

SUPPLEMENTARY PLANNING STATEMENT
RESIDENTIAL DEVELOPMENT

ISLES QUARRY WEST
BOROUGH GREEN

On behalf of
Crest Nicholson Eastern

November 2012

**BARTON
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SUPPLEMENTARY PLANNING STATEMENT
IN SUPPORT OF A DETAILED APPLICATION
FOR RESIDENTIAL DEVELOPMENT

AT

ISLES QUARRY WEST
BOROUGH GREEN

On behalf of
Crest Nicholson Eastern

Barton Willmore
The Observatory
Southfleet Road
Ebbsfleet
Dartford
DA10 0DF

Tel: 01322 374660
Fax: 01322 374661
E-mail: emma.hawkes@bartonwillmore.co.uk

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CONTENTS

	Page No.
1.0 INTRODUCTION	1
2.0 THE AMENDED PROPOSED DEVELOPMENT (MAY 2012)	2
• WRG Access and Works to Stangate Landfill	2
• Amended Proposal (May 2012)	3
• Consultation Responses on the May 2012 Scheme	4
• Summary of Responses	6
3.0 PLANNING ISSUES FOR THE REVISED PROPOSAL (OCTOBER 2012)	8
• Higher Level Platform Area	9
• WRG/FCC Environment Access Road	10
• Housing Mix	11
• Affordable Housing	13
• Design Issues	15
• Landscape Visual Assessment Work	16
• Haul Road Width and Access	16
• Parking Provision	17
• Sustainability	17
• EIA Screening	18
• Ecology	18
• Noise	18
• Air Quality	19
• Flooding and Surface Water Drainage	20
• Recycling Facilities	20
• Publication of the NPPF	20
• Written Ministerial Statement (WMS) (06 September 2012)	21
• Growth and Infrastructure Bill (18 October 2012)	22
4.0 CONCLUSION	23

APPENDICES

Appendix 1: Schedule of Current Application Documents

Appendix 2: Location Plan showing WRG Access Road

**Appendix 3: Amended Site Layout Plan (Dwg No. 09-1731-002 Rev JJ)
(submitted to TMBC May 2012)**

**Appendix 4: Amended Site Layout Plan (Dwg No. 09-1731-002 Rev U)
(October 2012)**

1.0 INTRODUCTION

1.1 This Supplementary Planning Statement has been prepared to address matters which have arisen since the submission of the detailed planning application for a residential development and an area of open space at Isles Quarry West, Borough Green. The application was submitted to Tonbridge and Malling Borough Council (**hereafter referred to as 'TMBC'**) on behalf of Crest Nicholson Eastern on 05 May 2011 and was given the reference number TM/11/01191/FL.

1.2 In May 2011 the Application comprised the following:

"The erection of 177 dwellings, creation of 6.82 ha of public open space including a local area of equipped play (LEAP), new vehicular access onto Haul Road and modified vehicular access onto Quarry Hill roundabout. Provision of access roads, footpaths, landscaping and all associated infrastructure. Removal of bridge deck to Isles Quarry East".

1.3 Following validation of Planning Application TM/11/01191/FL, the Council notified statutory consultees and neighbours that the application had been submitted and gave them the opportunity to make representations on the application.

1.4 During the processing of the planning application, a number of issues have arisen including matters raised by the Case Officer in terms of the detailed site layout, and issues raised by the neighbouring site owners, the Hornet Business Estate and WRG (now FCC Environment and Infinis, owners/operators of Stangate Landfill).

1.5 The purpose of this Supplementary Planning Statement is to summarise the main issues required to be addressed and sets out how these issues have been addressed in the amended plans and documents.

1.6 Updated/amended versions of some of the other application documents have been submitted since November 2011. A schedule of the current application documents is enclosed as **Appendix 1**.

2.0 THE AMENDED PROPOSED DEVELOPMENT (MAY 2012)

WRG Access and Works to Stangate Landfill

- 2.1 The Application Site lies immediately to the north of a former landfill site (known as Stangate Landfill). The principal access for the landfill site is a right of way within the Application Site (as shown on the Location Plan attached as **Appendix 2 as 'WRG Access'**). **Stangate Landfill** is jointly operated by FCC Environment (formerly Waste Recycling Group - WRG) and Infinis, and FCC Environment/Infinis has the benefit of a right to access Stangate Landfill through the Isles Quarry site. This right of access is currently utilised by occasional 4x4 vehicles monitoring the gas levels on land adjacent to the site.
- 2.2 Following the submission of Planning Application TM/11/01191/FL, Kent County Council Minerals and Waste Department advised TMBC that FCC Environment was required to undertake further remediation works to the former cap of the landfill site. The remediation works may involve the re-capping/re-modelling of the surface of all or parts of the WRG landfill site, due to the differential settling of the waste used to infill the sites. We understand that the Environment Agency (EA) is also keen to see the remedial/re-modelling works to the landfill site carried out.
- 2.3 Whilst KCC has signed off planning conditions regarding the landfill site (Planning Permission TM/94/579), except for the area under Mill Road Bridge, KCC has advised that a planning application and an Environmental Statement will be required for the remodelling work. Whilst it is difficult to estimate how long these works might take, KCC has suggested such works could take up to 1-year to obtain approval and perhaps a further 3-years to undertake the engineering operation.
- 2.4 A planning application was submitted in 2006 for the re-modelling works but the application was subsequently withdrawn. The quantum of material envisaged to be involved at the time of the 2006 application was assumed to be at around 5000m³ for restoration.
- 2.5 FCC Environment/Infinis has objected to the planning application on the Isles Quarry site on the basis that appropriate access is required to its site to undertake the remediation works and potential complaints from residents of the proposed dwellings regarding noise, dust and fumes caused by HGV movements.

2.6 A number of meetings have taken place since the issue of remediation works to Stangate Landfill involving Crest, TMBC, KCC Officers, the Environment Agency and FCC Environment. However, it has been unclear as to the exact scope of works required at Stangate Landfill as FCC Environment has not (until very recently) been willing to supply details of the full extent of what works are required.

Amended Proposal (May 2012)

2.7 In May 2012 the proposed development in terms of site layout was amended in order to address the WRG/FCC Environment access issue. The amended scheme put forward for consideration by TMBC in May 2012 involved:

- (i) a phased approach to the development; and
- (ii) the use of landscaped bunds to protect the residential amenities of the proposed dwellings nearest to the WRG/FCC Environment access road from HGV traffic; and
- (iii) the reorientation of dwellings closest to the access road.

2.8 The phased approach to the development was proposed in order to retain the WRG/FCC Environment access and to reduce the impact of the access road on residential properties within the Application Site. The approach proposed 165 units to be developed as part of Phase 1, with 12 units in the north east corner of the site coming forward as part of Phase 2 once the remediation works to Stangate Quarry are complete.

2.9 In terms of access to properties and the phased approach, a new estate access road was proposed to serve 11 units with a further 15 units utilising the existing access road to the Hornet Business Estate, as proposed in the original application details.

2.10 In relation to the timing for the Phase 2 units to come forward, it was suggested that this could be dealt with by way of a Grampian condition linked to the completion of the remediation works within Stangate Landfill (which is outside of the application boundary) and the condition would control the building out and occupation of Phase 2.

2.11 **With regard to the 'trigger' to enable Phase 2** of the development proposal to come forward, it was suggested that this should be the cessation of the restoration of the Stangate Landfill site which could be certified by Kent Minerals and Waste.

2.12 In addition, and in order to reduce the potential impact of the WRG access road on the dwellings closest to the access road, it was proposed (in May 2012) to construct a landscape bund/mound along the length of the access road. The bund would measure between 1.5 and

2 metres in height and would be landscaped to help shield the residential properties from the road. A 2 metre high noise barrier was also required along part of the WRG access road if the duration of the remedial works continues significantly beyond 8 weeks and with greater than 150 lorries per day.

