

Ashford Borough Council: Planning Committee

Minutes of a Virtual Meeting of the Planning Committee held on Microsoft Teams on 20th May 2020.

Present:

Cllr. Burgess (Chairman);

Cllr Blanford (Vice-Chairman);

Cllrs. Anckorn, Campkin, Chilton, Clarkson (ex officio), Clokie, Forest, Harman, Howard-Smith, Knowles, Krause, Ledger, Ovenden, Shorter, Spain and Sparks.

In accordance with Procedure Rule 1.2(c) Councillors Anckorn, Campkin, Knowles and Ledger attended as Substitute Members for Councillors Ward, Wright, B. Heyes and Smith respectively.

Apologies:

Cllrs. B. Heyes, Howard, Smith, Ward and Wright.

Also Present:

Cllr. Iliffe.

In Attendance:

Interim Head of Planning & Development, Spatial Planning Manager, Development Management Manager, Principal Transport and Development Planner (Kent County Council Highways and Transportation); Cultural Projects Manager, Open Space Planning Development Officer, Deputy Principal Solicitor – Planning/Section 106, Principal Solicitor (Strategic Development); Member Services Officer, Member Services Manager (Operational), Civic Engagement Officer.

367 Declarations of Interest

Councillor	Interest	Minute No.
Blanford	Made a Voluntary Announcement as she was a Member of the Campaign to Protect Rural England (Kent Branch) and the Weald of Kent Protection Society.	
Burgess	Made a Voluntary Announcement as he was a Member of the Weald of Kent Protection Society.	
Clarkson	Made a Voluntary Announcement as he was	

Councillor	Interest	Minute No.
	a Member of the Weald of Kent Protection Society.	
Clokie	Made a Voluntary Announcement as he was a Member of the Weald of Kent Protection Society.	
Ovenden	Made a Voluntary Announcement as he was a Member of Wye Parish Council, which had commented on the application. He confirmed that he had not taken part in their comments or the discussion when this was considered by the Parish Council.	672 – 19/00025/AS

368 Public Participation

The Member Services Manager (Operational) drew attention to the Public Participation note contained within the agenda. He advised that in addition to the ability for the public speakers to submit their speech to be read out to the Committee, additional work had been undertaken to allow the public speakers to dial into the meeting to address the Committee themselves. Two of the six speakers that evening had chosen to do this, but should there be technical issues their speeches would be read out by a Council Officer.

369 Minutes

Resolved:

That the Minutes of the Meetings of this Committee held on the 18th March 2020 and 22nd April 2020 be approved and confirmed as a correct record.

370 Constitutional Status of the Meeting

A Member raised a Point Of Order and drew attention to the By-Election held on 12th March 2020, whereby the political composition of the Council had changed. He said the composition of this Committee was required to reflect the political composition of the Council, and in addition Members had recommended a reduction in size of the Committee. He felt that the Committee was not reflective of the political composition of the Council, and therefore big decisions should not proceed until this rebalance had taken place. He was concerned that the meeting was not constituted as it should be.

The Principal Solicitor (Strategic Development) advised that Committees would normally be reconsidered following a By-Election result if this was necessary, and if so, this was required to be done as soon as reasonably practicable. It would

normally be done at the Annual Meeting of the Council, which had originally been scheduled for the following evening (21 May), and therefore any political rebalancing of the Committees would not have taken effect until after this meeting of the Committee. The Annual Meeting had been postponed to July due to the ongoing Coronavirus pandemic, as Members were aware, and as such this matter remained to be dealt with. He confirmed that the Planning Committee meeting had been validly called and constituted, that invitations and agendas had been sent on time to the Members currently appointed to the Committee, and that the meeting of the Committee could proceed.

371 Schedule of Applications

Resolved:

That following consideration of (a), (b) and (c) below,

- (a) Private representations (number of consultation letters sent/number of representations received)**
- (b) The Parish/Town/Community Council's views**
- (c) The views of Statutory Consultees and Amenity Societies etc. (abbreviation for consultee/society stated)**

Supports 'S', objects 'R', no objections/no comments 'X', still awaited '+', not applicable/none received '-'

Application Number	19/00025/AS
Location	Land between railway line and Willesborough Road, Kennington, Kent
Grid Reference	02903/44327
Community Council	Kennington
Ward	Kennington
Application Description	Hybrid planning application seeking: (i) Outline planning permission (all matters reserved except for points of access) for up to 437 dwellings; formal and informal open space incorporating SuDS; and associated services, infrastructure and groundworks; and (ii) Full planning permission for the erection of 288 dwellings; the creation of service plot of land to facilitate the delivery by Kent County Council of a two-form entry primary school with associated outdoor space and vehicle parking; a new Bowls Centre including a clubhouse of 292 sq.m, ancillary building and a bowling green; a local centre to provide 280 sq.m of A1 (retail), 180 sq.m of A1 (retail food store), 100 sq.m A3 (café), 75 sq.m A5 (takeaway), 190 sq.m D2 (gym/fitness studio space) open space incorporating SuDS; vehicle parking; and associated services, structural landscaping, infrastructure and groundworks. Subject to Environmental Impact Assessment
Applicant	Quinn Estates & Redrow Homes c/o Agent
Agent	Montagu Evans LLP 5 Bolton Street London W1J 8BA

The Spatial Planning Manager gave a presentation and drew Members' attention to the Update Report.

