure and facilities, noise, number of affordable units, loss of privacy, loss of existing vegetation, design and layout not 'in keeping' with the surrounding area
- Respondents were also asked what they liked about the proposal shown which included ,Design of houses matches those along Blackwall Road

South, Good parking provision, ,Access not taken from Willesborough Court, Number of units and design along frontage 'mirrors' that opposite

- Comments received from Council officers and residents have been reviewed and the layout revised to reflect these resulting in the layout.

Arboricultural Implications assessment.

- 12 Individual trees and six tree groups have been assessed in detail
- The summary of tree removal as follows (B category moderate quality 20 years life expectancy), (C category low quality 10 years life expectancy)
- Sandy Lane
- 50 x poplars (B category),3 x oaks (category B), 1 x oaks (category c)

Northern part of the site

- 4 x poplars category B, 1x goat willow (category c)

Eastern boundary/edge of woodland

- Group/ clump multi-steamed Alder (category B), 2 x oak (category C),1 x Alder (category C),Holly hazel coppice hawthorn hedgerow form (category C)

Transport statement

- Vehicular access to the site will be provided via new two priority access junctions on Blackwall Road South. Swept path analyses have been undertaken, which demonstrate that both refuse and emergency services vehicles can satisfactorily access and egress the site
- Analysis of the trip generation shows the impact of the development on the local highway network will be negligible. It is therefore considered that off-site highway assessments are not required as part of the Transport Statement
- Under Ashford Borough Council's SPG6 policy, the developer will be required to make a contribution
- The proposal accords with the NPPF and paragraph 32; the site is in a sustainable location, with access available by non-car modes, and the proposal would not result in a material impact on the local highway network.

Affordable Housing assessment

- In accordance with policy CS12 the proposal will deliver 30% affordable housing, providing 10 affordable units on site.
- As per policy CS12, the tenure of the affordable units will be split 60% social rent, 40% other forms of affordable provision
- Details of the application have been sent to the Strategic Housing and Property Manager as well as the Housing Enabling Officer at Ashford Borough Council

Desktop study and Walkover survey and site investigation

- This Stage 1 Desktop and Walkover Survey has identified limited sources of potential contamination associated with the on-site historic piggery.
- Based on the findings of the Stage 1 report and the testing completed within the site it is considered that the site is suitable for the proposed development
- A number of recommendations are proposed including a watching brief and validation report

Flood Risk Assessment

- In accordance with the Environment Agency indicative flood maps, the site is located in a Flood Zone 1 area which represents a low risk to fluvial flooding (less than a 1 in 1000 year possibility in any given year) and NPPF permits all types of developments in this area.
- Preliminary intrusive soils investigation have identified a high water table and poor soakage conditions therefore precluding the use of infiltration structures.
- The development incorporates sustainable Drainage Systems in accordance with the Ashford Sustainable Drainage SPD.
- The foul water discharge from the development site can be accommodated in the local public sewer network by undertaking upgrading works to the Blackwall Road Willesborough Lees WPS.
- Based on the above conclusions, it is considered that the development proposals comply with current planning guidance and therefore minimises flood risk for the development and does not increase the risk to surrounding areas

- A SuDs Maintenance Schedule has been provided.

Sustainability statement

- The following pre-assessment sets out the credits that are being sought on this application at a level of Code for Sustainable Homes 3 with any shortfall being met through a financial contribution as allowed through policy CS10.
- The pre-assessment lists all 9 categories which previously fell under the Code for Sustainable Homes. Post 26th March 2015 only energy and water are now applicable.

Space standards checklist

A check list against the councils essential and minimum standards outlined in the Residential Space and Layout SPD 2011

Planning History

13. There are no previous planning applications for the site.

Consultations

14. The original plans have been amended and subject to full consultation. A first set of amendments were subject to a reconsultation in June 2015. The scheme however was altered again and the current amended proposals were subject to reconsultation in February 2016. The reconsultation runs until 14 March so any further representation received will be reported in the update report to members.

Street Scene and Open Spaces Team: request off-site contributions to sports outdoors, informal/natural, play, allotments, strategic park, cemeteries.

Kent Police

- The applicant/agent has considered crime prevention and has demonstrated some but not all of the seven attributes of CPTED in their Design and Access Statement (D&AS),
- If this planning application is given approval and no contact has been made to the Crime Prevention Design Advisors (CPDAs) by the applicant/agent, then we would suggest that a condition be included as part of the planning approval to ensure that Crime Prevention is addressed effectively

NHS Property Services: comment

- In terms of this particular application, a need has been identified for contributions to support the delivery of investments highlighted within the Strategic Service Development Plan
- These improvements to the primary care infrastructure will enable support in the registrations of the new population, in addition to the commissioning and delivery of health services to all. This proposed development noted above is expected to result in a need to invest in a number of local surgery premises:.

Willesborough Health Centre
Sydenham House Medical Centre
New Hayesbank Surgery
Hollington Surgery
Musgrove Park Medical Centre

- NHS Property Services Ltd therefore seeks a contribution of £29,232 plus support for our legal costs in connection with securing this contribution. This figure has been calculated as the cost per person needed to enhance healthcare needs within the NHS services.

Natural England

Raise no objection based upon the information provided. Natural England advises the Council that the proposal is unlikely to affect any statutorily protected sites or landscapes.

Kent WildlifeTrust:

- Accept the applicant's arguments that the development will not have a detrimental impact on the hydrology of the adjacent Local Wildlife Site, Willesborough Lees and Flowergarden Wood.
- In relation to the possibility of greater recreational pressure on the LWS, Ward Homes would agree to the provision of interpretation boards at the entrance into the LWS in Sandy Lane providing residents and local residents with information on domestic pet predation, dog litter and associated implications, the LWS in general – reason behind the designation
- In addition, the applicant has also indicated a willingness to include this information in the residents' Welcome Packs; and to install a dog waste bin at the entrance into the LWS, subject to the willingness of the Borough Council to collect waste from it.

Southern Water comment in summary

Inadequate capacity in local network to provide foul sewage disposal
Request informative that if planning approval given the applicant enters into a formal agreement with Southern water to provide necessary infrastructure.

A condition requiring details of proposed means of foul and surface water sewerage disposal.

Project Office (drainage) object commenting;

“I would like to make the following comments in respect of the above application and place a holding objection on the application with respect to the surface water discharge plan and proposed drainage strategy and would encourage the applicant to re-consider the drainage strategy to be more in favour and in line with Ashford’s Sustainable Drainage SPD...”

Kent County Council Economic Development: Request contributions towards primary and secondary education, Community Learning, Youth Service, Libraries, Adult Social Care and to provide Superfast Fibre Optic Broadband.

Kent County Council Heritage

No objection subject to a condition on the implementation of a programme of archaeological work in accordance with a written specification

Environmental Services

Confirmed have reviewed the desk study and Phase 1 site investigation report and request condition to report unexpected contamination .

Housing Enabling Officer: supports the proposal commenting:

- The applicant has taken into account the required 30 percent of affordable housing based on the total number of 34 units therefore giving a requirement of 10 affordable housing units
- The 2 and 3 bedroom house offer made by the applicant is satisfactory and the internal space standards of the properties are in line with the Councils residential space standards.
- The applicant has also ensured that the affordable units are integrated suitably within the overall scheme.

Environment Agency: comment

- The Flood Risk Assessment (dated October 2014) prepared by consultants Tully De'Ath that the surface water drainage scheme will be designed to comply with Ashford Borough Council's Sustainable Drainage SPD
- We recommend that the capacity of the receiving watercourse is assessed to ensure that it has sufficient capacity and will be maintained for the lifetime of the development. The proposed concrete open channel sections are unlikely to provide an improvement to water quality and the developer may wish to consider the use of grassed swales as an alternative
- The applicant should note that any works within watercourses (e.g. ditches) on and adjacent to the site may require the prior land drainage consent from the River Stour Internal Drainage Board.
- **Flood Risk Project Officer Kent County Council**

"This proposal was originally submitted prior to the commencement of KCC's role as statutory consultee. For applications like this, we have informally agreed with the EA that if they have previously provided comment, they will complete the planning response and the discharge of any associated condition (dependent upon the length of time through the planning process).

