

Planning Committee – Supplementary agenda

A meeting of the Planning Committee will be held on:

Date: 27 September 2017

Time: 6.30pm

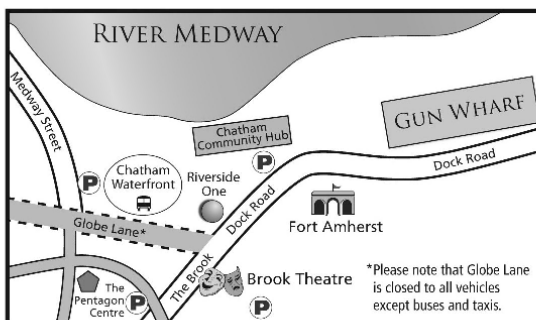
Venue: Meeting Room 9 - Level 3, Gun Wharf, Dock Road, Chatham ME4 4TR

Items

- 16 Additional Information - Supplementary agenda advice sheet (Pages 3 - 10)**

For further information please contact **Ellen Wright, Democratic Services Officer** on Telephone: 01634 332012 or Email: democratic.services@medway.gov.uk

Date: 27 September 2017



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A summary of this information can be made available in other formats from **01634 333333**

If you have any questions about this meeting and you want to speak to someone in your own language please ring **01634 335577**

বাংলা 331780
中文 331781

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كوردی 331841
এহেৎশাফব 331786

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Русский 332374
Lietuviškai 332372

Medway Council

PLANNING COMMITTEE – 27 September 2017

Supplementary Agenda Advice

Page 24 **MC/17/1820** **Bakersfield, Land at Station Road**

Recommendation

Amend Condition 2 to replace reference to drawings 666-241 and 666-242, with 666-241 P1 and 666-242A

Amend Condition 5 to replace reference to drawings 666-241 and 666-242, with 666-241 P1 and 666-242A

Delete Condition 21

Note: Following the meeting it was identified that the amendment to condition 2 set out above should have stated condition 1.

Page 44 **MC/17/1884** **Land South of Ratcliffe Highway
Junction with Bells Lane, Hoo St Werburgh, Rochester ME3 9JD**

Recommendation

Replace Condition 2 with revised Condition 2

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

CB_56_069_001, CB_56_069_002 Rev K, CB_56_069_003 Rev G,
CB_56_069_004 Rev G, CB_56_069_005 Rev G, CB_56_069_006
Rev G, CB_56_069_007 Rev G, CB_56_069_008 Rev G,
CB_56_069_009 Rev G, CB_56_069_0011 Rev G,

Flat Blocks

CB_56_069_C_BLA_P01, CB_56_069_C_BLA_E01,
CB_56_069_C_BLB_E01, CB_56_069_C_BLB_E02,
CB_56_069_C_BLB_P01,
CB_56_069_C_BLC_E01 Rev B, CB_56_069_C_BLC_E02 Rev B,
CB_56_069_C_BLC_P01 Rev B, CB_56_069_C_BLC_P02 Rev B,
CB_56_069_C_BLD_E01, CB_56_069_C_BLD_P01,
CB_56_069_C_BLD_P02,
CB_56_069_C_BLE_E01, CB_56_069_C_BLE_P01,

CB_56_069_C_BLF_E01, CB_56_069_C_BLF_E02,
CB_56_069_C_BLF_P01,

House type Character Area A

CB_56_069_A_GOU_E01, CB_56_069_A_GOU_E02,
CB_56_069_A_GOU_P01, CB_56_069_A_GOU_E03,
CB_56_069_A_GOU_E04, CB_56_069_A_GOU_P02,
CB_56_069_A_GOU_E05, CB_56_069_A_GOU_P03,