- 2.13 In May 2012 the dwellings closest to the WRG Access Road were amended in terms of orientation/location. Unit numbers 84-92 on Drawing Number 09-1731-002 Rev J (as submitted on 05 May 2011) were re-orientated so that the rear garden areas do not back directly onto the WRG access road (Drawing Number 09-1731-002 Rev JJ submitted in May 2012 and shown in **Appendix 3**). Units 78 and 79 were proposed as flats over garages (FOGs) and would not have any windows facing towards the WRG Access Road.

Consultation Responses on the May 2012 Scheme

- 2.14 Following submission of the amended plans and documents to TMBC in May 2012, TMBC re-consulted statutory consultees and neighbours for their comments on the revised proposals. A number of comments were received including comments from Kent Planning and Environment, FCC Environment, the Environment Agency, and Hornet Business Estate.

(i) Kent Planning and Environment Consultation Response (6 August 2012)

- 2.15 The following issues/concerns were raised by Kent Planning and Environment in its consultation response of 6 August 2012:

“On the basis of current information and Jacobs’ advice, the County Planning Authority remains to be satisfied that the current Crest Nicholson proposals could co-exist with the permitted and likely future remediation requirements associated with Stangate Landfill East and West without giving rise to noise concerns and complaints. However the County Planning Authority does not see any overriding reasons why this should not be possible provided suitable mitigation measures are implemented and maintained”.

- 2.16 In terms of the proposed phasing, Kent Planning and Environment are concerned that there is no guarantee that further works will not be required even if the current remediation/remodelling works are completed and appear initially successful. It was noted in its consultation response that access would be needed to the FCC Environment site for many years to come and also referred to the legal right of FCC Environment to use the road until 2081. There was also a dispute that KCC (Minerals and Waste) should provide the suggested trigger for phase 2.

- 2.17 With regard to HGV movements, Kent Planning and Environment suggested that based on experience elsewhere, 300 movements (150 in/out) is probably a more realistic maximum than the 600 movements (300 in/out) proposed.
- 2.18 The shared access issue through the site was also a concern expressed in Kent Planning and **Environment's response. It was stated that a completely separate FCC Environment access** similar to that existing should be maintained (i.e. not passing through housing areas).
- 2.19 Additionally concerns were expressed by Kent Planning and Environment on the noise mitigation measures and the need for additional information for the proposed landscape bund/mound and the noise barrier proposed.
- 2.20 Other consultation responses received in respect of the May 2012 scheme from FCC Environment, the Environment Agency and the owner of Hornet Business Estate.

(ii) FCC Environment Consultation Response (22 June 2012)

- 2.21 On 22 June 2012 FCC Environment (and Infinis) wrote to TMBC in response to the May 2012 **amended proposals. The letter set out FCC Environment's formal objection to the proposal** due to:
- the shared site access and potential for conflict between HGVs, maintenance vehicles using residential sections of the street (concern over noise, congestion and road safety issues for new residents);
 - the continued use of the landfill access road for the lifespan of the landfill site (ongoing environmental monitoring and long term post-operation access as well as landfill restoration);
 - lack of details of proposed noise barriers;
 - reliance on assumptions rather than data regarding the impact associated with the continued use of the access road, plus assessment of future vehicle movements on the local highway network.

(iii) Environment Agency Consultation Response (27 July 2012)

- 2.22 **The Environment Agency's consultation response sets out a number of suggested conditions,** but raises concerns regarding:

- Further remedial works once the landfill is fully restored and the potential need to import more soil and maintain access by drilling rigs and heavy equipment;
- Ongoing management of the Stangate site and the need to maintain access for large equipment and vehicles;
- The unknown deadline for the final restoration of the site; and
- The potential for nuisance complaints in relation to odour, noise and dust from ongoing maintenance of the site and from the GUP.

(iv) Hornet Business Estate Consultation Responses (29 June and 04 July 2012)

- 2.23 The consultation responses submitted by Roger Dunn of the Hornet Business Estate raised issues in relation to the submitted Addendum Noise Assessment and in particular the noise levels utilised and the mitigation measures proposed within the Assessment. Particular concerns in terms of measurements/readings for HGVs, the impact of reversing alarms and the height of the proposed noise barrier are raised in the 04 July 2012 response.
- 2.24 The 29 June response also refers to the close proximity of the dwellings on the higher level platform to the Hornet Business Estate Access Road and concern about potential noise complaints from residents.
- 2.25 The consultation response of 04 July 2012 suggests that the higher level platform is lowered and that a continuous noise barrier along the south side of the Hornet Business Estate access road is provided. The replacement of the proposed flats on the Hornet Business Estate access road with houses is also suggested.

Summary of Responses

- 2.26 The main concerns expressed by consultees and neighbours in relation to the May 2012 scheme can be summarised as follows:
- Timescales for the works required to Stangate Quarry, amount of material involved and long term access requirement for HGVs;
 - Concern over potential conflict between users of the access road to Stangate Quarry particularly with its re-routing through the housing area as part of Phase 2;
 - Concern over potential complaints from residents with regard to noise, fumes, dust;
 - Responsibility for and timing of proposed trigger for Phase 2 works;
 - Lack of detail for noise attenuation measures in terms of landscape bund/fencing;

- Relationship of proposed dwellings to Hornet Business Estate access road and to Hornet Business Estate itself; and
- Criticism of assumptions in Supplementary Noise Assessment particularly noise levels and mitigation measures proposed for properties adjacent to the Hornet Business Estate and the Hornet Business Estate Access Road.

2.27 The next section of this report sets out how the scheme has been revised in the light of these comments and demonstrates how the revised proposal overcomes the concerns and complies with Policy H2 of the Development Land Allocations DPD and is in accordance with the advice in the NPPF (March 2012).

3.0 PLANNING ISSUES FOR THE REVISED PROPOSAL (OCTOBER 2012)

3.1 Since receipt of the comments from FCC Environment, Kent Planning and Environment, the Environment Agency and the Hornet Business Estate, the proposed scheme has been revisited. Particular attention was paid to:

- the relationship of the proposed development to the Hornet Business Estate;
- the potential to lower the higher level platform area of the site;
- maintaining a separate access through the site to the FCC Environment site;
- carrying out a review of the noise assessment assumptions and mitigation measures proposed in the light of the revised scheme.

3.2 In terms of main changes, the amended proposed development (October 2012) (as shown on the site layout plan in **Appendix 4**) consists of:

- A re-plan of the higher level platform area to the east of Hornet Business Estate involving the lowering of levels in this area and the setting back of dwellings from the Hornet Business Estate eastern boundary;
- The development of 171 dwellings rather than 177 dwellings as previously proposed;
- The deletion of a phased approach to development;
- The deletion of split level units on the higher level platform area;
- The utilising of the main site access from Haul Road for vehicular access to all 171 dwellings;
- The creation of an emergency vehicle and pedestrian link only to Quarry Hill Road;
- The removal of a vehicular access from the Hornet Business Estate access road for dwellings adjacent to Hornet Business Estate;
- The creation of a loop road in the central section of the site to remove the need for an emergency access link from off of the WRG/FCC Environment access road;
- A separate WRG/FCC Environment access road through the site from Quarry Hill Road;
- The creation of a landscaped bund along the entire length of the WRG/FCC Environment access road; and
- The maintenance of 40% affordable housing on the site even with the reduction in the total number of dwellings to be developed.