- Notwithstanding the above, we are aware that concerns have been raised by Ashford Borough Council's own drainage team, the River Stour (Kent) IDB and the Environment Agency over the applicant's intended use of subterranean storage tanks to attenuate the flow of surface water from the proposed development

We have reviewed the submitted documentation and would echo the concerns raised by the other Authorities. We are also aware that ABC's drainage department has relaxed the requirement for the developer's to restrict the runoff rate to 2l/s/ha owing to the impermeability of the underlying geology, and that they would alternatively accept a rate of 4l/s/ha. We would therefore recommend that the drainage scheme is revised to reflect this amended discharge rate, with above ground, open, SuDS features used in preference over those presently depicted"

River Stour Internal Drainage Board: comments

"Please note that the site of the above planning application is partly within the River Stour (Kent) Internal Drainage Board's district and as such, any works affecting any watercourse may require the Board's formal written consent (a copy of the Board's byelaws is attached for information).

Whilst not opposed to the principle of development of this site, local flood risk must not worsen as a result. The applicant has proposed to restrict surface water runoff to 2.8l/s with on-site storage provided to accommodate the 1 in 100 year rainfall event (+30% for CC), which is considered appropriate. However, the majority of flood storage appears to be provided by the use of underground storage. The applicant should be urged to maximise the use of open storage in preference to underground systems due to the additional benefits open SuDS provide to local biodiversity and amenity. Please also note that the Board has in the past received reports of flooding problems at this location (but unfortunately we do not hold detailed records). The applicant should therefore be requested to fully investigate previous flooding issues and to determine the condition of the watercourse, and downstream structures, to which the site drains and to confirm exceedance arrangements”.

Willesborough Community Forum. Comment

- Do not object to the building of residential units on this land in principle, but object to the currently proposed layout and various other details.
- Clearly 40 units was an over-estimate U5 DPD policy); the developer has been quite creative at fitting in as many units as possible yet even he can only squeeze in 34. This, however, is still too dense and not in keeping with neighbouring areas;
- It features several cul-de-sacs and wonder how this will work with regard to refuse collection
- One of the big issues in Willesborough Lees is parking. We therefore insist that this development must not make matters worse.
- The other big concern here is flooding. Ensure that this development will not make matters worse, and, in fact, improve them.

Ward Members: No formal comments.

KCC Highways and Transportation object although it may be possible to overcome these. The issues relate to lack of parking, increase width of parking, car port plans, cycle storage, road surface details services adoption plan, street lighting plan, changes to parking arrangements.

The extension of the 30mph limit up to the junction of Blackwall Road South and North should be secured through a Section 106 Agreement. The developer will be responsible for the implementation of the extension to the 30mph speed limit together with the traffic order associated with it.

The development will be subject to a SPG6 Contribution of 0.34 DU as it is within a 5 minute isochrome of Junction 10 of the M20. This should be secured through a Section 106 Agreement

Neighbours: Neighbours: 50 local residents consulted. 16 Neighbours have made the following comments/objections

- The fields and adjoining road are continually flooded.
- The land water drains currently block causing run off rain water to flood down Blackwall Road will this be addressed by the developers?
- All the houses in Kings Chase which is nearby were built on concrete rafts because of underground water. The application does not provide for this feature.
- Blackwall Road is very narrow and is always used by hospital staff for parking.
- Blackwall Road is heavily used as a rat /school run to Wye /Hinxhill.
- Kennington Road is always busy and certainly needs no more traffic
- Vehicles exiting the Blackwall Road south onto Kennington Road also prevent access to those trying to enter due to the parked cars blocking progress. This, together with the vehicles entering and exiting SilverHill Road, result in a hazardous and congested situation.
- Has the additional traffic that will be created by this proposed development been factored into the loading of J10?
- The hospital and local surgeries are struggling to cope without extra people trying to register.
- This wetland wildlife area will be destroyed.
- The number of houses in this small place is also off putting surely a smaller number would work better.
- Compared to the immediate areas the plan shows a significantly higher density of housing. It not in keeping with surroundings
- The proposed density is out of scale with previous developments in the area and will destroy the semi-rural nature of Blackwall Road.
- The proposal will result in the removal of a line of poplar trees which contribute greatly to the visual amenity of the area. This would detrimentally impact on Blackwall Road's character & rural appearance
- Loss of privacy.
- Overbearing impact
- Loss of existing established trees.
- How will the proposed ditch and pond be maintained? The system for Kings Chase has not operated as envisaged and the ditch has not been cleared since the first year.

- To maintain the rural aspect of the northern end of Blackwall Road, there should be no alteration to the road layout in front of Burleigh Court and 53 to 57 Blackwall Road. This would include no street lighting and no footpath provision in this area.
- How can it be acceptable for the planning team to give permission for this development to go ahead whilst the KCC Highways are so concerned about the drainage involved that they will not adopt the access roads.
- Concerned for all of the existing properties that are currently connected to the foul sewers in this area. They will need to either improve the existing system or discharge to a point that can accommodate their expected discharge.
- Impact broadband services Is it possible for the council to insist that the developer must work with BT to enable improved services.
- The pond will be dangerous in itself and if accessed by the public via an open area with seats, could become a magnet for children. All in all, this is a real Health and Safety concern. This whole area must be protected by fencing.
- I am pleased to see that there is no pathway planned for the stretch of road north of Sandy Lane. This will help to maintain the rural feel of our part of the road. For the same reason, I do not wish this part of the road to have street lights.

Amendments

Neighbours. 2 further representations

- The letter from KCC Highways and Transportation dated 12 November 2015 indicates that yellow lines will be extended to the 'north of Plot 3'. We consider this should be extended to the junction with Blackwall Road North for the following reasons:- 1. Extending the yellow lines as indicated by Highways and Transportation will simply encourage parking on the stretch of road outside houses 51-57 Blackwall Road South, which is totally unsuitable for this purpose. It is too narrow and any cars parked in this stretch will cause obstruction to refuse vehicles., There have already been examples of poor parking causing obstruction and damage to the verges in this area.
- There should be no street lighting or pavements on this section of Blackwall Road South
- Residents will have difficulty in manoeuvring their cars when entering/leaving their homes and visibility will be dangerously restricted. **3.**
- There is a well chronicled history of parking problems in the area, including Blackwall Road South, as a result of the William Harvey Hospital parking policy and charges. The forthcoming likely loss of roadside parking under the motorway bridge at Lees Road, Willesborough will only add to the problem.

- The addition of 34 homes in this road will inevitably cause greater road congestion and, with families having more and more cars, it is quite possible that some parking in unsuitable areas may occur, despite the parking allowances made in the development.
- The provision of garages is fine, but most people do not use them for their cars. We fear that such cars may well be parked outside homes
- The section from house no. 57 northwards to Blackwall Road North benefits from a country lane ambience and we believe that the plans proposed by Ward Homes will hopefully enable this recreational atmosphere to remain. It is much enjoyed by pedestrians, dog walkers, joggers, cyclists, etc and is a pleasant rural link to Sandy Lane, the woods beyond and the public footpaths in the area. However, parked cars in this narrow stretch could cause a safety risk with users walking in the middle of the road to avoid dangerously parked cars. We are pleased to see that the Highways and Transportation letter proposes a 30 mph speed limit should extend to the junction with Blackwall Road North. This is presumably for safety reasons.
- Surely for the sake of safety, and the reasons outlined above, the yellow lines should also extend to the same spot.

Environment Agency:

We are no longer the statutory consultee for surface water drainage and therefore have no comments to make, however we recommend that you consult the Lead Local Flood Authority (LLFA) for advice

Housing Enabling Officer:

Note that all the affordable properties are now located in a single cluster of 10 properties in the north east area of the site rather than in two smaller clusters of 6 properties and 4 properties as shown in the previous drawing, this layout would be Housing Services preference.

It is positive to note that the applicant has made adjustment to the parking allocation which ensures all the affordable units have at least two car parking spaces

Kent County Council Economic Development: Request contributions towards primary education and primary education land acquisition and secondary education, Library bookstock and a condition be included for the provision of Superfast Fibre Optic Broadband

Environmental Services: My earlier comments remain equally applicable to the amended layout.

Project office (drainage): makes the following comment:

“In light of the information I have now received in relation to the latest surface water design and supporting information I now have no objections to the above application subject to the following conditions;

Full Conditions

No development shall commence until plans and particulars of a sustainable drainage system for the disposal of the site’s surface water based on the principles & Calculations set out in the submitted documents approved in writing by the Local Planning Authority and based on the principles identified in the following drawings;

- Drainage Strategy Drawing – Rev D – Drawing Number 11313-CIV-500 – July 2015
- Planning Layout Drawing Rev W – Dated 13th January 2016.