In accordance with Procedure Rule 9.3, Mr Atkins, a local resident, had registered to speak in objection to the application. He was unable to join the meeting via telephone link and the Civic Engagement Officer read his comments to the Committee. His comments are appended to these Minutes at Appendix A.

In accordance with Procedure Rule 9.3, Mr Hopkins, a local resident, dialled into the meeting and read his speech in objection to the application to the Committee, and a copy is appended to these Minutes at Appendix B.

In accordance with Procedure Rule 9.3, Mr Bray, a local resident, had registered to speak in objection to the application. The Civic Engagement Officer read his comments to the Committee, and a copy is appended to these Minutes at Appendix C.

In accordance with Procedure Rule 9.3, Mr Geering, the Development Director of the applicant, had registered to speak in support of the application. The Civic Engagement Officer read his comments to the Committee, and a copy is appended to these Minutes at Appendix D.

In accordance with Procedure Rule 9.3, Ms Howard from Ashford Town Bowls Club, had registered to speak in support of the application. The Civic Engagement Officer read her comments to the Committee, and a copy is appended to these Minutes at Appendix E.

In accordance with Procedure Rule 9.3, Mr Ellis/Mr Cooper from Kennington Community Council had registered to speak in objection to the application. The Civic Engagement Officer read their comments to the Committee, and a copy is appended to these Minutes at Appendix F.

The Ward Member attended and spoke in objection to the application.

Resolved:

- (A) Subject to the applicant first entering into a section 106 agreement/undertaking in respect of planning obligations detailed in Table 1 (and any section 278 agreement so required), in terms agreeable to the Head of Planning and Development, the Development Management Manager or the Strategic Development and Delivery Manager in consultation with the Director of Law and Governance, with delegated authority to either the Development Management Manager or the Strategic Development and Delivery Manager to make or approve changes to the planning obligations and planning conditions (for the avoidance of doubt including additions, amendments and deletions) as she/he sees fit.**

Table 1 - Heads of Terms for Section 106 Agreement

	Planning Obligation		
	Detail	Amounts	Trigger Points
1	<p><u>Affordable Housing</u></p> <p>In accordance with table within Policy HOU1 to provide not less than 30% affordable housing. 10% affordable rented, and 20% shared ownership/other affordable home ownership. Location, floorspace, number and size of bedrooms to be as specified with Housing. 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>Phase 1 – 29 affordable rent; 56 shared ownership; 1 two bedroom flat as affordable home ownership to be provided in local centre.</p> <p>Phase 2/3 – 10% affordable rent; 20% shared ownership/affordable home ownership – specifics to be agreed through reserved matters</p>	<p>Phase 1 affordable housing to be provided prior to occupation of 75% of open market dwellings in that phase</p> <p>Phase 2/3 affordable housing to be provided prior to occupation of 75% of open market dwellings in that phase</p>
2	<p><u>Accessible and adaptable Housing</u></p> <p>Level 2 access homes (M4(2)) to be provided on-site</p> <p>Wheelchair accessible housing (M4(3b)) as part of affordable rented element to be provided in accordance with HOU14, with two units to be provided in Phase 1 and four across the Phase 2/3.</p>	<p>20% M4(2) across the whole site</p> <p>M4(3b): Phase 1 – 2 units Phase 2/3 – up to 4 units, to be identified in reserved matters</p>	<p>All accessible and adaptable homes for each phase are to be provided before the occupation of 75% of open market dwellings in that phase</p>

	Planning Obligation		
	Detail	Amounts	Trigger Points
3	<p><u>Adult Social Care</u></p> <p>Project: Changing Place facility at Julie Rose Stadium or other in the local vicinity</p>	£47.06 per dwelling	For each phase – 50% before occupation of 25% dwellings in that phase; balance before occupation of 50% dwellings in that phase
4	<p><u>Allotments</u></p> <p>Off-site contribution towards maintenance of existing allotment provision.</p>	£66 per dwelling for maintenance	Before occupation of 400 th dwelling
5	<p><u>Children's Play and Informal Open Space</u></p> <p>Provision of children's play and informal open space on site.</p> <p>Alternative for part of provision to be provided through off-site contribution at Conningbrook Country Park if agreed with the Council.</p>	<p>Children and young people's play. Minimum of 0.87ha to be provided on site, in two locations. (0.5ha/1,000 persons)</p> <p>Informal open space minimum requirements of 3.48ha on site. (2ha/1000 persons)</p> <p>Details to be agreed through a specification to be submitted</p>	<p>Full detailed specification of phase 1 play and open space to be submitted prior to commencement</p> <p>Open space to be delivered and made available in accordance with landscaping phasing plan submitted 2940-041A</p> <p>Phase 1 Play space (village green LEAP) to be provided and made available prior to occupation of 75% dwellings in that phase</p>

	Planning Obligation		
	Detail	Amounts	Trigger Points
			Phase 2/3 Details of phasing to be submitted and agreed prior to commencement on those phases
6	<p><u>Community Buildings</u></p> <p>Community facility to be provided as part of the Bowls Club, with a community use agreement to secure use of the facility for the community and its ongoing management and maintenance.</p> <p>In the event the Bowls Club facility is not provided and made available, a financial contribution towards the provision and maintenance of an off-site facility of £1,356,351.75</p>	<p>Community use agreement to include:</p> <p>reasonable hire fees, damage deposit, and terms & conditions of hire; reasonably available methods of booking and gaining access to the building; also availability (opening hours, days of the week, the number of occasions when the Club will be permitted to refuse bookings for their own functions, closure for maintenance, etc)</p>	<p>Details of Community use agreement to submitted prior to commencement of construction of the Bowls club building</p> <p>Community facility to be provided and made available for use prior to occupation of 300th dwelling</p>
7	<p><u>Community Learning</u></p> <p>Project: Outreach services for Adult Education Provision in the local area</p>	<p>£34.45 per dwelling</p>	<p>For each phase – 50% before occupation of 25% dwellings in that phase; balance before occupation of 50% dwellings in that phase</p>