Higher Level Platform Area

- 3.3 In response to the May 2012 proposals, concern was expressed by the owner of Hornet Business Estate regarding the dwellings adjacent to the Hornet Business Estate and the Hornet Business Estate access road.
- 3.4 In order to address these concerns, the design of the higher level platform area was revisited to see whether an appropriate engineering solution could be developed which would enable the higher level platform to be lowered further and the proposed housing to be accessed from the main estate access road rather than from the Hornet Business Estate access road. The revised proposal has increased the distance between the proposed dwellings in the northern part of the site and the Hornet Business Estate. For example, unit 44 is now 12.5 metres from the eastern site boundary of the Hornet Business Estate, 45 metres from the nearest building on the Hornet Business Estate and is approximately 7-8 metres lower than the Business Estate yard and units. In May 2012, unit 57 (the closest unit to Hornet Business Estate) was 7 metres from the eastern boundary of the Hornet Business Estate and 3 metres lower than the Business Estate yard and units. Units 44-51 will have rear gardens backing on to the Hornet Business Estate access road. The dwellings will be at a lower level than the estate road. By way of an example, the dwelling house at plot 45 will be approximately 4 metres lower than the Hornet Business Estate access road at ground floor level. The reduction in levels and the increase in the separation distance between the Business Estate and the proposed development reduces the impact of the Hornet Business Estate on the units and will potentially reduce the likelihood of noise complaints. The May 2012 scheme included a reduction in the higher level platform levels, however the revised scheme reduces levels still further and complies fully with Policy H2(b) of the Development Land Allocations DPD.
- 3.5 Furthermore, all dwellings in the north east corner of the development site (referred to in **Policy H2 as the 'higher level platform'**) will take their vehicular access from the main access road through the site from Haul Road. The removal of the vehicular access point from off of the Hornet Business Estate road will remove the potential for conflicting traffic movements which has been expressed as a concern of the owner of the Hornet Business Estate. In addition, the removal of the vehicular access from the Quarry Hill roundabout (which in May 2012 was proposed to serve as the vehicular access for 37 dwellings), removes conflict between HGVs using the WRG/FCC Environment access road and residential traffic generated by the proposed development.
- 3.6 The re-configuration of this area and the lowering of the site levels in the north east corner of the site has resulted in the loss of 6 units compared with the previous scheme. However, the benefits of the revised scheme in terms of improving the relationship between the

proposed dwellings and the Hornet Business Estate and its access road, and removing the vehicular access point for dwellings from the Hornet Business Estate access road outweighs the reduction in the total number of units to be developed on the site.

WRG/FCC Environment Access Road

- 3.7 The maintenance of a separate access serving Stangate Quarry has been raised as a concern in the consultation responses received on the May 2012 submission documents. The re-configuration of the higher level platform area has enabled the creation of an entirely separate access to the Stangate Quarry site. It is proposed to create a landscaped bund along the length of the WRG/FCC Environment access road in order to screen the access road from the proposed development and to reduce its impact still further. It is envisaged that the landscaped bund will measure 1-2 metres in height. The removal of the vehicular access link from the Quarry Hill roundabout into the proposed residential development, together with the **deletion of the phased approach and the proposed 'dual use' of a section of the WRG/FCC Environment access road** effectively addresses and overcomes the concerns expressed in the consultation responses in relation to the access road issues.
- 3.8 Furthermore, additional information has come to light from FCC Environment with regard to the potential lorry movements during the restoration/remodelling works required to Stangate Quarry. As referred to previously in this Statement, Kent Planning and Environment in its response to TMBC dated 6 August 2012 (Appendix 1 KCC Planning Applications Group comments on additional information, para. 2.38) questioned whether the 600 HGV movement (300 in/out) scenario is realistic. KCC went on to state that based on experience from other site, 300 movements (150 in/out) is probably a more realistic maximum. Following further discussions with TMBC Officers, it was agreed to assess the proposed works to Stangate Quarry on the basis of 150 lorries per day for the transport and noise assessments.
- 3.9 During the re-assessment of the revised proposal on the basis of 150 lorries per day, further correspondence has been exchanged between Hanson and FCC Environment on the number of potential traffic movements and the future amount of spoil. It has now come to light from FCC Environment that the future amount of spoil is likely to amount to the following:
- Rectification to resolve immediate differential settlement – 17,000m³
 - Backfilling of Mill Road bridge – 3,000m³

- 3.10 FCC Environment expect to carry out the work in the shortest period of time possible (in the summer months) to keep preliminary costs down. 80 lorries per day has been confirmed verbally by FCC Environment as a reasonable assumption.
- 3.11 Following receipt of this updated information from FCC Environment, we have therefore reported on 80 lorries per day in the Transport Assessment (October 2012) and Noise Assessment (October 2012) reports. The Transport Assessment splits the trips over 9 hours i.e. 0700 to 1500 hrs for arrivals and 0800 to 1600 hrs for departures to reflect the typical working day.
- 3.12 The updated Noise Assessment (October 2012) demonstrates that 80 lorries per day will result in a worse case of 20 lorry movements per hour. Updated noise modelling for the revised scheme shows that the noise levels in the gardens will be below the World Health Organisation (WHO) guidelines and therefore a noise barrier is not required between the FCC Environment access road and the proposed residential properties. The majority of plots will meet the TMBC criterion for an open window at the nearest receptors to the FCC Environment access road. Only ten plots will require an alternative ventilation system to living rooms and kitchen/diners.

Housing Mix

- 3.13 The amended proposal (as at October 2012) is for 171 dwellings and the provision of an extensive area of public open space. All of the dwellings will be served from the proposed vehicular access from the Haul Road. No dwellings will have vehicular access from Quarry Hill Road. Only an emergency vehicular link will be retained to Quarry Hill Road which will have lockable bollards preventing access by other vehicles. However, a pedestrian and cycleway link from the development to Quarry Hill Road will be retained as part of the revised scheme.
- 3.14 In terms of the overall housing mix, a total of 69 affordable units and 102 private units will now be provided on site. Whilst the total number of units to be developed on the site has reduced, 40% will be affordable units.
- 3.15 The amended scheme now incorporates only 2 bed flats rather than a mixture of 1 and 2 bed flats. With regard to affordable units, the mix now includes more housing than originally proposed. Tables 2.1-2.3 below highlight how the schedule of accommodation proposed on the site has evolved since May 2011.

Table 2.1: Schedule of Accommodation (May 2011)

House Type	Private	Shared Ownership	Social Rented	Shared Equity	Total No. of Units	% Total
1 Bed Flat	0	2	2	0	4	2.3%
2 Bed Flat	0	4	4	12	20	11.3%
2 Bed Mews House	9	0	2	2	13	7.3%
2 Bed House	15	1	11	3	30	16.9%
3 Bed House	58	9	13	1	81	45.8%
4 Bed House	24	0	5	0	29	16.4%
Total	106	16	37	18	177	100%

Table 2.2 Schedule of Amended Accommodation (May 2012)

House Type	Private	Shared Ownership	Social Rented	Shared Equity	Total No. of Units	% Total
1 Bed Flat	0	0	0	0	0	0%
2 Bed Flat	0	6	6	9	21	11.9%
2 Bed Mews House	9	0	0	4	13	7.3%
2 Bed House	11	2	11	10	34	19.2%
3 Bed House	53	8	17	2	80	45.2%
4 Bed House	26	0	3	0	29	16.4%
Total	99	16	37	25	177	100%

Table 2.3 Schedule of Amended Accommodation (October 2012)

House Type	Private	Shared Ownership	Social Rented	Shared Equity	Total No. of Units	% Total
1 Bed Flat	0	0	0	0	0	0%
2 Bed Flat	0	6	6	9	21	12.3%
2 Bed Mews House	10	0	3	3	16	9.4%
2 Bed House	16	1	6	6	29	16.9%
3 Bed House	50	8	16	0	74	43.3%
4 Bed House	26	0	5	0	31	18.1%
Total	102	15	36	18	171	100%

Affordable Housing

3.16 A key feature of the Application as amended is the opportunity to provide, and deliver, greater housing choice in the Borough. This development will include a number of affordable houses provided for local need, which have been in relatively short supply in new developments in Borough Green. 40% of the 171 residential dwellings will be classified as affordable. Tables 2.4 -2.6 below set out in detail the number of affordable units proposed, their size (in terms of bedroom numbers) and tenure.