The final drainage plan and strategy for the scheme will be approved by Ashford Borough Council to ensure that surface water runoff from the site is being dealt with appropriately. The final surface water design should be in accordance with Ashford Borough Council’s Sustainable Drainage SPD providing a site runoff rate of no greater than 4l/s/ha.

The submitted system shall comprise retention or storage of the surface water on-site or within the immediate area in a way which is appropriate to the site’s location, topography, hydrogeology and hydrology.

Surface water runoff generated by the site should be dealt with within the application boundary via suitable methods approved by Ashford Borough Council, this includes any new outfall structures. Suitable access should be provided to any new structures to allow for any ongoing maintenance of the structure to be completed in a safe manner.

The submitted system shall be designed to (i) avoid any increase in flood risk, (ii) avoid any adverse impact on water quality, (iii) achieve a reduction in the run-off rate in accordance with the Ashford Borough Council Sustainable Drainage SPD document, adopted October 2010. (iv) promote biodiversity, (v) enhance the landscape, (vi) improve public amenities, (vii) return the water to the natural drainage system as near to the source as possible and (viii) operate both during construction of the development and post-completion.

The submitted details shall include identification of the proposed discharge points from the system, a timetable for provision of the system and arrangements for future maintenance (in particular the type and frequency of maintenance and responsibility for maintenance).

The approved system shall be provided in accordance with the approved timetable. The approved system shall be maintained in accordance with the approved details and shall be retained in working order until such time as the development ceases to be in use.

A plan indicating the routes flood waters will take should the site experience a rainfall event that exceeds the design capacity of the surface water drainage system or in light of systems failure (Designing for exceedance) including appropriate mitigation measures and emergency response procedures.

Reason

In order to reduce the impact of the development on flooding, manage run-off flow rates, protect water quality and improve biodiversity and the appearance of the development pursuant to Core Strategy Policy CS20 Sustainable Drainage”

KCC Flood Risk Project Officer: comments

The application pre-dates KCC's role as a statutory consultee, we have therefore agreed that Ashford Borough Council's drainage engineer shall continue to deal with this particular site's drainage provisions, with support from KCC as the LLFA.

KCC Highways and Transportation: comment

“Thank you for the consultation on the amended plans. Whilst I currently have objections to the application, it may be possible to overcome these objections if the following amendments were made:

- 1) A minimum of 3 visitor parking spaces are required on the access road between plots 4 and 29 and plots 6 and 31 due to the tandem parking relationship for plots 4, 5, 30 and 31 together with the 0.2 visitor parking spaces per dwelling requirement. One visitor space could be designed in front of plots 5 and 6 and one in front of plot 30.
- 2) The driveway for plot 9 should be a minimum of 3.3 metres in width in order to allow for the pulling of refuse / recycling bins between the rear gardens and the end of the driveways abutting the proposed access roads.

Notes:

It is understood that the internal access roads will not be adopted by KCC Highways due to potential drainage of the roads and structures underneath the highway. The access roads will therefore have to remain in private ownership.

The applicants have agreed to fund the extension of the double yellow lines up to the northern boundary of plot number 3. This should be secured through a grampian

planning condition. The developer will be responsible for the implementation of the parking restrictions together with the traffic order associated with it

The extension of the 30mph limit up to the junction of Blackwall Road South and North should be secured through a grampian planning condition. The developer will be responsible for the implementation of the extension to the 30mph speed limit together with the traffic order associated with it.

The development will be subject to a SPG6 Contribution of 0.34 DU as it is within a 5 minute isochrome of Junction 10 of the M20. This should be secured through a Section 278 Highways Agreement with Highways England”

Planning Policy

15. The Development Plan comprises the saved policies in the adopted Ashford Borough Local Plan 2000, the adopted LDF Core Strategy 2008, the adopted Ashford Town Centre Action Area Plan 2010, the Tenterden & Rural Sites DPD 2010, the Urban Sites and Infrastructure DPD 2012 and the Chilmington Green AAP 2013.
16. The relevant policies from the Development Plan relating to this application are as follows:-

Ashford Borough Local Plan 2000

EN32 - Important trees and woodland.

TP6 - Provision of cycle parking.

LE5 - Equipped public open space.

LE6 - Off-site provision of public open space.

LE7 - Play facilities.

CF21 - School requirements for new housing development.

Local Development Framework Core Strategy 2008

CS1 - Guiding principles for sustainable development.

CS2 –The Borough Wide Strategy

CS3 – Ashford Town Centre

CS8 - Infrastructure contributions

CS9 - Design quality.

CS10 - Sustainable design and construction.

CS11 - Biodiversity.

CS12 – Affordable Housing

CS13 –Range of dwelling Types and sizes

CS15 – Transport.

CS18 - Meeting the community's needs.

CS20 - Sustainable drainage.

CS21 - Water supply and treatment.

Urban Sites and Infrastructure DPD 2012

U0 - Presumption in Favour of Sustainable Development

U24 –Infrastructure provision to serve the needs of new developments

Site Policy U5 - Land at Blackwall Road, Willesborough Lees

The site policy plan is shown in figure 4 below



“Land at Blackwall Road, Willesborough Lees is proposed for residential development with an indicative capacity of 40 units.

Development proposals for this site shall:

- a) retain the hedge of mature trees that bounds the northern edge of the site; and,**
- b) retain or re-provide vehicular access to Knolly's Cottage and the Lees Woodland through the development”.**

The supporting text states the following in summary

- Careful consideration will need to be given to the relationship of the proposed development to the Willesborough Lees and Flowergarden Wood Local Wildlife Site
- A hydrological survey may be required at the planning application stage to ensure water feed to the LWS is not impacted
- The northern edge of the site adjoins open countryside and the site boundary is currently defined by a tree-lined hedge which protects the views of the site from the north, especially from the Downs. This screening will need to be retained as part of any new development scheme.
- The depth to groundwater is limited at this site and thus the use of soakaways may not be permissible due to the risks of direct discharge to groundwater. The Sustainable Drainage SPD should be referred to in establishing suitable options for surface water disposal

17. The following are also material to the determination of this application:-

Supplementary Planning Guidance/Documents

Affordable Housing SPD 2009

Residential Parking and Design Guidance SPD 2010

Sustainable Drainage SPD 2010

Residential Space and Layout SPD 2011

Sustainable Design and Construction SPD April 2012

Public Green Spaces & Water Environment SPD 2012

Dark Skies SPD 2014

Government Advice

National Planning Policy Framework 2012

18. Members should note that the determination must be made in accordance with the Development Plan unless material considerations indicate otherwise. A significant material consideration is the National Planning Policy Framework (NPPF). The NPPF says that less weight should be given to the policies above if they are in conflict with the NPPF. Of particular relevance in NPPF is the presumption in favour of sustainable development (para14), delivering a wide choice of quality homes (para 47 -55) requiring good design (para. 56 - 68), climate change and flooding (93- 108),
19. Members should note that the determination must be made in accordance with the Development Plan unless material considerations indicate otherwise. A significant material consideration is the National Planning Policy Framework (NPPF). The NPPF says that less weight should be given to the policies above if they are in conflict with the NPPF.

Assessment

20. The main issues for consideration are:
 - a. The principle of the proposals, i.e. how the development of the site fits within the existing local and national planning policies in terms of use and location.
 - b. The design quality of the scheme and the impact on the visual character of the surrounding area.
 - c. The impact on residential amenity.
 - d. Car parking/refuse provision and the impact on the surrounding highway network.
 - e. Other planning issues such as drainage/flooding, affordable housing tenure, residential space standards, ecology, contamination, sustainable design and construction.
 - f. Whether planning obligations are necessary.

The principle of the proposals, i.e. how the development of the site fits within the existing local and national planning policies in terms of use and location

21. The site is allocated for residential development under policy U5 of the adopted Urban Sites and Infrastructure DPD with an indicative capacity of 40 units. The NPPF states that applications for housing development should be determined in accordance with the development plan and considered in the context of the presumption in favour of sustainable development. I will assess the detail and numbers of the scheme further below but the principle of housing development on the site is in accordance with an up-to-date adopted development plan.

