

Planning Committee

Monday the 10th February 2020 at 6.00pm

Update Report for the Committee

The following notes and attached papers will be referred to at the meeting and will provide updated information to the Committee to reflect changes in circumstances and officer advice since the reports on the agenda were prepared

3. Requests for Deferral/Withdrawal
 4. Schedule of Applications
- (a) **18/01861/AS –Outline application with all matters reserved, except the 3 main "Access" points off Stanhope Road into the site, for the construction of up to 205 no. dwellings and up to 65 no. bedroom Extra Care housing, replacement of the Ray Allen Children's Centre, together with the provision of open space, landscaping, drainage, infrastructure and earthworks.**

Additional Representations

Since the Committee Report was produced an additional letter dated 3rd February 2020 have been received from Stanhope Parish Council. They have commented as follows in italics :-

Following Stanhope Parish Council's objection comments made on this application dated 16th March 2019, members have now viewed the amended drawings for this proposed development submitted in December 2019 and would like to raise the following concerns:

- i) **Traffic:** *the flow of traffic from the proposed development will likely enter and exit Stanhope from Kingsnorth Road. This junction is already a bottleneck at certain times of the day and Kingsnorth Road is already a busy road. These extra vehicle movements have the potential of causing extreme congestion on this junction and on Kingsnorth Road.*

[SDDM note – Kent County Council Highways and Transportation have agreed a highways mitigation scheme in the form of double yellow lines on Tennyson Road to prevent obstructive parking on the approach to the Kingsnorth Road roundabout to deal with this issue. This will improve the capacity of the Kingsnorth Road / Tennyson Road roundabout. This has been dealt with in paragraphs 103 to 106 (page 52) of the committee report.]

Concern has already been expressed by residents living in Washford Farm regarding the new Chilmington development with the possibility of vehicles going through Washford Farm, then through Stanhope onto Kingsnorth Road and accessing the motorway via the A2070 Bad Munstereifel Road. This has the real potential of being a 'rat run'.

A full and detailed road survey needs to be undertaken which includes the effects of the Chilmington Development on the surrounding area.

[SDDM note – The applicant has confirmed that when completing the junction modelling assessments, background growth was taken into consideration using TEMPRO growth factors and therefore the Chilmington development would have been considered as part of this assessment – the results of which show there to be no capacity issues subject to the mitigation scheme on Tennyson Road in the form of double yellow lines, raised above]

With Kingsnorth Road likely to become more over-crowded than it is at the moment, those living at The Limes will find it difficult to access their estate. The turning into The Limes is already on a blind corner making it hard to come out of and go into. This increase in traffic will make the situation worse.

[SDDM note - The applicant has explained that the forward visibility for vehicles turning into The Limes is approximately 80 metres which is in excess of the required 43 metre visibility for a 30mph road. It is therefore considered that there are no concerns regarding impacts on The Limes junction.]

There will also be increased school traffic due to the John Wallis Primary Academy being accessed via Kingsnorth Road into Millbank Road rather than via Stanhope Ring Road.

[SDDM note – The applicant has stated that the new primary school was permitted as part of another planning application and not a consideration for this application.]

ii) ***The Ray Allen Centre:*** *is a valuable asset to the community and the wider community. In all definite plans this centre should not be lost.*

[SDDM note – the proposals include a replacement Children’s Centre and the timing of its construction will be covered by conditions requiring the new Children’s Centre to be constructed and opened before the closure and demolition of the existing Children’s centre. This issue has been dealt with in paragraph 93-96 (page 50) of the Committee Report]

iii) ***Sport Facilities:*** *No football pitches should be lost. The outline plans show two mini football pitches on Oakfield however the replacement playing fields need to be of the same if not better quality than those they are replacing. Oakfield needs to be assessed in detail to ensure that they are fit for purpose. The new proposed pitches should be flood lit and secure if they are to be a true replacement to the existing football pitches. There also needs to be in place an adult football pitch. Members of Stanhope Parish Council fully support the comments made by Sport England.*

[SDDM note – Sport England’s comments have been addressed and the proposals include the provision of two replacement junior grass football pitches on Oakfield (site 1). Sport’s England did not require the pitches to be floodlit and, the grass pitches on the former school pitches, which these new pitches are replacing, were not floodlit when they were in use. The replacement of the pitches will be covered by conditions. This issue has been dealt with in paragraph 62 (page 43 - 44) and para 82-89 (page 48 - 49) of the Committee

Report. The applicant has confirmed that no floodlighting is currently proposed. Should floodlighting subsequently be required, this will be subject to a separate planning application]

iv) **Parking:** *The sporting activities and the Ray Allen Centre all need adequate parking. Parking is proposed around the existing Sports Hall. This needs to be in place before any development occurs otherwise the sporting facilities will become difficult to access by those who do not live in the area. This parking needs to be accessible and members of the Parish Council note that at the moment the gates to the sports hall are closed and locked hours before the main car park is closed. This needs to be addressed.*

[SDDM note – The amount of provision of on street parking is set out in the table in paragraph 18 (page 9) and paragraph 112 (page 54). The applicant has confirmed these figures are correct.