Table 2.4: Schedule of Affordable Accommodation (May 2011)

House Type	Shared Ownership	Affordable Rent	Shared Equity	Total No. of Affordable Units	% Total
1 Bed Flat	2	2	0	4	5.6%
2 Bed Flat	4	4	12	20	28.2%
2 Bed Mews House	0	2	2	4	5.6%
2 Bed House	1	11	3	15	21.1%
3 Bed House	9	13	1	23	32.4%
4 Bed House	0	5	0	5	7.04%
Total	16	37	18	71	100%

Table 2.5 Schedule of Amended Affordable Accommodation (May 2012)

House Type	Shared Ownership	Affordable Rent	Shared Equity	Total No. of Affordable Units	% Total
1 Bed Flat	0	0	0	0	0%
2 Bed Flat	6	6	9	21	26.9%
2 Bed Mews House	0	0	4	4	5.1%
2 Bed House	2	11	10	23	29.5%
3 Bed House	8	17	2	27	34.6%
4 Bed House	0	3	0	3	3.8%
Total	16	37	25	78	100%

(NOTE: 78 AFFORDABLE UNITS TO BE PROVIDED IN TOTAL AS PART OF MAY 2012 SCHEME WHICH IS EQUIVALENT TO 44% AFFORDABLE HOUSING IN TOTAL). INCREASE IN AFFORDABLE HOUSING QUOTA DUE TO PHASED APPROACH)

Table 2.6 Schedule of Amended Affordable Accommodation (October 2012)

House Type	Shared Ownership	Affordable Rent	Shared Equity	Total No. of Affordable Units	% Total
1 Bed Flat	0	0	0	0	0%
2 Bed Flat	6	6	9	21	30.4%
2 Bed Mews House	0	3	3	6	8.7%
2 Bed House	1	6	6	13	18.8%
3 Bed House	8	16	0	24	34.8%
4 Bed House	0	5	0	5	7.2%
Total	15	36	18	69	100%

3.17 The 69 No. affordable homes will result in the following mix (when seen in the context of the overall site of 171 dwellings):

- 36 Units/21% social rent (Affordable Rent)
- 15 Units/9% shared ownership
- 18 Units/10% shared equity
- **69 Units/40% total affordable housing**

3.18 In terms of the mix of affordable accommodation, the mix of dwelling sizes as shown in Tables 2.3 and 2.6 above is considered to meet the local affordable housing needs of

Borough Green by providing much needed family sized housing (3+ bedrooms). Discussions have taken place with Housing Officers from TMBC who are in agreement that the location of affordable housing within the site and the mix of affordable housing proposed is acceptable.

- 3.19 With regard to phasing, as explained earlier in this Statement, it is no longer proposed to develop the site in two phases. The 171 units proposed on the sites will be built out in a single phase.
- 3.20 The Affordable Housing Statement (October 2012) which is also being submitted as an application document provides more detail on the proposed affordable housing element.

Design Issues

- 3.21 A variety of building heights (2, 2.5 and 3 storeys) are incorporated within the residential development, although the proposals are predominantly two storey in height. Building heights have been particularly informed by site levels within and adjacent to the Application Site.
- 3.22 The amended materials palette will include:
- Brick: Ibstock Ivanhoe Mellor Red and Ibstock Coleridge Yellow
 - Roof Tiles: Eternit Rivendale Artificial slate Blue/Black or red small format tiles
 - Tile Hanging: Imerys Phalempin Clay Plain Tiles, a combination of Amber, Rustic Red and Volcano
 - Additional elevation treatments: Hardiplank boarding in white
 - Render: Monocouche or Similar in Cream, Buff, Griss Perle, Stone Grey and Granite Grey
 - Car barns: Sawn Timber stained in a light coloured oak finish
- 3.23 The materials have been chosen in order to reflect a high quality, interesting design that enhances and complements the existing surrounding dwellings. The designs reflect the local vernacular form and style of building elements and are considered to be in accordance with the Borough Green Character Areas SPD (adopted July 2011).
- 3.24 Revised cross section and streetscene drawings have been included as part of the amended application package to illustrate the level differences between the units and gardens at the north end of the site compared with the existing Hornet Business Estate and the existing Hornet Business Estate access road. In addition, the rear boundaries of the units that are to

the south of the Hornet Business Estate have been realigned away from the bank to reduce the impact of the garden areas on the bank.

Landscape Visual Impact Assessment Work

- 3.25 TMBC has requested that a Landscape Visual Impact Assessment is carried out in respect of the amended scheme. Murdoch Wickham, the Landscape Consultants for the project has produced a Landscape Visual Impact Assessment (November 2011) together with amended Landscape and Housing Masterplan (30 November 2011). The Assessment demonstrates that the proposed development will not have a detrimental impact in landscape terms on the surrounding area.
- 3.26 The Site Landscape and Housing Landscape Masterplans have been updated to reflect the revised layout as at October 2012. Drawing Nos. 1248/011 Rev C and 1248/012 Rev B are enclosed in the revised drawings and document package.

Haul Road Width and Access

- 3.27 The application submitted in May 2011 proposed that a series of works would be carried out to the Haul Road to bring it up to an adoptable standard. This included reducing the width of the existing Haul Road to 5.5m and the inclusion of a 1.5m footway on the southern alignment.
- 3.28 Concern was expressed during the consultation phase on the current application regarding the proposed width for the Haul Road once it is adopted. Therefore since the submission of the application, a number of discussions have taken place with Kent Highway Services and the owner of the Hornet Business Estate regarding the proposed Haul Road improvements. It has since been agreed with Kent Highway Services that the works to the Haul Road to bring it to an adoptable standard will result in a 6.7 metre road width and the inclusion of a 1.6 metre footway on the southern alignment between the proposed site entrance and the Quarry Hill Road roundabout. A footway of 1.3 metres is to be provided between the site entrance and the Dark Hill roundabout. In addition a pedestrian crossover at the Quarry Hill Road roundabout is to be provided. The Haul Road will (as agreed by Kent Highway Services) remain unlit.
- 3.29 Therefore the amended application documentation package in May 2012 included amended drawings of the Haul Road improvements (dated 30 November 2011). The amended application documentation package (May 2012) included an updated Transport Assessment (dated April 2012). The updated Transport Assessment emphasised how the development will

be linked to the existing village and public rights of way and proposed footway improvements.

- 3.30 The amended scheme differs from the submitted schemes (May 2011 and May 2012) in that **all dwellings will be served by a single access onto the Haul Road (known as the 'West Access')**. The Quarry Hill Roundabout access will no longer provide a vehicular access for any dwellings; it will solely serve as an emergency access and pedestrian link into the site from Quarry Hill Road. A further amended Transport Assessment (October 2012) is included in the amended application submission highlighting this amendment to the design of the proposal.

Parking Provision

- 3.31 An imaginative approach to parking on the Isles Quarry West site has been adopted. A variety of parking spaces/facilities have been incorporated within the development including car parking barns, courtyard parking areas, driveways, and on street parking. The scheme provides for 301 No. car parking spaces. It is considered that this is an adequate provision of parking spaces for this type of housing in a sustainable location. The level of parking proposed has been discussed and agreed with Officers at TMBC and Kent Highway Services.
- 3.32 In addition, the amended site layout plan (October 2012) includes provision for 35 No. visitor car parking spaces. The spaces will be available on-street and further spaces will also be available within parking courts where possible. Again the level of visitor parking proposed has been discussed and agreed with Officers at TMBC and Kent Highway Services.