	Planning Obligation		
	Detail	Amounts	Trigger Points
8	<p><u>Health Care</u></p> <p>Project: Extension to Sydenham House Surgery, or other project within the Ashford Urban Primary Care Network Area</p>	£737.28 per dwelling	To be paid in four instalments of £133,632 before occupation of: 75 dwellings 150 dwellings 225 dwellings 300 dwellings
9	<p><u>Libraries</u></p> <p>Contribution for additional book stock, IT and equipment at Bockhanger library, and mobile service calling at Kennington</p>	£108.32 per dwelling	For each phase – 50% before occupation of 25% dwellings in that phase; balance before occupation of 50% dwellings in that phase
10	<p><u>Outdoor Sports Pitches</u></p> <p>Project: Finberry 3G pitch, changing facility and maintenance for a period of 10 years, or other artificial sports pitch facility at an Ashford Sport and Recreation Hub</p> <p>Project: Outdoor playing pitches, ancillary changing facilities and maintenance for a period of 10 years at an Ashford Sport and Recreation hub</p>	<p>Phase 1 Total Contribution of £396662.19</p> <p>Phase 2&3 £1,377.3 per dwelling</p>	<p>Capital costs to be paid before occupation of the 270th dwelling. Maintenance at 400th dwelling occupations</p> <p>Before completion of 540th dwelling</p>

	Planning Obligation		
	Detail	Amounts	Trigger Points
11	<p><u>Indoor Sports Buildings</u></p> <p>Towards improvements at the Stour Centre or other indoor sports facility at an Ashford Hub</p>	<p>Phase 1 £130,686</p> <p>Phase 2&3 to be calculated at £452.2 per dwelling</p>	<p>All to be paid before occupation of 400th dwelling</p>
12	<p><u>Primary Schools</u></p> <p>Project: 2FE Primary School to be provided on site</p> <p>Developer to provide services to plot and transfer land to KCC and provide proportionate capital contributions for the construction of the school.</p> <p>Arrangements for land transfer to be agreed with KCC including any proportionate payment for value of land meeting needs for education additional to those arising from this development.</p>	<p>£1,134 per flat</p> <p>£4,535 per house</p> <p>£0 for any 1-bed dwelling with less than 56 m² gross internal area</p>	<p>Partial payment to cover design costs at 120 occupations</p> <p>Transfer of school site and balance of primary school contribution by 180 occupations</p>
13	<p><u>Secondary Schools</u></p> <p>Project: Chilmington Green Phase 2 additional 2FE or other secondary school project in Ashford Urban Area</p>	<p>£1,172 per flat</p> <p>£4,687 per house</p> <p>£0 for any 1-bed dwelling with less than 56 m² gross internal area</p>	<p>50% before occupation of 25% of dwellings outside of Phase 1</p> <p>50% before occupation of 50% of dwellings outside of Phase 1</p>

	Planning Obligation		
	Detail	Amounts	Trigger Points
14	<p><u>Strategic Parks</u></p> <p>Capital contribution towards provision of Conningbrook Country Park</p> <p>Management and maintenance of Conningbrook Country Park</p>	<p>£100 per dwelling (capital)</p> <p>£47 per dwelling (maintenance)</p>	<p>Prior to the occupation of the 400th dwelling</p> <p>Prior to the opening of the pedestrian and cycle bridge to be provided across the railway line.</p>
15	<p><u>Public Right of Way Improvements</u></p> <p>Project: Pedestrian and cycle bridge over the railway line to be delivered by the developer. Along with necessary diversion to the existing public rights of way.</p> <p>Temporary diversions of existing at grade crossing to be put in place during construction.</p> <p>Council to use reasonable endeavours to payback proportion of cost (current capital cost estimated at £3million) from other developments that benefit from the bridge, including balance of S2 site and S19.</p> <p>Reasonable endeavours to secure diversions of northern PRoW outside of application site. If northern</p>	<p>Developer to provide the bridge and enter into adoption agreement for its future maintenance by Kent County Council as part of the public rights of way network.</p>	<p>No occupations of any dwellings on site until temporary diversions or physical restrictions of access have been put in place from the development site onto both existing at-grade PRoW/railway crossings</p> <p>Submission of planning application for the bridge, ProW diversion order application to be made and technical design of bridge to be agreed prior to occupation of 100th dwelling.</p> <p>All necessary</p>

Planning Obligation			
	Detail	Amounts	Trigger Points
	crossing hasn't been closed prior to opening of the open space parkland, then physical restrictions shall be put in place to restrict access to the northern PRow and maintained thereafter until the at-grade crossing is closed.		<p>agreements (including adoption agreement) to be entered into before occupation of the 270th dwelling or the opening of the primary school whichever is the earlier.</p> <p>New bridge to be provided and opened and adopted, and existing crossing to be permanently closed before occupation of the 270th dwelling or the opening of the primary school, whichever is the earlier.</p>
16	<p><u>Sustainable Travel</u></p> <p>Provision of new or extension of existing bus service, which provides a half hourly service between the site and Ashford Town Centre/station</p>	<p>Developer to procure a bus service to run to and from the site every 30 minutes over a 14-hour period Monday-Friday and a 12-hour period at weekends/Bank Holidays.</p> <p>Service to be provided for such period of time until the operation of the service financially breaks even, or the maximum subsidy is</p>	<p>Service to be in operation prior to occupation of 50th dwelling on the site.</p>