The design quality of the scheme and the impact on the visual character of the surrounding area

22. The site is located at the edge of the built confines of Willesborough so has a typical mixed character of built development and rural countryside beyond. The site is well contained by the existing boundary trees/woodland and surrounding built development that is mainly detached two storey houses and a few bungalows with established mature landscaping.
23. The proposal is for 34 dwellings with a mix of mainly detached units (24 units) which is the general character of the surrounding area and 10 semi-detached units. This is below the U5 Urban Sites and Infrastructure DPD site allocation of 40 dwellings albeit this is an indicative number. The overall density of the scheme is approximately 26 dwellings per hectare.
24. The layout of the scheme results from the requirement under policy U5 of the Urban Sites and Infrastructure DPD to retain Sandy Lane and the desire to provide an outward facing scheme. This involves the creation of a second access near to Willesborough Court so providing a continuous route around the site. A road link to enable the use of Willesborough Court as the second access was not feasible as it would involve works over land in different land ownership and a potential ransom strip.
25. A shared surface is proposed around the site which I consider a more appropriate street design rather than an overly engineered layout in particular along Sandy Lane which at present is a rural track. It is similar to the adjoining Willesborough Court shared surface street design. The width of the street varies between 4.8m to 4.1m and 16 visitor parking spaces are therefore provided clear of the street. Most of the dwellings have direct off-street parking. Due to the restricted size of the site a small courtyard/ cul-de-sac accessed from Sandy Lane will serve a small group of dwellings in the north-east corner. These dwellings have more prominent frontage /courtyard parking. This is in a visually less prominent part of the site and has been set back and broken up with landscaping. The layout therefore provides buildings

fronting each edge to create active lively streetscapes with a strong defensible inner core and semi-private frontages.

26. One of main features within the site is the linear row of around 50 poplar trees with a few oaks along Sandy Lane. These trees are over 20 metres high and are a prominent and distinctive existing feature. The proposals involve their removal which I consider is justified as poplars in particular located in close proximity to dwellings and roads would result in problems such as subsidence damage. In visual/landscape terms this is unfortunate but given the allocation of the site for the number of dwellings proposed there is little choice.
27. My aim during negotiations on the scheme was to achieve a suitable replacement for this row of lost trees providing a 'green corridor' along Sandy Lane that leads to the woodland beyond. This would be achieved through the planting of larger native species such as alders. They would require a suitable planting distance from the proposed dwellings of at least 5m to avoid longer term difficulties through root and branch spread. The proposals are showing the planting of 9 cut-leaved alders supplemented by much smaller fastigate hornbeam and hedgerow planting along Sandy Lane. This is not the intensity of planting I had originally hoped for. However to provide this would require more space in the layout and the loss of further units which the applicant does not feel is possible in particular in view that the proposals are below the 40 dwelling indicative level envisaged under the U5 Urban Sites and Infrastructure DPD site policy allocation.
28. I do not consider it would be reasonable for the council to object on this ground for a number reasons:
 - (i) The scheme as pointed out by the applicant is under the 40 dwellings albeit indicative figure stated in the U5 site policy. This is partly down to the proposed dwelling mix with mainly detached houses which I have no objection to as it is the predominant character of the area. The number of proposed units would be even less than 34 if some 10 semi-detached units were not included.
 - (ii) There is no mention of the trees within the site in the U5 site policy. The northern boundary trees mentioned in the policy are actually outside the site. The policy is silent on to what to do with these trees whether to retain /remove/replace them. For the reasons stated above I consider they are required to be removed. If the policy had required a suitable row of replacement native trees then the council would be in a much stronger position to request this. It is very likely the indicative U5 site policy number would also need to be reduced to achieve similar typologies typical of the surrounding area.

- (iii) The proposals include an on-site SUDs features with a swale at the northern end as part the negotiated drainage design. This will be described further below and has a land-take within the site.
 - (iv) The applicant has provided further planting elsewhere on the site including a number proposed alders along the Blackwall Road South frontage. This will supplement the replacement planting along Sandy Lane. The site is well contained within existing boundary trees and woodland to the north and east that will provide screening from these directions. Overall I consider the proposed landscaping within the site is acceptable.
29. The scale of the development is two storeys similar to the character of the majority of dwellings in the surrounding area. I have no objection to the typology mix of 70% detached and 30% semi-detached with the detached units located along the prominent frontages such as Blackwall Road South. The immediate surrounding dwellings are all detached dwellings.
30. The appearance of the units is a mixture of redbrick and tile hanging / dark brown weatherboarding with grey and red plain roof tiles. The surrounding dwellings have a mix of materials including timber boarding, brickwork and tile hanging. I do not have an objection to the finishes in principle but the final materials and distribution will be subject to a condition. The proposed dwellings have simple roof forms with gable ends. They do not include chimneys and any half hipped roofs which are present on some of the surrounding dwellings. The applicant did not wish to provide these as part the design and I consider it is not a matter critical to the appearance of the dwellings. In conclusion the proposals would have an acceptable impact on the character and appearance of the area.

The impact on residential amenity

31. The proposals would have an acceptable relationship with surrounding dwellings. On the southern side the nearest dwelling affected would be 1 Willesborough Court. The nearest proposed dwellings to this property are units 21 and 22. Unit 21 is side-on to the rear boundary of 1 Willesborough Court over 5m away and has a similar orientation as other existing dwellings along Willesborough Court. Unit 22 is located side-on to the front curtilage area of 1 Willesborough Court, 1.6m from its boundary and 5 m from the house. This adjoins a lesser private front area and would have an acceptable relationship and not adversely harm the residential amenity of 1 Willesborough Court as shown on an extract from the plan in figure 5 below.

Figure 5 Relationship units 21/22 with 1 Willesborough Court



32. Along Blackwall Road South new frontage houses will be provided opposite existing dwellings. The front to front relationship is typical of most streets. The nearest front to front relationship is unit 1 to 1 Burleigh Court – which is 17 m away. This is at an angle and is not with the main frontage of 1 Burleigh Court rather a garage with roof space over. All other properties are at least 21m away.
33. Within the site the relationship between dwellings I consider is acceptable. The area around the courtyard is tighter with houses backing onto trees but I do not consider there are any unreasonable relationships.

Car parking/refuse provision and the impact on the surrounding highway network

34. A transport statement has been provided with the scheme. Kent Highways and Transportation are satisfied with the impact of traffic on the surrounding highway network. A new footway will be included on the application side of Blackwall Road South between Willesborough Court and Sandy Lane. It will not extend any further down Blackwall Road South. Kent Highways and Transportation have requested the applicant fund the extension of the double yellow lines up along Blackwall Road South to the northern boundary of plot number 3. I understand the applicant is happy to agree to extend the yellow lines further to the Junction with Blackwall Road North which has been requested by some local residents. The extension of the 30mph limit up to the

junction of Blackwall Road South and North will also be provided. Both will be secured through Grampian conditions.

35. The dwellings are all provided with 2 allocated parking spaces most of which are off-street parking. In addition 16 visitor parking spaces are provided. This is in accordance with the 'suburban' standards outlined in the Residential Parking and Design Guidance SPD. A number of units have car barns but these are counted towards a parking space under the SPD. The units with enclosed garages have not been included as part of the allocated parking in accordance with the SPD.
36. The applicant has provided a tracking diagram showing how a refuse vehicle would negotiate within the site. Kent Highways and Transportation have raised no objection to this. The applicant has looked to incorporate refuse pathways for wheelie bins from the rear to the front of dwellings. Kent Highways and Transportation have requested the driveway for plot 9 should be a minimum of 3.3 metres in width in order to allow for the pulling of refuse / recycling bins between the rear garden and the end of the driveway abutting the proposed access road. A solution to this would be a communal pathway with number 8 or possibly a front bin store details of which can be conditioned.
37. Kent Highways and Transportation have requested a minimum of 3 visitor parking spaces on the Sandy Lane access road between plots 4 and 29 and plots 6 and 31 due to the tandem parking relationship for plots 4, 5, 30 and 31 together with the 0.2 visitor parking spaces per dwelling requirement. One visitor space could be designed in front of plots 5 and 6 and one in front of plot 30. This objection is not the number of spaces rather their distribution and that cars will park on the narrow Sandy Lane blocking the street and present difficulties for adjoining neighbours reversing out of driveways. Although I understand this concern the location of the visitor spaces here would result in the loss of proposed landscaping. The parking to an extent would be self-policing. On balance I consider the retention of the landscaping is preferable although the spaces could be installed if members requested this. I am therefore not proposing any alteration to the parking layout.
38. The applicant is not proposing to put forward the road for adoption to Kent County Council. This is a matter for the applicant as the council cannot insist on this. It will need an indemnity agreement for refuse vehicles. I have also proposed a condition requiring confirmation of the future maintenance regime of the roads prior to occupation of the site. The requirement for payments to Junction10a will be undertaken through the section 278 agreement with Highways England. The development will be subject to an SPG6 Contribution of 0.34 DU's as it is within a 5 minute isochrome of Junction 10 of the M20. This should be secured through a Section 278 Highways Agreement with Highways England