There will be an increase in the amount of new and replacement car parking and this will all be required to be put in place by imposing suitable conditions. The applicant does not envisage providing a vehicular access for the Ray Allen Centre (RAC), and has confirmed that parking will only be provided along Stanhope Road frontage.

The applicant has confirmed that the JWA Sports Centre is in private ownership, so there is no certainty that extra parking for the Children's Centre would be available in this new car park. Adequate parking (38 spaces) would be provided for the Ray Allen Centre just off Stanhope Road. The applicant has stated however that they will work with all parties to create mutually convenient and agreeable parking arrangements across all facilities.

The availability of the JWA car park for users of the sports facilities on week day evenings and at weekends is dealt within paragraphs 116 – 117 (page 55) of the report. The applicant has confirmed they will seek an agreement to ensure that appropriate arrangement measures will be put in place to ensure the car park is readily available by people using the sports facilities and they support this being covered by condition.

The applicant has pointed out that there are another proposed 36 parking spaces proposed further along Stanhope Road by Site 2 just a short walk away. The applicant has pointed out that this means there is an increase in car parking spaces available for users of the Ray Allen Centre from 55 existing spaces to 74 spaces.

However the applicant has pointed out the intention is to engage all parties to use and share all parking facilities flexibly, and that although these discussions have not started yet, it will be in the interests of all parties i.e. ABC, KCC, Stanhope Sports Centre, Courtside, JWA school, RAC etc. to work together and flexibly on the parking in the area. The applicant has pointed out the Ashford Borough Council have full control over the parking situation through Grampian conditions 19, 20 and 21, which will ensure that the parking is constructed and made available for use Thereafter the long term availability of parking in the immediate area will be dealt with by the imposition of a condition requiring a parking strategy to be submitted to and approved by the local planning authority and then implemented. (To include the agreement of the relevant land owners where the parking is off site)]

Additional email from Stanhope Parish Council

Stanhope Parish Council Members have not asked that their original objection be removed. The letter [set out above] sent being comments to the updated plans that were submitted in December 2019.

Clarifications & Amendments to the report

The application site is also adjacent to the Washford ward.

A site location plan has been submitted showing the application site in red and the landownership of KCC beyond the application site, in blue (Annex 1)

A plan of the sewer records showing the approximate position of the foul rising main sewer within the site is included in Annex 2. The applicant is satisfied with this being controlled by condition 60.

The plan on page 8 of the Committee report (Figure 3) is the parameter plan referred to in the report.

Parking

The applicant has confirmed that a site visit to Stanhope Road was completed at the end of the school day and it was noted that no cars were parked on street in the location where the on street parking for the RAC is proposed. This is also dealt with in paragraph 118 (page 55) of the committee report. Kent County Council Highways and Transportation support the levels of parking in principle and it is recommended the agreement of the detailed design and location of the parking spaces will be secured by condition.

Oakfield (Site 1) Open Space

The applicant has confirmed that members of the public will be able to use the Oak field area (site 1) at any time for recreational purposes, with the exception of any small external area for the new Children's Centre facilities. The applicant has also confirmed that the Oak field will be dedicated as public open space as paragraph 68 (page 45) explains. This space will be managed and retained as public open space in perpetuity and this will be a requirement of the S106 obligation. An informative will also be added to this effect.

The applicant has confirmed that the boundary treatment of site 1 would be submitted to and approved by the lpa. A form of low key boundary treatment to the edges of the open space may be appropriate to help improve the perceptions and attractiveness of the green public open spaces to help make it feel more formal perhaps like a park. It will also help improve the safety and security of the green public open space. Any boundary treatment would be restricted to no more than 1m high and would need to include many entrances points and would not restrict access to the space at any time.

Ray Allen Centre

The applicant has confirmed that new RAC will be open once the existing RAC is closed. This is dealt with in paragraph 67 (Page 45) of the Committee Report and a condition will be imposed to require this.

The timing and phasing of the relocation of the Children's Centre will need to be carefully considered in relation to the overall construction of the site to minimise

disruption to the users of the building. This is dealt with in paragraph 97 (Page 51) of the committee report. To ensure the replacement Ray Allen Children's Centre is secured early on it is important the first submission of reserved matters for the site includes details of the centre, its parking and its access onto Stanhope Road.

Other Matters

Transport & Technical Note. – The applicant has confirmed that the proposals will see a residual increase in trips and when these trips were distributed using census data, this exercise showed that only a minimal number would travel west on Stanhope Road. It was therefore agreed at the pre application stage with KCC Highways that there is no requirement to assess the impacts of the proposals on any of the junctions to the west. Kent CC Highways have confirmed that the increase in trips does not require any modelling of junctions to the west on Stanhope Road.

Update to Table 1

Informal and Natural Space

The missing figure on line 5 of Head 2 should read “the shortfall of approx. 0.6ha (dependent on final number of units on site)”

Outdoor Sports

The wording under Head 3 should read” contribution towards replacing and renewing the existing 3G pitch adjoining the site, and /or other facilities in the area, plus maintenance thereof”.