CB_56_069_A_2B3P_E01 Rev A, CB_56_069_A_2B3P_P01 Rev A,
CB_56_069_A_2B3P_E02 Rev A, CB_56_069_A_2B3P_P02 Rev A,
CB_56_069_A_2B3P_E03 Rev A, CB_56_069_A_2B3P_P03 Rev A,
CB_56_069_A_2B3P_E04 Rev A, CB_56_069_A_2B3P_E05 Rev A,
CB_56_069_A_2B3P_P04 Rev A,

CB_56_069_A_3B4P_E01 Rev A, CB_56_069_A_3B4P_P01 Rev A,
CB_56_069_A_3B4P_E02 Rev A, CB_56_069_A_3B4P_P02 Rev A,
CB_56_069_A_3B4P_E03 Rev A, CB_56_069_A_3B4P_P03 Rev A ,
CB_56_069_A_3B4P_E04 Rev A, CB_56_069_A_3B4P_P04 Rev A ,
CB_56_069_A_3B4P_E05 Rev A, CB_56_069_A_3B4P_P05 Rev A,
CB_56_069_A_3B4P_E06 Rev A, CB_56_069_A_3B4P_P06, Rev A
CB_56_069_A_3B4P_E07 Rev A,

CB_56_069_A_3B5PT_P01, CB_56_069_A_3B5PT_E02,
CB_56_069_A_3B5PT_E03, CB_56_069_A_3B5PT_E04,
CB_56_069_A_3B5PT_P02, CB_56_069_A_3B5PT_P03,
CB_56_069_A_3B5PT_E05,

CB_56_069_A_4B5P_E01 Rev A, CB_56_069_A_4B5P_E02 Rev A,
CB_56_069_A_3B5PT_E01, CB_56_069_A_4B5P_P01 Rev A,

House Type Character Area B

CB_56_069_B_2B_E01 Rev C, CB_56_069_B_2B_P01 Rev C,
CB_56_069_B_2B_E02, CB_56_069_B_2B_P02,

CB_56_069_B_2B3P_E01 Rev A, CB_56_069_B_2B3P_E02 Rev A
CB_56_069_B_2B3P_P01 Rev A, CB_56_069_B_2B3P_E03 Rev A,
CB_56_069_B_2B3P_P02 Rev A, CB_56_069_B_2B3P_E04 Rev A,
CB_56_069_B_2B3P_P03 Rev A, CB_56_069_B_2B3P_E05 Rev A,
CB_56_069_B_2B3P_P04 Rev A,

CB_56_069_B_2BC_E01, CB_56_069_B_2BC_P01,

CB_56_069_B_2BCH_E01 Rev A, CB_56_069_B_2BCH_P01 Rev A,
CB_56_069_B_2BCH_E02 Rev A, CB_56_069_B_2BCH_P02 Rev A,
CB_56_069_B_2BCH_E03 Rev A, CB_56_069_B_2BCH_P03 Rev A,

CB_56_069_B_3B_E01, CB_56_069_B_3B_E01,
CB_56_069_B_3B_P01, CB_56_069_B_3B_E03,
CB_56_069_B_3B_P02, CB_56_069_B_3B-E04,

CB_56_069_B_3B_P03,

CB_56_069_B_3B4P_E01 Rev A, CB_56_069_B_3B4P_P01 Rev A,
CB_56_069_B_3B4P_E02, CB_56_069_B_3B4P_P02 Rev A,
CB_56_069_B_3B4P_E03 Rev A, CB_56_069_B_3B4P_E04 Rev A,
CB_56_069_B_3B4P_P03 Rev A, CB_56_069_B_3B4P_E05 Rev A,
CB_56_069_B_3B4P_P04 Rev A, CB_56_069_B_3B4P_E06,
CB_56_069_B_3B4P_E07, CB_56_069_B_3B4P_P05,