- e. Other planning issues such as drainage/flooding affordable housing tenure, residential space standards, ecology, contamination, sustainable design and construction,
39. The site lies within flood zone 1 which is a low risk of flooding. The submitted flood risk assessment concludes that the proposals minimises flood risk for the development and does not increase the risk to surrounding areas. The council's Project Office Drainage Engineer has analysed the scheme and is satisfied that the proposals will not worsen any flooding conditions. The disposal of surface water will be a combination of underground tanks and open swale. This is an amendment to the original scheme that was mainly underground storage. I consider the combination of an on-site swale and underground tanks is a more acceptable SUDs arrangement in accordance with the requirements of the Council's Sustainable Drainage SPD 2010
40. The proposal provides 10 affordable units or 30 % of the total in accordance with Policy CS12 of the adopted Core Strategy. The Housing Enabling Officer has no objection but would have preferred the dwellings not all clustered in one area. National space standards have replaced local standards. The dwellings would comply with both the council's and the national space standards.
41. An ecological appraisal and surveys were undertaken in support of the application. There are no ecological matters to withhold planning permission. Natural England and Kent Wildlife Trust have no objection to the scheme. I propose to add planning conditions on request of Kent Wildlife Trust to provide signage/information to inform users of the local wildlife site and for biodiversity enhancements. There are no contamination issues that cannot be dealt with by condition. The original scheme was proposed to be built to a Code for Sustainable Homes Level 3 lower than required under policy CS10 of the Core Strategy. The Code for Sustainable Homes is no longer in force. The proposals will need to comply with the water and energy requirements of policy CS10 of the Core Strategy and Sustainable Design and Construction SPD. This will be subject to a condition.
- g. Whether planning obligations are necessary
42. There are a number of planning obligations I consider are necessary. These are listed below. The SPG6 payment to Junction 10a will be achieved through a section 278 agreement.

Planning Obligations

43. Regulation 122 of the Community Infrastructure Regulations 2010 says that a planning obligation may only constitute a reason for granting planning permission for a development if the obligation is:

- (a) necessary to make the development acceptable in planning terms,
 - (b) directly related to the development; and
 - (c) fairly and reasonably related in scale and kind to the development
44. I recommend the planning obligations in Table 1 be required should the Committee resolve to grant permission. I have assessed them against Regulation 122 and for the reasons given consider they are all necessary to make the development acceptable in planning terms, are directly related to the development and are fairly and reasonably related in scale and kind to the development. Accordingly, they may be a reason to grant planning permission in this case. .

Table 1

	Planning Obligation			Regulation 122 Assessment
	Detail	Amount(s)	Trigger Point(s)	
1.	<p>Affordable Housing</p> <p>Provide not less than 30% of the units as affordable housing, comprising 60% affordable rent units and 40% shared ownership units in the locations and with the floorspace, wheelchair access (if any), number of bedrooms and size of bedrooms as specified. The affordable housing shall be managed by a registered provider of social housing approved by the Council. Shared ownership units to be leased in the terms specified. Affordable rent units to be let at no more than 80% market rent and in accordance with the registered provider's nominations agreement</p>	<p>10 affordable dwellings</p> <p>4 shared ownership units</p> <p>6 Affordable Rented</p>	<p>Affordable units to be constructed and transferred to a registered provider upon occupation of 75% of the open market dwellings</p>	<p>Necessary as would provide housing for those who are not able to rent or buy on the open market pursuant to Core Strategy policy CS12, any applicable site-specific policy in the Ashford Town Centre AAP or the Urban Sites and Infrastructure DPD, the Affordable Housing SPD and guidance in the NPPF.</p> <p>Directly related as the affordable housing would be provided on-site in conjunction with open market housing.</p> <p>Fairly and reasonably related in scale and kind as based on a proportion of the total number of housing units to be provided.</p>

Planning Obligation			Regulation 122 Assessment
Detail	Amount(s)	Trigger Point(s)	
<p>2. Allotments</p> <p>Contribution towards provision of 0.33 ha of allotments and ancillary facilities at Lower Vicarage Road Ashford and maintenance thereof</p>	<p>£258 per dwelling for capital costs</p> <p>£66 per dwelling for maintenance</p>	<p>Upon occupation of 75% of the dwellings</p>	<p>Necessary as allotments are required to meet the demand that would be generated and must be maintained in order to continue to meet that demand pursuant to Core Strategy policies CS1, CS2 and CS18, Urban Sites and Infrastructure DPD policy U24 (if applicable), Public Green Spaces and Water Environment SPD and guidance in the NPPF.</p> <p>Directly related as occupiers will use allotments and the facilities to be provided would be available to them.</p> <p>Fairly and reasonably related in scale and kind considering the extent of the development and the number of occupiers and the extent of the facilities to be provided and maintained and the maintenance period is limited to 10 years.</p>

	Planning Obligation			Regulation 122 Assessment
	Detail	Amount(s)	Trigger Point(s)	
3.	<p>Carbon Off-Setting Contribution</p> <p>Contribution for funding carbon savings (excluding infrastructure) based on the residual carbon emissions of the dwelling or building set out in the approved energy performance certificate and quantified over 10 years</p>	<p>To be calculated using the shadow price of carbon set out in the Sustainable Design and Construction SPD</p>	<p>Payable on the occupation of each dwelling or building</p>	<p>Necessary in order to ensure the development is carbon neutral pursuant to Core Strategy policies CS1, and CS10 (C), the Sustainable Design and Construction SPD and guidance in the NPPF.</p> <p>Directly related as only carbon emissions from this development would have to be off-set.</p> <p>Fairly and reasonably related in scale and kind as off-setting would not be required in the absence of carbon emissions from this development and any payment is based on the amount of carbon dioxide to be offset.</p>
4.	<p>Children's and Young People's Play Space</p> <p>Contribution towards provision of provision of new natural play area at</p>	<p>£649 per dwelling for capital costs</p> <p>£663 per dwelling for maintenance</p>	<p>Upon occupation of 75% of the dwellings</p>	<p>Necessary as children's and young people's play space is required to meet the demand that would be generated and must be maintained in order to continue to meet that demand pursuant to</p>

Planning Obligation			Regulation 122 Assessment
Detail	Amount(s)	Trigger Point(s)	
Hythe Road Recreation Ground			<p>Core Strategy policies CS1, CS2 and CS18, Urban Sites and Infrastructure DPD policy U24 (if applicable), Ashford Town Centre AAP policy TC27 (if applicable), Public Green Spaces and Water Environment SPD and guidance in the NPPF.</p> <p>Directly related as occupiers will use children's and young people's play space and the play space to be provided would be available to them.</p> <p>Fairly and reasonably related in scale and kind considering the extent of the development and the number of occupiers and the extent of the facilities to be provided and maintained and the maintenance period is limited to 10 years.</p>
5. Health Care (TBC) Contribution towards	£504 for each 1-bed dwelling	Half the contribution upon	Necessary as additional primary care premises required to

Planning Obligation			Regulation 122 Assessment
Detail	Amount(s)	Trigger Point(s)	
healthcare centres/surgeries in the area	<p>£720 for each 2-bed dwelling £1008 for each 3-bed dwelling £1260 for each 4-bed dwelling £1728 for each 5-bed dwelling or larger</p> <p>£0 for any affordable units</p>	<p>occupation of 25% of the dwellings and balance on occupation of 50% of the dwellings</p>	<p>meet the demand that would be generated pursuant to Core Strategy policy CS18, Urban Sites and Infrastructure DPD policy U24 (if applicable), saved Local Plan policy CF19 and guidance in the NPPF.</p> <p>Directly related as occupiers will use primary care facilities and the facilities to be funded will be available to them.</p> <p>Fairly and reasonably related in scale and kind considering the extent of the development and because the amount has been calculated based on the estimated number of occupiers.</p>
<p>6. Informal/Natural Green Space</p> <p>Contribution towards provision of Public access project in Hythe Road Recreation Ground – to comprise</p>	<p>£434 per dwelling for capital costs</p> <p>£325 per dwelling for maintenance</p>	<p>Upon occupation of 75% of the dwellings</p>	<p>Necessary as informal/natural green space is required to meet the demand that would be generated and must be maintained in order to continue to meet that demand pursuant to</p>

Planning Obligation			Regulation 122 Assessment
Detail	Amount(s)	Trigger Point(s)	
installation of all weather routes across the site and to the play area with associated landscape improvements including planted and paved resting and picnic area for the disabled.			<p>Core Strategy policies CS1, CS2 and CS18, Urban Sites and Infrastructure DPD policy U24 (if applicable), Ashford Town Centre AAP policy TC27 (if applicable), Public Green Spaces and Water Environment SPD and guidance in the NPPF.</p> <p>Directly related as occupiers will use informal/natural green space and the space to be provided would be available to them.</p> <p>Fairly and reasonably related in scale and kind considering the extent of the development and the number of occupiers and the extent of the facilities to be provided and maintained and the maintenance period is limited to 10 years.</p>
7. Monitoring Fee Contribution towards the Council's costs	£1000 per annum until development is completed	First payment upon commencement of development	Necessary in order to ensure the planning obligations are complied with.