Sustainability

- 3.33 A Sustainability Statement was submitted in the amended application documentation on 30 November 2011. The Sustainability Statement assesses the scheme in detail and sets out the commitments to be incorporated in the detailed design of the whole site, to achieve a sustainable and environmentally friendly site during construction and during the lifecycle of the buildings themselves.
- 3.34 The affordable homes proposed on the site will comply with the Code for Sustainable Homes level 3 and the development will produce significant improvements over and above the building regulations.

EIA Screening

- 3.35 An EIA Screening Opinion was submitted to TMBC for consideration on 03 November 2011. The screening opinion outlines in detail the proposed amended development (as at May 2012) and seeks TMBC's opinion on whether or not an EIA is required for the proposed development as amended.

Ecology

- 3.36 An Ecological Assessment (April 2011) was submitted with the planning application in May 2011. At the time of the April 2011 report, phase 2 bat surveys were scheduled and ongoing at the site. The amended application documentation package in May 2012 included Phase 2 Survey Results (Bats and Reptiles) and an Outline Management Strategy/Framework for the open space (dated November 2011). The Survey Results (November 2011) suggest low-moderate levels of bat activity which are comparative with the results of the previous bat survey work undertaken at the site. The Ecological Assessment (April 2011) sets out recommendations for ecological enhancement. In terms of reptiles, the Survey Results suggest a high population of Common Lizard. Again, recommendations for ecological enhancement including a translocation exercise are set out in the Ecological Assessment (April 2011).

Noise

- 3.37 A noise assessment was submitted with the Planning Application and carried out in accordance with guidance included in the PPG24: Planning and Noise (1994). An addendum to the Noise Assessment (May 2012) was submitted with the amended application documentation in May 2012 which addressed the WRG access road issue and the impact of the Hornet Business Estate in its existing state and also with the approved extension of 4 additional units on the proposed residential development. In terms of the WRG access road issue, a number of scenarios are presented in terms of likely HGV lorry movements.
- 3.38 The mitigation approach proposed in May 2012 involved the erection of a 3 metre high noise attenuation fence along the boundary with Hornet Business Estate. This complies with criteria (c) of Policy H2 in the Development Land Allocations DPD.
- 3.39 The Noise Assessment (October 2012) considers in detail the noise impacting upon the proposed site from the operation of the Hornet Business Estate, HGVs using the FCC Environment access road and the Gas Utilization Plant at Stangate Quarry.

- 3.40 The mitigation approach proposed in October 2012 includes the erection of a 3 metre high noise attenuation fence along the southern and eastern boundaries with Hornet Business Estate and the installation of an alternative ventilation system to some units. This complies with criteria (c) of Policy H2 in the Development Land Allocations DPD.
- 3.41 In relation to the FCC Environment access road and predicted HGV movements utilising the access road for the re-modelling/remediation works required, in consultation with FCC Environment a scenario of 80 lorries per day has been assessed. As referred to previously in this Planning Statement, noise levels in gardens closest to the FCC Environment access road will be below the WHO guidelines and therefore a noise barrier is not required between the access road and the proposed residential properties. Ten units close to the FCC Environment access road will require alternative ventilation systems to living rooms and kitchen/diners.
- 3.42 With regard to the Gas Utilization Plant (GUP), this is located approximately 205m to the south-east of the nearest proposed residential receptor and is a potential noise source that could impact upon the site. However, the Noise Assessment (October 2012) has assessed the GUP and concludes that the predicted low frequency noise from the GUP at the location of the nearest Isles Quarry site boundary is unlikely to differ greatly from that which is likely to be currently experienced at the Isles Quarry site. Therefore it is unlikely to result in a significant noise impact.

Air Quality

- 3.43 An air quality assessment was carried out and submitted with the Planning Application. The assessment has been subsequently updated and an amended assessment was included in the May 2012 amended application documentation (dated November 2011 as amended May 2012). The amended assessment (November 2011 as amended May 2012) investigated in full any potential impacts and mitigation measures required during the construction phase and also any residual impacts of the completed development, reflecting comments received from Environmental Health Officers. The amended report concluded that the proposed development would not lead to a marked change in the standard of local air quality, and would meet the criteria set specifically for air quality in Policy SQ4 of the Managing Development and the Environment DPD. The overall effect of the proposed development is considered minimal in terms of local air quality.
- 3.44 An amended Air Quality Assessment (October 2012) has been produced to assess the revised scheme and its impact. The amended Assessment (October 2012) still concludes that the proposed development would not lead to a marked change in the standard of local air quality

and that the overall effect of the proposed development is still considered as minimal in terms of local air quality.

Flooding and Surface Water Drainage

- 3.45 A Flood Risk Assessment was submitted with the application in May 2011. The Flood Risk Assessment was updated (November 2011) and included an update on the proposed foul water drainage strategy, as requested by the Case Officer for the planning application.
- 3.46 An amended Flood Risk Assessment (October 2012) has been prepared. The amended Flood Risk Assessment (October 2012) concludes that the proposed development will not result in any detrimental impact on existing floodplain areas and any of the surrounding properties. It is also considered that the proposed drainage scheme will neither result in nor cause an increase in flood risk to surrounding properties or the development site.

Recycling Facilities

- 3.47 As referred to in the Planning Statement (April 2011), the existing recycling facility to the rear of the vacant Hanson offices will be relocated as part of the current development proposals, which will benefit both existing and proposed residents in this area of Borough Green. The proposed location for the existing recycling facility would be to the rear of the Hanson Office Building, which would be closer to the Medical Centre and to Quarry Hill Road and would be convenient for existing and new residents alike.

Publication of the NPPF

- 3.48 The National Planning Policy Framework (NPPF) was published in March 2012. The NPPF sets **out the Government's planning policies for England and how these are expected to be applied.**
- 3.49 It is recognised in the NPPF that the purpose of the planning system is to contribute to the achievement of sustainable development. There are three dimensions to sustainable development: economic, social and environmental. The social role involves supporting strong, vibrant and healthy communities, by providing a supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, **with accessible local services that reflects the community's needs and support its health, social and cultural well being.**

3.50 The proposed development of the Isles Quarry site will provide much needed affordable housing in Borough Green meeting the needs of present and future generations. As set out in the Design and Access Statement and its Addendum (October 2012), a high quality built environment will be created on the site and a significant amount of open space for the enjoyment of existing and future residents will also be incorporated in the scheme. The site is adjacent to the existing medical centre on Quarry Hill Road and is accessible to Borough Green village centre on foot or by cycle. Therefore the sustainable development of the Isles Quarry Site will meet existing housing needs whilst supporting the facilities of Borough Green including local shops and services. The proposed open space within the site will help to enhance health and social well being by providing a recreational area to be utilised by existing and future residents of Borough Green alike.

Written Ministerial Statement (WMS) (06 September 2012)

3.51 Whilst all Ministerial Statements represent material considerations in the context of policy evaluation, the recent WMS (06 September 2012) is particularly relevant.

3.52 The WMS highlights the Coalition Government's top priority, namely to "get the economy growing", and it reiterates the role of large housing schemes in assisting in the delivery of these objectives. The WMS seeks to progress the positive steps already being formulated following the publication of the NPPF, and advises that the Government intends to introduce legislation to encourage LPAs to deal quickly and effectively with proposals that will deliver homes, jobs and facilities.

3.53 The WMS includes the following:

"The need for new homes is acute, and supply remains constrained. There are many large housing schemes in areas of high housing demand that could provide real benefit to local communities once delivered. But, large schemes are complicated and raise a wide range of complex issues that can be difficult to resolve".

3.54 The statement goes on to set out that:

"The Government will work in partnership with local authorities, scheme promoters and communities to accelerate delivery of locally-supported, major housing sites. These will be sites where there is local support for growth, strong demand for new homes, and good prospects for early delivery".

3.55 The main (related) objectives of the WMS are:

- Accelerating large scale housing schemes;
- Reducing planning delays;
- Reducing the cumulative burden of red tape; and
- Supporting locally-led development (through the shared benefits of New Homes Bonus, CIL, etc.).