Planning Obligation			
	Detail	Amounts	Trigger Points
		exhausted Maximum subsidy from the developer of £800,000 index- linked.	
17	<p><u>Youth Services</u></p> <p>Project: Equipment and mobile vehicle to enable the provision of outreach services in the area.</p>	£27.91 per dwelling	For each phase – 50% before occupation of 25% dwellings in that phase; balance before occupation of 50% dwellings in that phase
18	<p><u>Governance of public informal open and play space and facilities</u></p> <p>Scheme for ongoing management of informal/natural/play space to include details of management entity. Scheme to include details of constitutional documents of management entity which must ensure owners of dwellings are members of the entity, that they can fully participate in strategic decisions regarding the maintenance of the open space and that the entity is accountable to the owners of the management thereof. Scheme must also include details of ongoing funding/endowment of management entity to</p>	Funding mechanism to be approved as part of detailed scheme.	Scheme to be approved by the Council prior to first occupation.

	Planning Obligation		
	Detail	Amounts	Trigger Points
	ensure it is financially sustainable and details of any mechanism for securing such ongoing endowment.		
19	<p><u>Strategic Highways</u></p> <p>Junction 10A - Contribution towards construction of junction 10A of the M20 towards repayment of forward-funding of the improvement works</p>	<p>Total contribution of £1,747,827.50</p> <p>(NB When the current indexation is included, the amount is roughly doubled)</p>	<p>To be paid in three equal instalments of before occupation of:</p> <p>350th, 500th and 650th dwellings</p>
20	<p><u>Custom/Self Build Housing</u></p> <p>Up to 36 serviced plots for use by custom/self-builders to be made available and marketed.</p>	<p>Up to 36 serviced plots (5% of total dwellings)</p>	<p>Details to accompany reserved matters application for Phase 3, including marketing strategy and timing of implementation</p>
21	<p><u>Access to adjoining land</u></p> <p>Suitable access routes (vehicular and pedestrian/cycle) should be provided up to the boundary of the site (with no ransom strip) with the land at Orchard Farm (remaining part of S2 allocation to come forward). In locations broadly shown on the parameter plans.</p>	<p>Routes shall be provided to adoptable width/standard up to the boundary and adoption agreements entered into with the local highway authority</p>	<p>Details including layouts and timing of entering into adoption agreements, provision and adoption, to accompany reserved matters applications for Phases 2 and 3.</p>

Planning Obligation			
	Detail	Amounts	Trigger Points
22	<p><u>Monitoring Fee</u></p> <p>Contribution towards the Council's costs of monitoring compliance with the agreement or undertaking</p>	£1000 per annum until development is completed	First payment upon commencement of development and on the anniversary thereof in subsequent years
23	<p><u>KCC Travel Plan Monitoring Fee</u></p> <p>Contribution towards the County Council's costs of monitoring compliance with the approved Travel Plan for the site and securing remedial measures in the event of non-achievement of modal split targets</p>	£1,000 per annum for a period of 10 years	First payment upon commencement of development and on the anniversary thereof in subsequent years
<p><u>Notices</u> must be given to the Council at various stages in order to aid monitoring. All contributions are <u>index linked</u> in order to maintain their value. The Council's legal costs in connection with the deed must be paid.</p> <p>If an acceptable deed is not completed within 3 months of the committee's resolution, the application may be refused.</p>			

(B) PERMIT

Subject to planning conditions and notes, including those dealing with the subject matters identified below, with any 'pre-commencement' based planning conditions to have been the subject of the agreement process provisions effective 01/10/2018

Standard Conditions

1. Standard time conditions (full and outline) including submission of reserved matters within standard timeframe.

2. Carried out in accordance with the approved plans
3. Proposal shall conform with the ES as submitted unless agreed in writing.
4. Phasing Plan.
5. Site shall be made available for enforcement inspection when required.
6. Materials

Highways/Parking (Full Application)

7. Submission of a Traffic Regulation Order for the proposed the double yellow lines on the main spine road as shown in drawing number 42499-5501/022 Revision B prior to the occupation of the first dwelling on site.
8. Provision of the submitted visibility splays at each junction as shown in drawing number 42499/5501/024 Revision A prior to each junction permitted hereby being brought into use.
9. A combined soft landscaping plan and street lighting plan shall be submitted prior to the commencement of development on site. The submitted plans shall be approved in writing by the Local Planning Authority in consultation with the Local Highway Authority prior the commencement of above foundation level works.
10. A services plan shall be submitted prior to the commencement of development on site. The submitted plans shall be approved in writing by the Local Planning Authority in consultation with the Local Highway Authority prior the commencement of above foundation level works.
11. A hard landscaping plan shall be submitted prior to the commencement of development on site. The submitted plans shall be approved in writing by the Local Planning Authority in consultation with the Local Highway Authority prior to the commencement of above foundation level works.