	Planning Obligation			Regulation 122 Assessment
	Detail	Amount(s)	Trigger Point(s)	
	of monitoring compliance with the agreement or undertaking		and on the anniversary thereof in subsequent years (if not one-off payment)	<p>Directly related as only costs arising in connection with the monitoring of the development and these planning obligations are covered.</p> <p>Fairly and reasonably related in scale and kind considering the extent of the development and the obligations to be monitored.</p>
8.	<p>Outdoor Sports Pitches</p> <p>Contribution towards provision of either new all-weather MUGA at Hythe Road</p>	<p>£1,589 per dwelling for capital costs</p> <p>£326 per dwelling for maintenance</p>	Upon occupation of 75% of the dwellings	<p>Necessary as outdoor sports pitches are required to meet the demand that would be generated and must be maintained in order to continue to meet that demand pursuant to Core Strategy policies CS1, CS2 and CS18, Urban Sites and Infrastructure DPD policy U24 (if applicable), Ashford Town Centre AAP policy TC27 (if applicable), Public Green Spaces and Water Environment SPD and guidance in the NPPF.</p> <p>Directly related as</p>

Planning Obligation			Regulation 122 Assessment
Detail	Amount(s)	Trigger Point(s)	
			<p>occupiers will use sports pitches and the facilities to be provided would be available to them.</p> <p>Fairly and reasonably related in scale and kind considering the extent of the development and the number of occupiers and the extent of the facilities to be provided and maintained and the maintenance period is limited to 10 years.</p>
<p>9. Primary Schools</p> <p>Contribution towards additional primary school places at North Willesborough/ Kennington with new build Primary School</p>	<p>4000 per House</p>	<p>Half the contribution upon occupation of 25% of the dwellings and balance on occupation of 50% of the dwellings</p>	<p>Necessary as no spare capacity at any primary school in the vicinity and pursuant to Core Strategy policies CS1, CS2 and CS18, Urban Sites and Infrastructure DPD policy U24 (if applicable), saved Local Plan policy CF21, Developer Contributions/Planning Obligations SPG, Education Contributions Arising from Affordable Housing SPG (if applicable), KCC Guide to Development Contributions and the</p>

Planning Obligation			Regulation 122 Assessment
Detail	Amount(s)	Trigger Point(s)	
			<p>Provision of Community Infrastructure and guidance in the NPPF.</p> <p>Directly related as children of occupiers will attend primary school and the facilities to be funded would be available to them.</p> <p>Fairly and reasonably related in scale and kind considering the extent of the development and because the amount has taken into account the estimated number of primary school pupils and is based on the number of dwellings and because no payment is due on small 1-bed dwellings or sheltered accommodation specifically for the elderly.</p>
10	<p>Secondary Schools</p> <p>Contribution towards the 3 classroom extension to Kingsdown block at Highworth School, Ashford.</p>	<p>£2359.80 per per house</p>	<p>Half the contribution upon occupation of 25% of the dwellings and balance on occupation of 50% of the</p> <p>Necessary as no spare capacity at any secondary school in the vicinity and pursuant to Core Strategy policies CS1, CS2 and CS18, Urban Sites and Infrastructure DPD policy U24 (if</p>

Planning Obligation			Regulation 122 Assessment
Detail	Amount(s)	Trigger Point(s)	
		<p>dwelling(s)</p>	<p>applicable), saved Local Plan policy CF21, Developer Contributions/Planning Obligations SPG, Education Contributions Arising from Affordable Housing SPG (if applicable), KCC Guide to Development Contributions and the Provision of Community Infrastructure and guidance in the NPPF.</p> <p>Directly related as children of occupiers will attend secondary school and the facilities to be funded would be available to them.</p> <p>Fairly and reasonably related in scale and kind considering the extent of the development and because the amount has taken into account the estimated number of secondary school pupils and is based on the number of dwelling(s) and because no payment is due on small 1-bed dwelling(s) or sheltered</p>

Planning Obligation			Regulation 122 Assessment
Detail	Amount(s)	Trigger Point(s)	
			accommodation specifically for the elderly.
<p>11 Strategic Parks</p> <p>Potentially applicable to all residential developments</p> <p>•Contribution towards Provision of controlled public access through ecologically sensitive area of park , connecting the new development with the Stour Valley walk via a new bridge.</p>	<p>£146 per dwelling for capital costs</p> <p>£47 per dwelling for maintenance</p>	<p>Upon occupation of 75% of the dwellings</p>	<p>Necessary as strategic parks are required to meet the demand that would be generated and must be maintained in order to continue to meet that demand pursuant to Core Strategy policies CS1, CS2, CS18 and CS18a, Urban Sites and Infrastructure DPD policy U24 (if applicable), Public Green Spaces and Water Environment SPD and guidance in the NPPF.</p> <p>Directly related as occupiers will use strategic parks and the facilities to be provided would be available to them.</p> <p>Fairly and reasonably related in scale and kind considering the extent of the development and the number of occupiers and the extent of the facilities to be provided and maintained and</p>

Planning Obligation			Regulation 122 Assessment
Detail	Amount(s)	Trigger Point(s)	
			the maintenance period is limited to 10 years.
12 Libraries Contribution towards: bookstock at Ashford Library for the initial impact of new residents of this development.	Library bookstock £1632.54	Upon occupation of 75% of the dwellings	<p>Necessary as no spare library space available to meet the demand generated and pursuant to Core Strategy policies CS8 and CS18, Urban Sites and Infrastructure DPD policy U24 (if applicable), KCC Guide to Development Contributions and the Provision of Community Infrastructure and guidance in the NPPF</p> <p>Directly related as occupiers will use library facilities and the facilities to be funded will be available to them.</p> <p>Fairly and reasonably related in scale and kind considering the extent of the development and because amount calculated based on the number of dwellings</p>

Human Rights Issues

45. I have also taken into account the human rights issues relevant to this application. In my view the "Assessment" section above and the Recommendations below represent an appropriate balance between the interests and rights of the applicant (to enjoy his land subject only to reasonable and proportionate controls by a public authority) and the interests and rights of those potentially affected by the proposal (to respect for private life and the home and peaceful enjoyment of their properties).

Working with the applicant

46. In accordance with paragraphs 186 and 187 of the NPPF Ashford Borough Council (ABC) takes a positive and proactive approach to development proposals focused on solutions. ABC works with applicants/agents in a positive and proactive manner as explained in the note to the applicant included in the recommendation below.

Conclusion

47. I am satisfied with the overall design quality of the scheme and that it would have an acceptable impact on the visual character of the surrounding area. The scheme is acceptable in terms of highway safety and provides at least the minimum parking as required under the Council's Residential Parking and Design Guidance SPD. It would not adversely impact on the residential amenity of adjoining residents. The scheme provides an acceptable refuse facilities (subject to minor plot 9 amendments) and affordable housing provision. The matters of contamination, ecology and drainage in principle are also acceptable.

Recommendation

- (A) Subject to the applicant first entering into a Section 106 agreement/undertaking in respect of planning obligations as detailed in Table 1, in terms agreeable to the Head of Development Strategic Sites and Design or the Joint Development Control Managers in consultation with the Head of Legal and Democratic Services, with delegated authority to either the Head of Development, Strategic Sites and Design or the Joint Development Control Managers to make or approve minor changes to the planning obligations and planning conditions (for the avoidance of doubt including adding additional conditions or deleting conditions), as they see fit.
- (B) The applicant entering into a section 278 agreement in relation to the SPG6 payments

(C) Permit

Subject to the following conditions and notes:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this decision.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Material and details

2. Written details including source/manufacturer, and samples of bricks, tiles and cladding materials to be used externally shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced and the development shall be carried out using the approved external materials.