CB_56_069_B_3B4PW_E01 Rev A, CB_56_069_B_3B4PW_P01 Rev
A,
CB_56_069_B_3B4PW_E02 Rev A, CB_56_069_B_3B4PW_P02 Rev
A,

CB_56_069_B_4B_E01 Rev A, CB_56_069_B_4B_P01 Rev A,
CB_56_069_B_4B_E02, CB_56_069_B_4B_E03,
CB_56_069_B_4B_P02,

CB_56_069_B_4B5P_E01 Rev A, CB_56_069_B_4B5P_P01 Rev A,

CB_56_069_B_GOU_E01, CB_56_069_B_GOU_P01,

CB_56_069_B_BLA_E01, CB_56_069_B_BLA_P01,

CB_56_069_B_BLC_E01 Rev B, CB_56_069_B_BLC_E02 Rev B,
CB_56_069_B_BLC_P01 Rev B, CB_56_069_B_BLC_P02 Rev B,
CB_56_069_B_BLD_E01, CB_56_069_B_BLD_E02,
CB_56_069_B_BLD_P01,

House Type Character Area C

CB_56_069_C_GOU_E01, CB_56_069_C_GOU_P01,

CB_56_069_C_2B_E01 Rev A, CB_56_069_C_2B_P01 Rev A,
CB_56_069_C_2B_E02 Rev A, CB_56_069_C_2B_P02 Rev A,

CB_56_069_C_2B3P_E01 Rev B, CB_56_069_C_2B3P_P01 Rev B,
CB_56_069_C_2B3P_E02 Rev B, CB_56_069_C_2B3P_P02 Rev B,
CB_56_069_C_2B3P_E03 Rev B, CB_56_069_C_2B3P_P03 Rev B,

CB_56_069_C_2BC_E01, CB_56_069_C_2BC_P01,

CB_56_069_C_2BCH_E01, CB_56_069_C_2BCH_P01,

CB_56_069_C_3B_E01 Rev A, CB_56_069_C_3B_P01 Rev A,

CB_56_069_C_3B4P_E01 Rev A, CB_56_069_C_3B4P_E02 Rev A,
CB_56_069_C_3B4P_P01 Rev A, CB_56_069_C_3B4P_E03 Rev A,
CB_56_069_C_3B4P_E04 Rev A, CB_56_069_C_3B4P_P02 Rev A,
CB_56_069_C_3B4P_E05 Rev A, CB_56_069_C_3B4P_P03 Rev A,
CB_56_069_C_3B4P_E06 Rev A, CB_56_069_C_3B4P_P04 Rev A,

CB_56_069_C_3B4PW_E01 Rev A, CB_56_069_C_3B4PW_P01Rev A,
CB_56_069_C_BLB_E01 Rev A, CB_56_069_C_BLB_E02 Rev A,
CB_56_069_C_BLB_P01 Rev A,

CB_56_069_C_BLE_E01, CB_56_069_C_BLF_P01,
CB_56_069_C_BLF_E02, CB_56_069_C_BLF_P01,

CB_56_069_C_2B3P_E01,
MBSK170807-1 Rev A
Garage and Car Port Building types
CB_56_069_GAR_E01 to E08,
Cycle Storage building
CB_56_069_BIN_E02,
Refuse Bin Storage Building
CB_56_069_BIN_E01, E03 and E04,
Sub-station building
CB_56_069_BIN_E05,
Drainage Strategy Plans
E16-0680SK1001 Rev F, E16-0680SK1001
Received 26/05/17, 14.09/17,15/09/17,18/09/17 and 20/09/17.

Reason: For the avoidance of doubt and in the interests of proper planning.

Replace Condition 7 with revised Condition 7

7. No development shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include amongst other matters details of: hours of construction working; measures to control noise affecting nearby residents; wheel cleaning/chassis cleaning facilities; dust control measures; pollution incident control and site contact details in case of complaints. The construction works shall thereafter be carried out at all times in accordance with the approved Construction Environmental Management Plan, unless any variations are otherwise first submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interests of highway safety and amenity of the area and in compliance with Policies BNE2 and T1 of Local Plan.