12. Provision and permanent retention of the vehicle parking spaces as shown on the submitted plan (3053_020 Revision O) prior to the occupation of each dwelling that the parking spaces serve.
13. Provision and permanent retention of the vehicle turning facilities as shown on the submitted plan (42499_5501_007 Revision G) prior to the occupation of dwellings for which the turning areas serve.
14. Provision and permanent retention of the cycle parking facilities as shown on the submitted plans (3053_133 Revision E and 3053_020 Revision O) prior to the occupation of each dwelling for which the cycle parking facilities serve.
15. Provision and permanent retention of the vehicle parking spaces, motorcycle spaces and cycle parking spaces as shown on the submitted plan (3053_020 Revision O) prior to the occupation of any of the units within the local centre.
16. Provision and permanent retention of the vehicle parking spaces, motorcycle spaces and cycle parking spaces as shown on the submitted plan (3053_020 Revision O) prior to the bowling centre hereby permitted being brought into use.
17. Submission of a Traffic Regulation Order for the proposed loading bay for the local centre prior to the occupation of any development on site.
18. Completion of the following works between a dwelling and the adopted highway prior to first occupation of the dwelling:
 - (a) Footways, with the exception of the wearing course;
 - (b) Carriageways, with the exception of the wearing course but including a turning facility, highway drainage, visibility splays, street lighting, street nameplates and highway structures (if any).

19. Provision and permanent retention of an electric vehicle charging point for each house and 10% of the total car parking provision for the local centre, apartments and bowling centre in accordance with details to be submitted to and approved by the Local Planning Authority.

Highways/Parking (Outline)

20. Submission of a Construction Management Plan before the commencement of any phase of development on site to include the following:
 - (a) Routing of construction and delivery vehicles to/from site
 - (b) Parking and turning areas for construction and delivery vehicles and site personnel
 - (c) Timing of deliveries
 - (d) Provision of wheel washing facilities
 - (e) Temporary traffic management/signage
21. The proposed roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, driveway gradients, car parking and street furniture to be laid out and constructed in accordance with details to be submitted to and approved by the Local Planning Authority in consultation with the Local Highway Authority.
22. Completion of the highway mitigation scheme for the junction of Simone Weil Avenue/A28 Canterbury Road as shown in drawing number 42499_5501_010 Revision D prior to the occupation of the first dwelling on site.
 - Installation of a SCOOT system for the following traffic signal junctions:
 - Magazine Road/A28 Canterbury Road
 - Simone Weil Avenue/A28 Canterbury Road

-
- Bybrook Road/A28 Canterbury Road George Williams Way/Faversham Road/A28 Canterbury Road

prior to the occupation of the first dwelling on site in accordance with details to be approved in writing by the Local Planning Authority in consultation with the Local Highway Authority.

23. Completion of the highway mitigation scheme for the junction of the William Harvey Hospital roundabout as shown in drawing number 42499_5501_020 prior to the occupation of the first dwelling on site.
24. Completion of the access points together with the proposed toucan crossing across Willesborough Road, central pedestrian island on Willesborough Road and re-location of the existing bus stops as shown in drawing number 42499_5501_013 Revision D prior to the occupation of the first dwelling on site.
25. Completion of the new footway on the eastern side of Willesborough Road up to the access to the Julie Rose Stadium as shown in drawing number 42499_5501_013 Revision D prior to the occupation of the first dwelling on site.
26. Submission and approval of technical details of the pedestrian/cycleway bridge over the railway line by the Local Planning Authority in consultation with the Local Highway Authority prior to the occupation of the 150th dwelling on site. The bridge shall be delivered and opened for use by the general public prior to the first occupation on Phase 2 or opening of the Primary School (whichever is sooner).

Design

27. Details of character areas for the outline part of the scheme.
28. Reserved matters shall accord with the parameter plans.

29. All future reserved matters shall be accompanied by a statement stating how they accord with the outline plans, including how the provision of any three storey buildings have taken into account the impact upon the AONB
30. Details of bin storage.
31. Details of hard landscaping.
32. Details of any external lighting (non-highways)
33. No meter boxes on front elevations (or side elevations facing public domain).
34. Details of fenestration recessed/eaves overhangs/porches to be provided prior to any commencement of each phase.

Ecology

35. (Detailed Phase) Mitigation to be delivered in accordance with the submitted mitigation strategy.
36. (Outline/Reserved Matters) Each reserved matters application shall be accompanied by an up-to-date mitigation strategy informed by a walkover survey.
37. (Detailed Phase) Landscape and Ecological Management Plan (LEMP) to be submitted to the LPA within six months of work commencing.
38. (Outline/Reserved Matters) LEMP to be updated with each phase thereafter.
39. No development until a method statement for the protection of Water Voles has been submitted.
40. No development until a lighting plan for biodiversity has been submitted.
41. (Detailed Phase) Within six months of commencement a strategy for biodiversity enhancement shall be provided.
42. (Outline/Reserved Matters) With each reserved matters phase a strategy for biodiversity enhancement shall be provided.

Landscaping

43. Details of all walls and fences – and any exposed boundary treatments to be walls rather than fences.
44. Submission of a full landscaping scheme for each phase.
45. Landscape implementation condition – including replacement planting should it be required within the first five years.
46. Landscape Management Plan to be submitted and approved.
47. Details of tree/hedge protection measures across the site.
48. No trenches for underground services to be under tree canopies (of retained trees) unless agreed in writing.
49. No development (except for the details element) shall take place until an earthworks strategy has been agreed.
50. Details of public art strategy to be submitted prior to first occupation.
51. All open space to be retained as publicly available.
52. Slab levels of all buildings within the site to be provided.

Heritage

53. No development until a programme for geo-archaeological field assessment has been agreed + any future safeguarding measures.
54. No development shall take place until a programme of archaeological work is agreed.
55. Prior to first occupation a phased programme of post excavational work is to be agreed.