Reason: In the interests of visual amenity

3. Details of walls and fences to be erected within the development shall be submitted to and approved in writing by the Local Planning Authority before the development commences. The walls and fences shall then be erected before the adjoining part of the development or dwelling is occupied in accordance with the approved details unless previously agreed in writing by the Local Planning Authority.

Reason: In the interests of visual amenity

4. Details of the substation adjacent to the rear of units 3 and 5 shall be submitted to and approved by the Local Planning Authority prior to the commencement of works and installed in accordance with the approved details.

Reason: The details have not been provided and in the interests of visual amenity

5. Details of the method of bin storage and transfer for collection at the front of the property for unit 9 as shown on the approved plans shall be submitted to and approved by the Local Planning Authority prior to the commencement of works and shall be installed and thereafter maintained in accordance with the approved details

Reason: In the interests of good bin storage and collection.

6. The development hereby permitted shall incorporate measures to minimise the risk of crime. No development shall take place until details of such measures, according to the principles and physical security requirements of Crime Prevention through Environmental Design (CPTED) have been submitted to and

approved in writing by the Local Planning Authority. The approved measures shall be implemented before the development is occupied and thereafter retained.

Reason: for the condition: In the interest of Security, Crime Prevention and Community Safety and in accordance with Policies of the Borough/District Council's Core Strategy Plan (dated, page, section) and the guidance within The Kent Design Initiative (KDI) and protocol dated April 2013

7. Details of final levels for the development including slab levels of the building shall be submitted to and approved by the Local Planning Authority prior to the commencement of works and the development shall be carried out in accordance with the approved levels.

Reason: In the interests of the visual amenity of the surrounding area

Highways and Parking

8. The area shown on the drawing number W003/01W as vehicle parking space, garages, turning and loading and off-loading space shall be provided, surfaced and drained in accordance with details submitted to and approved in writing by the Local Planning Authority before the use is commenced or the premises occupied, and shall be retained for the use of the occupiers of, and visitors to, the development, and no permanent development, whether or not permitted by the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order), shall be carried out on that area of land so shown or in such a position as to preclude vehicular access to this space.

Reason: Development without provision of adequate accommodation for the parking, loading, off-loading and turning of vehicles is likely to lead to such activities inconvenient to other road users

9. The vehicle turning area (s) hereby approved shall be provided prior to the development to which it relates being occupied or brought into use and thereafter the area(s) shall be retained available for this purpose.

Reason: So that vehicles may enter and leave the site in a forward gear in the interests of highway safety

10. The occupation of the development authorised by this permission shall not begin until:
 - a. the Local Planning Authority has approved in writing a full scheme of works for the extension of the double yellow lines along Blackwall Road South up to the junction with Blackwall Road North

and

- b. the approved works have been completed in accordance with the Local Planning Authority's written approval and have been certified in writing as complete on behalf of the Local Planning Authority;

unless alternative arrangements to secure the specified works have been approved in writing by the local planning authority.

Reason: In the interests of Highways Safety

- 11 The occupation of the development authorised by this permission shall not begin until:

- a. the local planning authority has approved in writing a full scheme of works for the extension of the 30mph limit up to the junction of Blackwall Road South and North

and

- b. the approved works have been completed in accordance with the Local Planning Authority's written approval and have been certified in writing as complete on behalf of the Local Planning Authority;

unless alternative arrangements to secure the specified works have been approved in writing by the Local Planning Authority.

Reason: In the interests of Highways Safety

- 12 No development shall take place until details of the bicycle storage facilities showing a covered and secure space for each dwelling have been submitted to an approved in writing by the Local Planning Authority. The approved bicycle storage shall be completed prior to occupation of each dwelling and shall thereafter be retained.

Reason: To ensure the provision and retention of adequate off-street parking facilities for bicycles in the interests of highway safety

- 13 Before the first occupation of each dwelling the following works between that dwelling and the road serving the dwelling shall be completed as follows:

- (a) Footways and/or footpaths shall be completed, with the exception of the wearing course;
- (b) Carriageways completed, with the exception of the wearing course, including the provision of a turning facility beyond the dwelling together with related:

- 1. highway drainage, including off-site works,
- 2. junction visibility splays,

3. street lighting, street nameplates and highway structures if any.

The final wearing course shall be applied within 1 year of the occupation of the dwelling unless otherwise agreed by the Local Planning Authority in writing.

Where the road serving the dwelling is not proposed for adoption by the highway authority, a future maintenance regime (including a timetable for its implementation, responsible persons and clear funding proposals) shall be submitted to and approved by the LPA in writing before occupation of the first dwelling. The development shall then be carried out in strict accordance with the approved details unless otherwise agreed in writing by the LPA

Reason: In the interests of highway safety and the amenity of residents

Landscaping

- 14 No development shall take place until full details of both hard and soft landscape works including within the on-site open space have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include [proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc); proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc indicating lines, manholes, supports etc); retained historic landscape features and proposals for restoration, where relevant].

Reason: In order to protect and enhance the amenity of the area

- 15 The details of soft landscape works required in condition 14 above shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

Reason: To ensure that adequate details of the proposals are submitted in the interests of the protection and enhancement of the area.

- 16 All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed in writing with the Local Planning Authority; and any trees or plants whether new or retained which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interests of the amenity of the area

- 17 A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens and on-site open space shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved unless previously agreed otherwise in writing by the Local Planning Authority.

Reason: To ensure the new landscaped areas are properly maintained in the interest of the amenity of the area.

Environmental Protection

- 18 Following completion of the remediation scheme a verification report that demonstrates the effectiveness of the remediation carried out must be prepared and submitted for approval in writing by the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. (LDF Core Strategy Policy CS1 and CS4)

- 19 Prior to the commencement of the development a Code of Construction Practice shall be submitted to and approval in writing by the Local Planning Authority. The construction of the development shall then be carried out in accordance with the approved Code of Construction Practice and BS5228 Noise Vibration and Control on Construction and Open Sites and the Control of dust from construction sites (BRE DTi Feb 2003).unless previously agreed in writing by the Local Planning Authority

The code shall include:

- An indicative programme for carrying out the works
- Measures to minimise the production of dust on the site(s)

Measures to minimise the noise (including vibration) generated by the construction process to include the careful selection of plant and machinery and use of noise mitigation barrier(s)

- Maximum noise levels expected 1 metre from the affected façade of any residential unit adjacent to the site(s)
- Design and provision of site hoardings

- Management of traffic visiting the site(s) including temporary parking or holding areas
- Provision of off road parking for all site operatives
- Measures to prevent the transfer of mud and extraneous material onto the public highway
- Measures to manage the production of waste and to maximise the re-use of materials
- Measures to minimise the potential for pollution of groundwater and surface water
- The location and design of site office(s) and storage compounds
- The location of temporary vehicle access points to the site(s) during the construction works
- The arrangements for public consultation and liaison during the construction works

Reason: To protect the amenity of local residents

Archaeology

- 20 No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written specification and timetable which has been submitted to and approved by the Local Planning Authority.

Reason: To ensure that features of archaeological interest are properly examined and recorded.

Drainage

- 21 No development shall commence until plans and particulars of a sustainable drainage system for the disposal of the site's surface water based on the principles & Calculations set out in the submitted documents approved in writing by the Local Planning Authority and based on the principles identified in the following drawings;

- Drainage Strategy Drawing – Rev D – Drawing Number 11313-CIV-500 – July 2015
- Planning Layout Drawing Rev W – Dated 13th January 2016.

The final drainage plan and strategy for the scheme will be approved by Ashford Borough Council to ensure that surface water runoff from the site is being dealt

with appropriately. The final surface water design should be in accordance with Ashford Borough Council's Sustainable Drainage SPD providing a site runoff rate of no greater than 4l/s/ha.

The submitted system shall comprise retention or storage of the surface water on-site or within the immediate area in a way which is appropriate to the site's location, topography, hydrogeology and hydrology.

Surface water runoff generated by the site should be dealt with within the application boundary via suitable methods approved by Ashford Borough Council, this includes any new outfall structures. Suitable access should be provided to any new structures to allow for any ongoing maintenance of the structure to be completed in a safe manner.