Replace Condition 12 with revised Condition 12

12. None of the dwellings hereby permitted shall be occupied until the car parking, garaging and visitor spaces associated with that particular unit as shown on the drawing CB-56-069-006 Rev G of

accommodation have been constructed in accordance with the approved plans. The respective spaces shall thereafter be retained at all times for their designated purpose.

Reason: In the interests of residential amenities and highway safety and in compliance with Policies BNE2 and T13 of the Local Plan.

Delete Condition 18 and change the numbering of the subsequent conditions accordingly so that condition 19 becomes condition 18 and so on.

Amend Existing Condition 24 as follows and re numbered to Condition 23

23. Prior to the first occupation of the dwellings, details of charging points for electric cars (1 electric vehicle charging point per dwelling with dedicated parking and 1 electric vehicle charging point per 10 unallocated parking spaces); shall be submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details prior to the occupation of the respective dwellings and subsequently retained for that purposes thereafter.

Reason: To ensure that provision is made for the parking and charging of battery powered cars in compliance with Policy BNE24 of the Local Plan.

Amend Existing Condition 26 as follows and re numbered to Condition 25

25. Prior to the first occupation of each individual dwelling of the development hereby permitted details of the refuse storage arrangements for that building, including provision for the storage of recyclable materials, as shown in drawing CB_56_069_007 Rev G shall be submitted to and approved in writing by the Local Planning Authority. No building within the development shall be occupied until the approved refuse storage arrangements for each dwelling house are in place and all approved storage arrangements shall thereafter be retained.

Reason: In the interests of visual amenity and to ensure a satisfactory provision for refuse and recycling in accordance with Policy BNE2 of the Local Plan.

Amend Existing Condition 28 as follows and re numbered to Condition 27

27. The car parking spaces shown on drawing CB_56_-69_006 Rev G along Bells Lane shall be used in association with the Bells Lane Bowling Green.

Reason: In the interests of highway safety and residential amenities of the surrounding properties and in compliance with Policy and T13 of the Local Plan.

Amend Existing Condition 30 as follows and re numbered to Condition 29

29. No development above ground floor slab level of any part of the development hereby approved shall commence until an air quality assessment has been submitted to and approved in writing by the Local Planning Authority. The assessment shall include modelling of the impacts of traffic generated by the development at on site and off site receptors. Where the air quality objectives are not met at relevant on site receptors, full details of a clean air ventilation system (which provides both passive and rapid ventilation) necessary to ensure an appropriate level of air quality within the development shall be submitted and approved in writing by the Local Planning Authority. The approved clean air ventilation system shall be completed prior to the occupation of the dwellings affected and shall be maintained at all times thereafter.

Reason: To ensure the development does not prejudice conditions of amenity of future occupiers by reason of unacceptable levels of air quality, in accordance with Policy BNE24 of the Medway Local Plan 2003.

Existing Condition 31 be re numbered to Condition 30.

**Page 116 MC/17/2328 Garage Block to the rear of 11
Glebe Road, Gillingham Kent ME7 2HU**

Representations

The applicant has provided the following additional comment to address some of the objections raised.

With regard to the planning meeting my client feels it's important that the planning office representative at the committee meeting addresses the concerns in the objections on Medway Planning Website as well as giving the **true facts** to the members at the meeting regarding emergency access to the site.

This was of course **fully explored** in the first application and fully accepted that the fire brigade **operating** width is **3.7m** but the fire appliance **access** width is only **2.7m**, of course Glebe Road has a **3m** access. The previous

inspectorate having seen the evidence and our demonstration was therefore compelled to rule in our favour.

This is an extremely important issue which the opposition are attempting to use in an effort to have the application refused by fudging the facts which is why the developer has asked me to bring this matter to your attention and ensure that this is clearly stated at the meeting.

In addition, the fire brigade had attended a fire within the garage site where the development is to be situated in the past and had no problems in accessing and leaving the site (something the objectors must surely be aware of).

I also understand from the developer that in the event that the application goes to appeal, as he has already won on appeal on this site he would be perfectly justified in looking for reimbursement of costs.

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