Flood Risk/Drainage/Contamination

56. Works carried out in accordance with the submitted Flood Risk Assessment including:

- Finished floor levels no lower than 300mm above the design flood level for the site.
 - Compensatory storage shall be provided as per the requirements of the Flood Risk Assessment.
57. No development until details of the outline application surface water drainage has been submitted.
 58. No development until details of the SuDs scheme for the full application have been submitted.
 59. No development shall take place until foul and surface water drainage has been agreed with Southern Water.
 60. Phasing plans submitted shall align with the delivery by Southern Water of any sewerage network reinforcements required.
 61. No building to be occupied until a verification report has been submitted which demonstrates the modelled operation of the drainage system appropriately manages flood risk.
 62. No development until a remediation strategy to address contamination has been submitted.
 63. A verification report for each phase will be required thereafter.
 64. Works to stop on site if unexpected contamination is located.
 65. No drainage systems for the infiltration of waters to be permitted.
 66. No piling or foundation designs using penetrative methods are to be undertaken.

Other Conditions

67. Crime Prevention Strategy to minimise the risk of crime.
68. Details of the provision and management of utility services within the development.

69. Details of broadband provision throughout the site.
70. (Detailed Phase) Construction Environmental Management Plan (CEMP) to be submitted.
71. (Outline/Reserved Matters) With each reserved matters application a CEMP shall be submitted.
72. Prior to any works a scheme to reduce noise/vibrations from plant and machinery shall be submitted.
73. Details of any advertisements within the local centre to be approved prior to installation.
74. Commercial buildings to be built to BREEAM 'very good' rating.
75. Hours of operation of commercial units within local centre.
76. Use class restrictions of commercial units within local centre.
77. Broadband to be provided to all units.
78. Submission, approval and installation of bus stops.

INFORMATIVES

1. Any work to vegetation that may provide suitable nesting habitats should be carried out outside of the bird breeding season (March to August) to avoid destroying or damaging bird nests in use or being built. If vegetation needs to be removed during the breeding season, mitigation measures need to be implemented during construction in order to protect breeding birds. This includes examination by an experienced ecologist prior to starting work and if any nesting birds are found, development must cease until after the juveniles have fledged.
2. Skylark and Starling (both RSPB red-listed species), as well as Dunnock and Reed Bunting (both amber-listed species), were recorded during the initial ecological survey. As these species have undergone significant population declines, we advise that mitigation measures are included in the recommended site-wide strategy to retain/provide suitable habitat for Starling, Dunnock and Reed Bunting. Skylarks are the only ground-nesting birds of the

four species listed and, as such, suitable habitat cannot be retained/provided for this species. Therefore, we advise that precautionary measures, in the form of pre-work checks by an experienced ecologist, are implemented to ensure that no ground-nesting species will be impacted.

3. In alignment with paragraph 175 of the National Planning Policy Framework 2019, the implementation of enhancements for biodiversity should be encouraged. Examples of bird and bat nest boxes to be installed have been submitted and we would strongly recommend that the integrated Swift nest bricks and/or House Martin nest bowls are provided as these species have undergone severe population declines.
4. We recommend that the applicant submits details within the recommended site-wide mitigation strategy to demonstrate how the development will provide enhancements for biodiversity. Any soft landscaping design should include the provision of native plant species only.
5. Considering the shallow groundwater levels beneath the site, surface water disposal via infiltration into the ground is not recommended. We advise the applicant to follow our guidance – The Environment Agency’s approach to groundwater protection. This is a report that highlights the importance of groundwater and encourages industry and other organisations to act responsibly and improve their practices. The design of the drainage systems should be in line with G1, G9, G12 and G13 position statements <https://www.gov.uk/government/publications/groundwater-protection-position-statements>
6. With respect to any proposals for piling through made ground, the applicant should refer to the guidance document "Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention". NGWCL Centre Project NC/99/73. We suggest that approval of piling methodology is further discussed with us when the guidance has been utilised to design appropriate piling regimes at the site.
7. All works within the highway will be subject to a Section 278 Highway Approval process with KCC Highways and Transportation.
8. It is the responsibility of the applicant to ensure, before the development hereby approved is commenced, that all necessary highway approvals and consents where required are obtained and that the limits of highway boundary are clearly established in order to avoid any enforcement action being taken by the Highway Authority.
9. Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the road. This

is called 'highway land'. Some of this land is owned by The Kent County Council (KCC) whilst some are owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil. Information about how to clarify the highway boundary can be found at

<https://www.kent.gov.uk/roads-and-travel/what-we-look-after/highway-land/highway-boundary-enquiries>

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

Queries concerning these Minutes?

Please contact membersservices@ashford.gov.uk

Agendas, Reports and Minutes are available on: <https://.ashford.moderngov.co.uk>

MR ATKINS – LOCAL RESIDENT – OBJECTS

**5a) Application Number: 19/00025/AS
Land between railway line and Willesborough Road, Kennington, Kent**

As Cllr Clarkson mentioned during the Newtown Works meeting, it is important to consider public opinion. Last night there were 1072 objections to this application and just 75 in support!

We are in a changed world, in recession, the most significant since the war, unemployment is accelerating and our economy is in freefall.

The development has been long proposed, caution should now be exercised, many believe housebuilding the way forward economically but we're entering a downturn which none of us has experienced. People will be more concerned with keeping jobs, paying bills, feeding the family, staying well than moving home. Indeed Chilmington Green property sales have stalled with average reductions of £25,000!