The submitted system shall be designed to (i) avoid any increase in flood risk, (ii) avoid any adverse impact on water quality, (iii) achieve a reduction in the run-off rate in accordance with the Ashford Borough Council Sustainable Drainage SPD document, adopted October 2010. (iv) promote biodiversity, (v) enhance the landscape, (vi) improve public amenities, (vii) return the water to the natural drainage system as near to the source as possible and (viii) operate both during construction of the development and post-completion.

The submitted details shall include identification of the proposed discharge points from the system, a timetable for provision of the system and arrangements for future maintenance (in particular the type and frequency of maintenance and responsibility for maintenance).

The approved system shall be provided in accordance with the approved timetable. The approved system shall be maintained in accordance with the approved details and shall be retained in working order until such time as the development ceases to be in use.

A plan indicating the routes flood waters will take should the site experience a rainfall event that exceeds the design capacity of the surface water drainage system or in light of systems failure (Designing for exceedance) including appropriate mitigation measures and emergency response procedures.

Reason: In order to reduce the impact of the development on flooding, manage run-off flow rates, protect water quality and improve biodiversity and the appearance of the development pursuant to Core Strategy Policy CS20 Sustainable Drainage.

- 22 Details of the proposed means of foul and surface water sewerage disposal shall be submitted to and approved by the Local Planning Authority prior to the commencement of works in consultation with Southern Water and shall be installed in accordance with the approved details.

Reason: In the interests of providing sewerage disposal for the development.

Restrictions to development/ use

- 23 Before the first occupation of the building hereby permitted the windows at Plot 22 ensuite bathroom south elevation shall be fitted with obscure glazing, fixed shut and shall be permanently retained in that condition thereafter.

Reason: In the interests of the residential amenities of adjacent dwellings

- 24 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order), no windows, or similar openings shall be constructed in the following elevation(s) of the buildings

Plot 21 and plot 22 south elevation.

other than as hereby approved without the prior written consent of the Local Planning Authority.

Reason: In the interests of the amenity of occupants of the adjoining property

- 25 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) or any other Order or any subsequent Order revoking or re-enacting that Order, the dwellings hereby approved shall only be occupied as single dwelling houses as described by Use Class C3 of the Town and Country Planning Use Classes Order 1987 as amended.

Reason: To ensure that car parking provided within the development remains adequate to meet the needs of the occupiers of the development and to protect the amenities of future occupiers of the development.

- 26 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) or any other Order or any subsequent Order revoking or re-enacting that Order, the car barns shall be provided in accordance with the detailing shown on the approved plans and shall not be further altered through the addition of further alterations/ doors without the prior permission of the Local Planning Authority in writing.

Reason: To ensure the covered space is retained available for the storage of a vehicle when not in use in order to prevent the displacement of car parking and subsequent inappropriate car parking

Sustainable design and construction

- 27 The development shall be carbon neutral. Each dwelling hereby approved shall be constructed and fitted out so that:

- a) the potential consumption of wholesome water by persons occupying the dwelling will not exceed 110 litres per person per day as measured in accordance with a methodology approved by the Secretary of State;
- b) carbon emissions are reduced by 15% through Low and Zero Carbon Technologies once energy efficiencies have been applied.

Unless otherwise agreed in writing by the Local Planning Authority, no work on each dwelling shall commence until the following details for those dwellings have been submitted to and approved in writing by the Local Planning Authority:

- a) Standard Assessment Procedure ("SAP") calculations from a competent person stating the estimated amount of carbon emissions from energy demand with and without LZC technologies installed.
- b) Details of the LZC technologies to be used to achieve the 15% reduction in carbon emissions.

The development shall be carried out in accordance with the approved details. The approved LZC technologies shall thereafter be retained in working order unless otherwise agreed in writing by the Local Planning Authority.

Unless otherwise agreed in writing by the Local Planning Authority, no dwelling shall be occupied until SAP calculations from a competent person have been submitted to and approved in writing by the Local Planning Authority for that dwelling stating (i) the actual amount of carbon emissions from energy demand with the LZC technologies that have been installed and what the emissions would have been without them and (ii) the actual amount of residual carbon emissions.

No dwelling shall be occupied unless the notice for that dwelling required by the Building Regulations 2010 (as amended) of the potential consumption of wholesome water per person per day has been given to the Local Planning Authority

Reason: In order to (i) achieve zero carbon growth and ensure the construction of sustainable buildings and a reduction in the consumption of natural resources, (ii) seek to achieve a carbon neutral development through sustainable design features

and on-site low and/or zero carbon technologies and (iii) confirm the sustainability of the development and a reduction in the consumption of natural resources and to calculate any amount payable into the Ashford Carbon Fund, thereby making the development carbon neutral, all pursuant to Core Strategy policy CS10, the Sustainable Design and Construction SPD and advice in the NPPF.

Ecology

- 28 Details of the measures to enhance biodiversity on the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works and shall be implemented prior to occupation of the development and thereafter maintained

Reason: In order to enhance biodiversity of the site in accordance with the NPFF and Core Strategy Policy CS11.

- 29 Prior to occupation of the first dwelling, interpretation boards and a dog waste bin shall be provided at the entrance to the adjoining Local Wildlife Site, Willesborough Lees and Flowergarden Wood in accordance with details submitted to and approved by the Local Planning Authority in consultation with Kent Wildlife Trust and thereafter maintained in accordance with the approved details.

Reason: To help provide information for local residents and users of the wildlife site to help deal with recreational pressures in the interests of nature conservation.

- 30 Prior to occupation of the first dwelling details of a residents 'information pack in respect of the use of the adjoining Local Wildlife Site, Willesborough Lees and Flowergarden Wood shall have been approved by the Local Planning Authority in consultation with Kent Wildlife Trust. The residents' information pack shall comprise the following;-

- (a) Details of domestic pet predation, dog litter and associated implications on the Local Wildlife Site in general and the reason behind the designation.

The residents' information pack shall be provided to each household on its first occupation.

Reason: To help provide information on the local wildlife site and impacts on its use for the residents to help deal with recreational pressures in interests of nature conservation.

Note to Applicant

1. This development is also the subject of an Obligation under Section 106 of the Town and Country Planning Act 1990 which affects the way in which the property may be used.

2. Working with the applicant

In accordance with paragraphs 186 and 187 of the NPPF Ashford Borough Council (ABC) takes a positive and proactive approach to development proposals focused on solutions. ABC works with applicants/agents in a positive and proactive manner by;

- offering a pre-application advice service,
- as appropriate updating applicants/agents of any issues that may arise in the processing of their application
- where possible suggesting solutions to secure a successful outcome,
- informing applicants/agents of any likely recommendation of refusal prior to a decision and,
- by adhering to the requirements of the Development Management Customer Charter.

In this instance:

- the applicant/agent was updated of any issues after the initial site visit,
- was provided with pre-application advice,
- the applicant/ agent responded to our initial contact, and by submitting amended plans, which were found to be acceptable and permission was granted
- The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.

3. The applicant/developer should enter into a formal agreement with Southern Water to provide the necessary sewerage infrastructure required to service the development and should contact Southern Water, Sparrowgrove House, Sparrowgrove Otterbourne, Hampshire SO21 2SW (tel 0330 303 0119) www.southernwater.co.uk ,

4. The site and adjacent land appears to be located within the River Stour Internal Drainage District, where any watercourse would be classed as an 'ordinary watercourse' and comes under the terms of the Land Drainage Act 1991 (as amended by the Flood and Water Management Act 2010), whereupon any culvert, diversion, weir dam or like obstruction to the flow of the watercourse requires the consent of the River Stour Internal Drainage Board, under the Land Drainage Act 1991. In the absence of any agreement to the contrary, maintenance of the watercourse is the responsibility of the riparian owner.

Application for consent should be made to the River Stour Internal Drainage
Board (Tel: 01227 462 377;
enquiries@riverstouridb.org.uk.www.riverstouridb.org.uk

Background Papers

All papers referred to in this report are currently published on the Ashford Borough
Council website (www.ashford.gov.uk) . Those papers relating specifically to this
application may be found on the [View applications on line](#) pages under planning
application reference 14/1456/AS.

Contact Officer: Mark Davies

Telephone: (01233) 330252

Email: mark.davies@ashford.gov.uk

Annex 1a



Annex 1b



This product includes mapping data from Ordnance Survey with the permission of the Controller of the Majesty's Stationery Office. © Crown Copyright. All rights reserved. Licence Number 100024427.