Secondary Schools

Further comment received from KCC: KCC wishes for some flexibility for the spend. Add to Capital Project “and/or provision of new secondary education places within the relevant group of schools”

Health Care

Further comment from the Clinical Commissioning Group: The population growth of 545 will require 41 m2 based on NHS standard of 12 patients per square metre. At current build costs of £3,000 psm this equates to £136,250. A further 30% allowance for development fees means our request totals £177,125.

Regarding the Indexation:

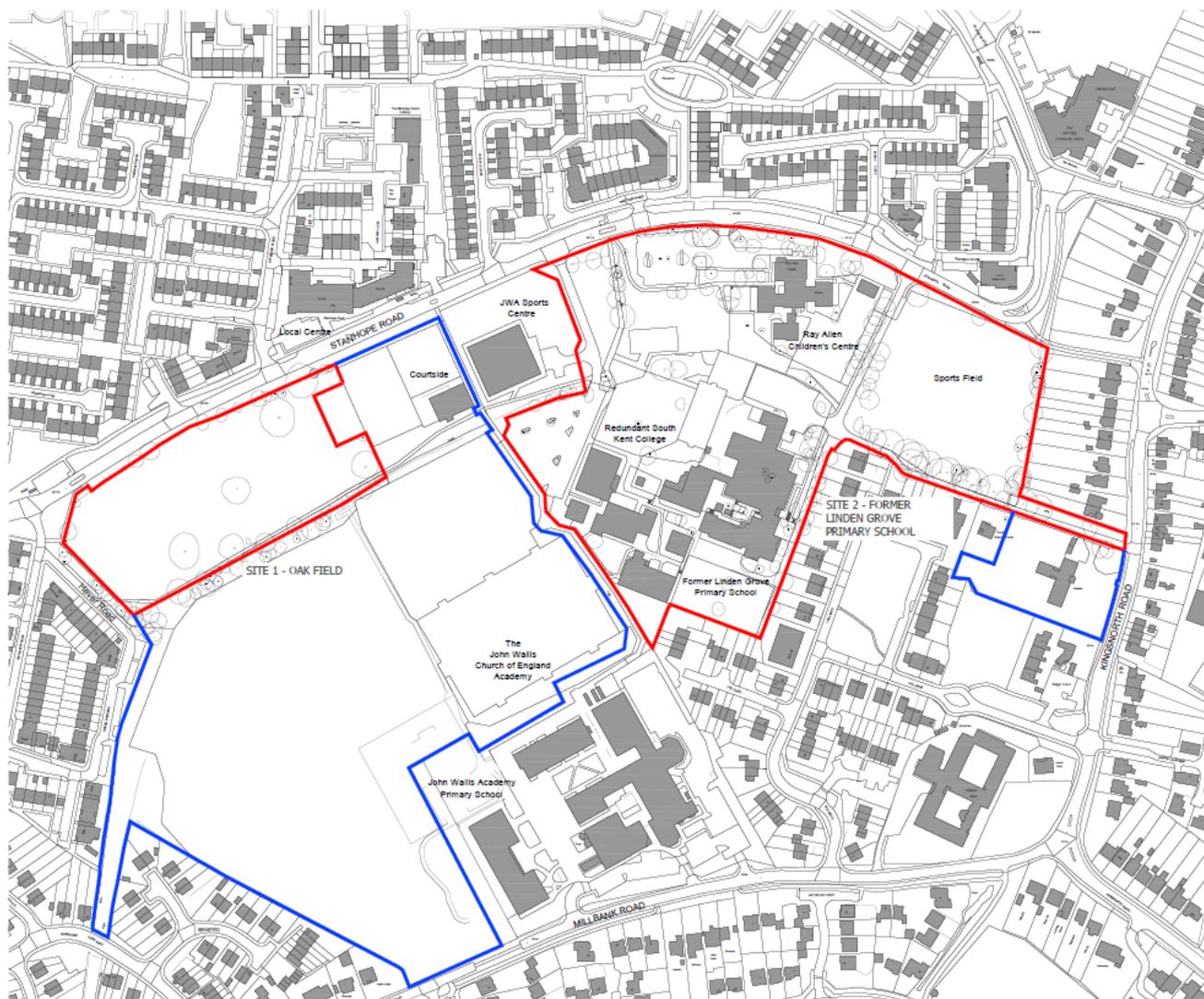
- A) The £3000 psm is based on the average cost of a new surgery building in 2018/2019
- B) the NHS would typically look at the BCIS All-In Output Price Index, and also General Building Cost Index

Amend Head 10 accordingly.

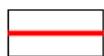
Updates to Conditions

Conditions 1, 20, 22, 31,33 and 65 will be updated

Extra conditions regarding external lighting, dark skies, and adherence to the parameter plan will be added.



KEY:

-  APPLICATION SITE BOUNDARY LINE
-  OTHER LAND IN KCC OWNERSHIP



Project
John Wallis Academy
 Ashford
 Drawing Title
Site Location Plan

Date	Scale	Drawn by	Check by
DEC 2018	1:2500@A3	AK	CB
Project No	Drawing No	Revision	
27648	RG-A-01	P3	

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