Conningbrook Park, along with other local developments, will increase daily car movements but Kennington has no arterial road to handle this.

Even with the introduction of junction 10a, the A28 and A2070 are increasingly congested at peak times!

The pandemic has put NHS facilities further under the spotlight, William Harvey is already stretched and an increase in local population/travel movements puts our health support infrastructure at significant risk. The potential loss of a local A&E department is terrifying.

As Damian Green articulated, High-Speed has insufficient capacity and won't be able to carry the numbers needed (particularly with social distancing required). I understand the council doesn't regard this as a material consideration, it is significant with an increasing population!

The site is best and most versatile agricultural land, with Brexit, the pandemic and a looming recession, we should be retaining quality land not developing it.

We all need to stop and consider the implications of what is taking place, not just in our local authority but in the wider world.

The council should pushback on the Government's housing requirements, what was relevant in 2016, is not now! In 3 months the economic landscape has changed beyond recognition, this must be taken into consideration for the good of the local population and our future economic wellbeing.

The NPPF (National Planning Policy Framework) allows local plans to be revised over time for new considerations. Now is the time!

The council should not ignore the weight of public opinion against this development. Approving such at this critical time will have many consequences, it should be turned down or at least deferred for 2 years for further assessment based on the economic climate at the time!

MR HOPKINS – LOCAL RESIDENT – OBJECTS

**5a) Application Number: 19/00025/AS
Land between railway line and Willesborough Road, Kennington, Kent**

Planning Committee should refuse the submitted application for the following reasons.

The developers Design Evolution Statement talks of the Local Centre serving residents of Little Burton Farm, how does that affect the sustainability of those shops?

The Local Centre should be located in the middle of the development, to avoid impact on surrounding areas and to encourage people to walk to local shops.

The school and bowls centre should be closer to the A2070 minimising traffic flows through the estate.

Tandem parking causes on street parking chaos. It inhibits refuse collection, causes issues amongst neighbours and problems for emergency vehicles. This high density development, has too many of these. Plans should be redesigned to allow for side by side parking for all units.

The Kent unit for AONB is opposed to the plans, as the estate will impact adversely on the view from the Downs. They object to 3 storey buildings. Why not include bungalows on the development closest to the Downs, to cater for all abilities in our population?

This would allow for more effective screening and help to preserve a view that attracts countless tourists to this area and inspires local residents.

If we build on prime greenfield sites, then the development in question should be a flagship for future design and sustainability.

The developers talk of environmental standards, but where is the innovative use of recycled materials, plastic/asphalt road sections, water collection for toilet systems, solar tiles for the roof, induction hobs, heat pumps and triple glazing for all properties.

The only exceptional thing about this development, is its' blandness and lack of imagination.

We need homes for the future, ones that will signal that Ashford is building for the decades to come, not repeating the designs of the past.

Houses should be eco-friendly, carbon zero and designed to the very highest of standards, so that people choose to live in Ashford, rather than settle here because

housing is cheap and plentiful. We have enough permissions already to satisfy that criteria.

Does this committee want to be remembered for anything other than boring, repetitive developments, or are you willing to signal a change of direction? One that says, yes we are open for business, yes we can provide you with a home, but more importantly we will give you a sustainable, and long term lifestyle that reflects Ashford as a forward thinking town, with properties to match.

MR & MRS BRAY – LOCAL RESIDENT – OBJECTS**5a) Application Number: 19/00025/AS
Land between railway line and Willesborough Road, Kennington, Kent**

Not for the first time we find ourselves considering the future of Kennington's farm land, a rich agricultural resource that slopes gently down to the river towards Wye and the Downs. The last time we were all here the application to build on this land was refused.

Nothing has changed in the circumstances or arguments since except that there are even more reasons now why this land should not be built on than there were before.

These are the arguments against development:

- Grade 1 agricultural land should only be built on in exceptional circumstances.
- The land includes a flood plain and climate change is likely to increase the risk flooding.
- We already experience heavy traffic on local roads - those who will live on the new estate or bring their children to the new primary school will exit onto a narrow road and will seriously impact on traffic movement all the way into Ashford – four to five bedroom homes representing around three cars a house x 750 = 2,250 extra cars on the road plus another 200 parents and staff for the school, and we're close to 2,500 cars during peak times. There'll be grid lock.
- The air quality will be seriously compromised.
- The prospect of the emergency services needing to negotiate their way to the hospital, to the motorway, to a person in need is a worrying one. It just won't work.
- Our health services are already overstretched with current Kennington residents finding it difficult to access a GP or the hospital.

This land is part of the Ashford plan, earmarked for development but It is not too late to change this approach considering how much would need to be done in order to make it a sustainable option.

- How many houses would be sustainable?
- Who would live in them? Even before the current crisis house sales were down in the Ashford area.
- We would have to accommodate the new arrivals, find them doctors, dentists, schools and hospital places.
- There is nothing that could be done to solve the traffic problem except perhaps to build a bypass.

What of flood plains? Nature has a way of taking back its own. Every year there are more and more devastating floods up and down the country because of climate change. We need to take heed of the warnings.

Make the right choice. Say no.

MR GEERING – APPLICANT – SUPPORTS

**5a) Application Number: 19/00025/AS
Land between railway line and Willesborough Road, Kennington, Kent**

Good evening

This application represents the culmination of many years of diligent and detailed consideration by the Council regarding the suitability of this land to play a significant part in meeting the housing and community needs of the Borough.