Growth and Infrastructure Bill (18 October 2012)

3.56 On 18 October 2012, the Growth and Infrastructure Bill was published. The Bill aims to:

“Help the country compete on the global stage by setting out a comprehensive series of practical reforms to reduce confusing and overlapping red tape that delays and discourages business investment, regeneration and job creation. The Bill will enable the country to create more of the homes and jobs that people aspire to faster whilst keeping important protections and safeguards in place. It will remove rigid process and unnecessary paperwork bringing important benefits to the economy and provide greater certainty to local firms and local communities”.

[Growth and Infrastructure Bill Background Paper, 18 October 2012].

3.57 It is clear that the proposed scheme at Isles Quarry accords fully with the Government’s most recent objectives. TMBC has an up-to-date development plan and the site is allocated for housing under Core Strategy Policy CP18. In addition, Policy H2 of the Development Land Allocations DPD (April 2008) details how the site is to be developed. The proposed development accords with both Core Policy CP18 and the Development Land Allocations DPD Policy H2. Therefore in accordance with the aims of the Growth and Infrastructure Bill and advice in the recent Written Ministerial Statement and the NPPF, the proposal should be approved without delay.

4.0 CONCLUSION

- 4.1 The proposed development that is the subject of this revised Application is the result of further extensive negotiations and consultation discussions by Crest Nicholson and its consultants with the Borough Council and County Council, Parish Council, local residents and other key local stakeholders. To take account of comments expressed during the consultation stage including concerns expressed by the owners of Hornet Business Estate and local residents, and in particular to respond to the Stangate Landfill remediation works and the WRG/FCC Environment access road, the scheme has evolved since its original submission in May 2011.
- 4.2 The Application Site is allocated for residential development in the adopted Core Strategy and in the Development Land Allocations DPD. Therefore the principle of residential development on the site has been established.
- 4.3 The extensive technical studies which were undertaken prior to the application submission have been updated to reflect the amended scheme (as at October 2012). The studies confirm that the development of this site with an amended site layout is still both achievable and suitable, and therefore deliverable.
- 4.4 In summary the proposed scheme as amended:
- Provides much needed housing for local people;
 - Provide much needed affordable housing for local people;
 - Promotes sustainable development;
 - Provides a significant area of open space including a LEAP for the benefit of existing residents of Borough Green and proposed residents of the development;
 - Would not adversely impact on the surrounding landscape and provide landscape amenities which will meet the needs of future residents as well as provide alternative recreational opportunities for existing residents of Borough Green;
 - Would not have a harmful impact on the local ecology and protect and enhance the local ecology via enhancements to the natural landscape which will also provide for ecological diversification and the long term management of the SNCI;
 - Would not have a harmful impact on existing highways infrastructure; and
 - Makes a significant contribution towards off site outdoor sports provision in the Borough.

- 4.5 The proposed development accords with all of the criteria in Policy H2 of the Development Land Allocations DPD and, in accordance with the advice in the recent Written Ministerial Statement and the NPPF, should therefore be approved.

APPENDIX 1

SCHEDULE OF CURRENT APPLICATION DOCUMENTS

LAND AT ISLES QUARRY, BOROUGH GREEN
Schedule of Current Planning Application Documents (as at 01 November 2012)

Document/Plan		Plan Ref	Date Submitted
1	Layout Plan	Drawing No. 09-1731-002 Rev U	01/11/2012
2	Materials Layout Plan – Roof Materials	Drawing No.09-1731-004 Rev G	01/11/2012
3	Materials Layout Plan - External Wall Materials	Drawing No.09-1731-005 Rev J	01/11/2012
4	Site Layout – Cycle and Refuse Layout	Drawing No.09-1731-007 Rev B	01/11/2012
5	Streetscenes AA-CC	Drawing No.09-1731-009 Rev E	01/11/2012
6	Streetscenes DD-FF	Drawing No. 09-1731-010 Rev F	01/11/2012
7	Elevational and Floor Plan Drawings for all house and flat types	See Grafik Planning Pack (November 2012)	01/11/2012
8	Massing Plan	Drawing No.09-1731-006	01/11/2012
9	Haul Road Layout	Drawing No. D129371-100-101 Rev P5 Drawing No.D129371-100-102 Rev P10 Drawing No. D129371-100-103 Rev P6	01/11/2012
10	Visual from Entrance Roundabout	Drawing No. 09-1731-600	01/11/2012
11	Visual from Hornet Business Estate Access Road	Drawing No. 09-1731-601	01/11/2012
12	Vehicle Path Analysis (Sheets 1 to 6)	Drawing No. D129371-100-110 Rev P2 Drawing No. D129371-100-111 Rev P2 Drawing No. D129371-100-112 Rev P2 Drawing No. D129371-100-113 Rev P2 Drawing No. D129371-100-114 Rev P3 Drawing No. D129371-100-115 Rev P2	01/11/2012
13	Landscape and Visual Assessment	Document Reference 1248/015 Rev A (November 2011)	30/11/2011
14	Play Area Plan	Drawing No. 1248/013 Rev E	01/11/2012
15	Site Landscape Masterplan	Drawing No. 1248/011 Rev C	01/11/2012
16	Housing Landscape Masterplan	Drawing No. 1248/012 Rev B	01/11/2012
17	LAP Play Area Plan	Drawing No. 1248/014 Rev C	01/11/2012
18	Design and Access Statement Addendum A (Nov 2011 updated May 2012)	Addendum A (Nov 2011 updated May 2012)	18/05/2012
19	Phase 2 Survey Results (Bats and Reptiles) and Outline Management Strategy/Framework (November 2011)	November 2011	30/11/2011
20	Tree Protection Plan	Drawing No. IJK/7425/002 Rev B	30/11/2011

Document/Plan		Plan Ref	Date Submitted
21	Arboricultural Report (Tree Survey & Impact Assessment) (Updated 29/11/11)		30/11/2011
22	Sustainability Statement	24 November 2011	30/11/2011
23	Flood Risk Assessment (October 2012)	October 2012	01/11/2012
24	Response to Stage 1 Safety Audit (October 2012)	October 2012	01/11/2012
25	Haul Road Improvements and Access Junction Final Stage 1 Road Safety Audit (October 2012)	October 2012	01/11/2012
26	Outdoor Lighting Report	November 2011	30/11/2011
27	Lighting Plan	November 2011	30/11/2011
28	Site Sections: AA to CC Site Sections: DD to FF Site Sections: GG to LL Site Sections: MM to PP Site Sections: QQ to SS	Drawing No. 09-1731-011 Rev C Drawing No. 09-1731-012 Rev D Drawing No. 09-1731-013 Rev D Drawing No. 09-1731-014 Rev B Drawing No. 09-1731-015 Rev A	01/11/2012
29	Masterplan	Drawing No. 09-1731-001 Rev A	01/11/2012
30	Design and Access Statement Addendum C	November 2012	01/11/2012
31	Borough Green Thursday Parking Survey Report (February 2012)	February 2012 47058765 (Final)	16/02/2012
32	Parking Strategy	Drawing No. 09-1731-008 Rev A	01/11/2012
33	Parking Travel Plan (p113,114,123 &150)	Drawing No. 09-1731-008.1	01/11/2012
34	Viability Toolkit Report (Private and Confidential Doc not for re-consultation) April 2012	18 April 2012	19/04/2012
35	Quarry Hill Road / Rock Road Footpath Works	Drawing No. D129371-100-106 Rev P1	01/11/2012
36	Amended Draft Unilateral Undertaking (18 April 2012)	18 April 2012	20/04/2012
37	Transport Assessment (October 2012)	October 2012	01/11/2012
38	Interim Residential Travel Plan	October 2012	01/11/2012
39	Supplementary Planning Statement	October 2012	01/11/2012
40	Noise Assessment (October 2012)	October 2012	01/11/2012
41	Accommodation Schedule (October 2012)	24 October 2012	01/11/2012
42	Tenure Plan	Drawing No. 09-1731-003 Rev D	01/11/2012
43	Air Quality Impact Assessment (October 2012)	October 2012	01/11/2012
44	Affordable Housing Statement (October 2012)	October 2012	01/11/2012
45	Site Location Plan (1:2500)	18769 05 Rev B	05/05/2011
46	1APP Form, Certificate B & Article 7 (Agricultural Holdings)	-	05/05/2011