The site is a major strategic allocation in the Council's Local Plan, forming a fundamental element of the future vision adopted by the Council after independent endorsement by the Planning Inspectorate.

Over the last year we have worked proactively to amend the scheme and respond to matters raised by Members, officers, the public and consultees so that the application provides more open space, increased structural planting and a revised palette of materials, following a reduction in the number of homes proposed.

We have a fully drafted s106 agreement that meets the needs of the development and provides substantial investment of over £14 million pounds in on and off site facilities to benefit the residents of Kennington and the wider Town and Borough, with significant on site community facilities secured by the proposal.

Through supporting your officer's recommendation, one of your key major allocations will deliver and fund better primary and secondary education facilities, better public transport connectivity, better sporting and community facilities, enhanced and safer access to the Country Park via a new pedestrian and cycle bridge over the railway, improved health and local services and a better functioning road system, with reduced journey times to and from the town centre following our junction upgrade works.

As Councillors you are no doubt aware of our local track record for the delivery of commercial space and by partnering with Redrow, we are primed to start construction this year with occupations in 2021 making a hugely valuable contribution to the boroughs housing delivery and supply, supporting the needs of residents.

Against today's uncertain backdrop this is crucial – the granting of permission allows us to move forward with delivery, at pace, to build the homes and facilities Ashford needs. This will mean at least 165 direct on-site jobs and 147 supply chain jobs over a 10 year build, generating over £140 million of investment in the local economy, together with significant New Homes Bonus and Council tax receipts to support local services.

I thank you for your time and hope you can support your officer recommendation to approve the application, providing the certainty needed to allow Conningbrook Park to come forward without further delay.

MS HOWARD – ASHFORD TOWN BOWLS CLUB – SUPPORTS

**5a) Application Number: 19/00025/AS
Land between railway line and Willesborough Road, Kennington, Kent**

Ashford Town Bowls Club has been in existence for 110 years in the town and has always enjoyed a high reputation for its green and bowling prowess throughout Kent. Our membership has not only provided opportunities to be active for residents of all ages, but has consistently provided an understanding and caring support network for older members in times of need. This has become even more important during this difficult time to ensure members who live by themselves are supported and regularly contacted by others to prevent loneliness.

Due to our inability to expand in our current location, car parking limitations, and our decrepit facilities we have been trying to move to another location for at least 10 years, something Councillors will be well aware of. However, many pathways, including direct community fundraising, have proved unsuccessful to raise enough money to build a much-needed new facility.

Our members are extremely grateful that Quinn Estates reached out to us at an early stage and have worked proactively with us to understand our requirements and have come to our aid to ensure we can provide a high quality facility to serve local people of all ages for the next 110 years.

A community pavilion and green at the heart of a brand new development will enable us to not only expand our membership but will enable us to become a new focal point for sport and social activities for the public. We expect to cater for both new and existing residents across the area, including opportunities for co-operation with the new primary school next door as well other nearby sports facilities such as the Julie Rose Stadium.

We anticipate being able to offer several community options for local residents as well as opportunities to utilise the facilities for social events, with the clubhouse layout designed to maximise usability as part of the community use agreement required by the S106 legal agreement proposed.

We look forward to being able to provide a sporting and social heart to this community, and again to reiterate the opportunity this provides for our club and the role we can play, and would urge members to support this application.

APPENDIX F**MR ELLIS/MR COOPER – KENNINGTON COMMUNITY COUNCIL – OBJECTS****5a) Application Number: 19/00025/AS
Land between railway line and Willesborough Road, Kennington, Kent**

I speak for Kennington Community Council and its residents who have objected to many aspects of this development.

The proposal is to develop Grade 1 agricultural land into an unimaginative housing estate, making little attempt or effort to integrate into the parish of Kennington in neither its character nor facilities created. Furthermore, the need for self-sufficiency in agriculture has not been more urgent since 1939.

Relocating Ashford Bowls Club appears to be motivated by the development profits in the town centre, not any benefits to Kennington or the new residents. My Council and ABC are currently collaborating closely on future community centre for Bockhanger. We must do the same on Large Burton. We urge full consultation and disclosure of all correspondence between ABC and the developer on this issue. The proposed club house should be a community facility, not just for private members. The Planning Officer objects that this proposal has only recently been made. The developer has submitted reams of documents in the same timescale.

Densely packed houses will generate substantial traffic flows on roads from Kennington to the M20, Hospital, and Town. These roads are gridlocked every morning and evening. Kent Highways dropped its initial objections subject to a number of conditions, in particular, relating to the junction of Canterbury Road and Simon Weil Avenue, where now is proposed a new supermarket. Traffic surveys for these routes are open to question and out-dated. There also needs to be safer means of crossing from the bus stop over to the New Hayesbank surgery. There are important issues on which the proposals are weak on detail, including the construction of a foot bridge to replace the crossing over the rail line. Not to mention

the flood risk, the impact on Southern Water Treatment Works and overburdened Health Care facilities.

My Council considers that, if approved, the developer must pay for additional measures required to ameliorate traffic, including traffic calming measures on rat runs through Little Burton and Nettlefield.

We urge you not to approve these plans today. This proposal has generated more than 1,000 pages of objections, more than any other local plan site. Many bodies have recently indicated acceptance, subject to conditions. Non-binding promises are not adequate nor acceptable. The development will take most of a decade. A short hiatus is a small price for getting the conditions right and mitigate the negative impact on our community.