Document/Plan		Plan Ref	Date Submitted
47	Copy of letters for Certificate B	-	05/05/2011
48	Completed Validation Checklist	-	05/05/2011
49	Planning Statement	April 2011	05/05/2011 (also refer to Supplementary Planning Statement)
50	Statement of Community Involvement	April 2011	05/05/2011
51	Geo-environmental and Geotechnical Ground Conditions Report 2010	April 2011	05/05/2011
52	Utility Services Report	April 2011	05/05/2011
53	Topographical Survey	Drawing No. S10/2850/01 rev C	03/06/2011
54	Borough Green Parking Survey	May 2011	03/06/2011
55	Design and Access Statement	June 2011	15/07/2011

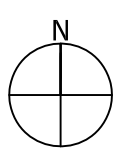
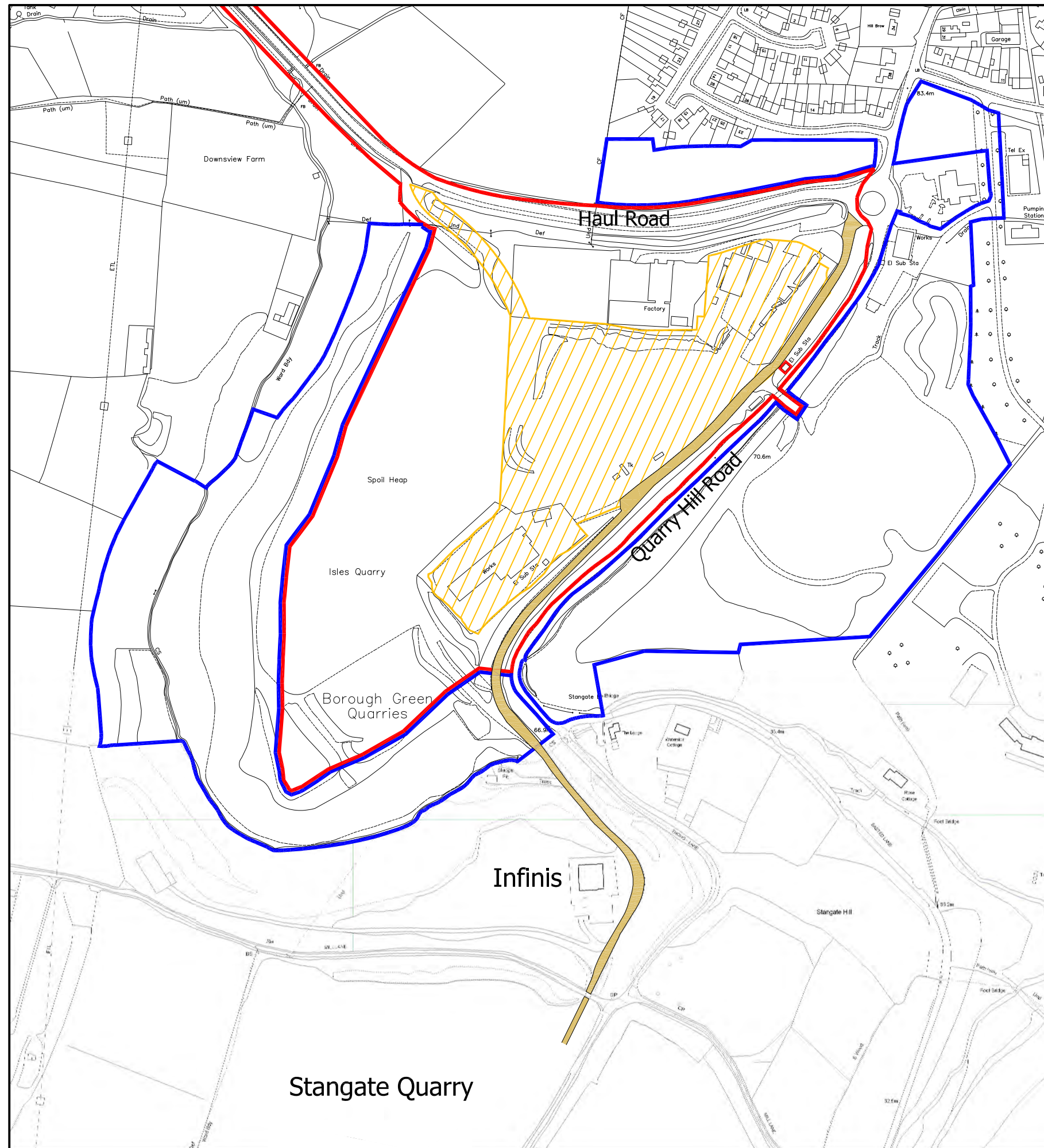
Barton Willmore
01 November 2012

APPENDIX 2

LOCATION PLAN SHOWING WRG ACCESS ROAD

The scaling of this drawing cannot be assured

Revision _____ Date _____ Drn _____ Ckd _____



- LEGEND**
- Application Site Boundary (approx. 12.35 hectares)
 - Land within Crest's control
 - Residential Area
 - WRG Access

Project
Isles Quarry
Borough Green

Drawing Title
Site Location Plan
Showing WRG Access

Date	Scale	Drawn by	Check by
02.09.11	NTS	HvA	EH
Project No	Drawing No	Revision	
18769	09	-	



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APPENDIX 3

**AMENDED SITE LAYOUT PLAN
(DWG NO. 09-1731-002 REV JJ)**

(SUBMITTED TO TMBC MAY 2012)



Phase 1

Phase 2

Legend:

- - - Application Boundary - Phase 1
- - - Application Boundary - Phase 2
- Parking Space
- Close Boarded Fence (1.8m high)
- Brick Wall (1.8m high)
- Existing Trees
- Proposed Trees
- Indicates existing trees to be retained
- Existing vegetation
- Unit Entrance
- Unit Back Door
- Rear Garden Access
- Lockable Gate (SBD)
- Cycle Store Access
- Refuse Access
- Denotes location of parking bays, garages and carports
- Visitors Parking Bay

Note:
Details relating to the proposed Landscaping Scheme, levels or tracking to be referred to the Landscape / Engineering drawing pack respectively.

KEY

- Shared Equity (25)
- Rented (37)
- Shared Ownership (16)

No.	Date	Amendment	Initials	No.	Date	Amendment	Initials
JJ	09.05.12	Plans 102 & 103 updated to private. Plans 78 & 79 updated to shared equity. Flat Block 10 removed & unit's removed. Block F1 roof detail amended.		LS			
B	18.04.12	Plans 43 & 46 updated to house type S23. Plans 102 & 74-77 shown as shared equity.		LS			
HR	24.11.2011	Haul Road Updated. WRC Access Updated. Layout Updated. Parking & Visitors Parking Updated. Landscaping Layout Updated.		HN			
GG	18.11.2011	Layout amended to client comments.		HN			
FF	28.10.2011	Layout amended to client comments.		HN			
EE	04.10.2011	Layout amended to client comments.		PJS			
DD	29.09.2011	Layout amended to client comments.		PJS			
CC	22.09.2011	Layout amended to client comments.		PJS			
BB	21.09.2011	Layout amended to client comments.		PJS			
AA	13.09.2011	Layout amended to client comments.		PJS			
K	12.07.2011	Layout amended to client comments.		HN			
J	27.04.2011	Layout amended to client comments.		HN			
H	05.04.2011	Layout amended to client comments.		HN			
G	31.03.2011	Layout amended to client comments.		PJS			
F	31.03.2011	Layout amended to client comments.		PJS			
E	29.03.2011	Layout amended to client comments.		PJS			
A	09.08.2010	Parking nos & rear access added.		PJS			

General Notes:
Housing Development Boundary based on drawing 09-1731-002 issued to Client on June 2010.

Survey information based on drawings S102850/01 to 13 RevA from Hook Survey Partnership.

Landscaping note:
For details of landscaping see Murdoch Wickhams Drawings and Statement.

Client: Crest Nicholson Eastern
Project: Isles Quarry, Borough Green

Drawing: Site Layout

Scale: 1:900 @ A0
Date: Aug 2010
Status: Preliminary
Dwg No.: 09-1731-002
Author: JJ

Griffin Architecture:
Barton Court
Barnhill Way
Bromley
Bromley CR2 0EZ
T +44 (0)1773 69 230
F +44 (0)1773 69 238
info@griffin.co.uk

Defend House:
51st & Ground Floor
5-25 Southon Street
LONDON EC2A 4EU
T +44 (0)20 7749 7700
F +44 (0)20 7739 7802
www.defendhouse.com

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APPENDIX 4

**AMENDED SITE LAYOUT PLAN
(DWG NO. 09-1731-002 Rev U)**

(OCTOBER 2012)



Legend:

- - - Application Boundary
- Parking Space
- Close Boarded Fence (1.8m high)
- Brick Wall (1.8m high)
- Existing Trees
- Proposed Trees
- Indicates existing trees to be retained
- Existing vegetation
- Unit Entrance
- Unit Back Door
- Rear Garden Access
- Lockable Gate (SBD)
- Cycle Store Access
- Refuse Access
- Denotes location of parking bays, garages and carports
- Visitors Parking Bay

Note:
Details relating to the proposed Landscaping Scheme, levels or tracking to be referred to the Landscaper/Engineering drawing pack respectively.

No.	Date	Amendment	Initials	No.	Date	Amendment	Initials
U	25.10.12	Amended allocated car parking space to Pumping Station updated to sub engineer's dwg	YT	U	25.10.12	Amended allocated car parking space to plots 85, 86, 157 and water parking	YT
T	17.10.12	Amended allocated car parking space to plots 85, 86, 157 and water parking	YT	S	17.10.12	Updated the legend	YT
S	17.10.12	Updated the legend	YT	R	11.10.12	Amended roof plan to suit Roof Material dwg Plot 19 changed to Elmwell v3	YT
R	11.10.12	Amended roof plan to suit Roof Material dwg Plot 19 changed to Elmwell v3	YT	Q	09.10.12	Amended road layout in front of plots 22-24 to engineer's comments (email 11.10.12) Footprint to plots 62-66 amended to suit house type plans	EMF
Q	09.10.12	Amended road layout in front of plots 22-24 to engineer's comments (email 11.10.12) Footprint to plots 62-66 amended to suit house type plans	EMF	P	08.10.12	Plots 1-16 shifted to the west 530mm	EMF
P	08.10.12	Plots 1-16 shifted to the west 530mm	EMF	N	05.10.12	Amended road layout in front of plots 22-24 Plots 96-97 shifted down, as a result of plot 95 drain to match flat type drawing	MRG
N	05.10.12	Amended road layout in front of plots 22-24 Plots 96-97 shifted down, as a result of plot 95 drain to match flat type drawing	MRG	M	27.07.12	Amendments made to client's comments (email 09.10.12)	MRG
M	27.07.12	Amendments made to client's comments (email 09.10.12)	MRG	LL	23.07.12	Garden wall to Plots 99-91 amended to URG comments (email 09.10.12)	MRG
LL	23.07.12	Garden wall to Plots 99-91 amended to URG comments (email 09.10.12)	MRG	KK	21.06.12	HA units amended to HQ1 compliance	LS
KK	21.06.12	HA units amended to HQ1 compliance	LS	JU	09.06.12	New Plot Numbers Added	LS
JU	09.06.12	New Plot Numbers Added	LS	J	27.07.12	Road width increased as requested	MRG
J	27.07.12	Road width increased as requested	MRG	I	18.04.12	Road width increased as requested	MRG
I	18.04.12	Road width increased as requested	MRG	HH	24.11.2011	Hornet Business Estate layout added. L.A.P reference amended as per Planners comments	LS
HH	24.11.2011	Hornet Business Estate layout added. L.A.P reference amended as per Planners comments	LS	GG	18.11.2011	Plots 102 & 103 updated to private. Plots 78 & 79 updated to shared equity. Flat Block F3 domers & walls removed Block F1 roof detail amended	LS
GG	18.11.2011	Plots 102 & 103 updated to private. Plots 78 & 79 updated to shared equity. Flat Block F3 domers & walls removed Block F1 roof detail amended	LS	FF	28.10.2011	Plots 45 & 46 updated to house type SU3. Plots 10-12 & 74,77 shown as shared equity.	LS
FF	28.10.2011	Plots 45 & 46 updated to house type SU3. Plots 10-12 & 74,77 shown as shared equity.	LS	EE	04.10.2011	New Road Updated	H&N
EE	04.10.2011	New Road Updated	H&N	DD	28.09.2011	WRG Access Updated	H&N
DD	28.09.2011	WRG Access Updated	H&N	CC	22.09.2011	Layout Updated	H&N
CC	22.09.2011	Layout Updated	H&N	BB	21.09.2011	Parking & Visitors Parking Updated	H&N
BB	21.09.2011	Parking & Visitors Parking Updated	H&N	AA	13.09.2011	HT References Updated	H&N
AA	13.09.2011	HT References Updated	H&N	K	12.07.2011	Landscaping Layout Updated	H&N
K	12.07.2011	Landscaping Layout Updated	H&N	J	27.04.2011	Layout amended to client comments	H&N
J	27.04.2011	Layout amended to client comments	H&N	I	05.04.2011	Layout amended to client comments	H&N
I	05.04.2011	Layout amended to client comments	H&N	H	31.03.2011	Layout amended to client comments	H&N
H	31.03.2011	Layout amended to client comments	H&N	G	31.03.2011	Layout amended to client comments	H&N
G	31.03.2011	Layout amended to client comments	H&N	F	31.03.2011	Layout amended to client comments	H&N
F	31.03.2011	Layout amended to client comments	H&N	E	29.03.2011	Layout amended to client comments	H&N
E	29.03.2011	Layout amended to client comments	H&N	D	24.03.2011	Layout amended to client comments	H&N
D	24.03.2011	Layout amended to client comments	H&N	C	17.03.2011	Layout amended to client comments	H&N
C	17.03.2011	Layout amended to client comments	H&N	B	12.08.2010	Layout amended to client comments	H&N
B	12.08.2010	Layout amended to client comments	H&N	A	25.11.11	Path removed & tenure changed Updated as per site layout	H&N
A	25.11.11	Path removed & tenure changed Updated as per site layout	H&N				

General Notes:
Housing Development Boundary based on drawing 09-1731-002 issued to Client on June 2010

Survey information based on drawings S102850/01 to 13 Rev A from Hook Survey Partnership

Landscaping note:
For details of landscaping see Murdoch Wickham Drawings and Statement

Client : **Creel Nicholson Eastern**

Project : **Isles Quarry, Borough Green**

Drawing : **Site Layout**

Scale : 1:500 @ A0

Status : **Planning**

Date : **Nov 2011**

Dwg No : **09-1731-002**

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GRAFIK ARCHITECTURE
Barton Court, Station Road, Eastleigh, Hampshire, SO50 9JN
Tel: +44 (0)1703 668 233 Fax: +44 (0)1703 668 234
www.grafik.com