

MC/17/2272

Date Received: 27 June, 2017

Location: Fleet House, Upnor Road, Upnor, Rochester, ME2 4UP

Proposal: Demolition of existing buildings and construction of a three storey building comprising of six 2-bedroomed apartments and a 2-bedroomed detached dwelling with associated access, parking and landscaping

Applicant: The Patman Trust

Agent: Mr Mutch Harrison Mutch Innovation Centre Medway Maidstone Road Chatham ME5 9FD

Ward Strood Rural

Case Officer Hannah Gunner

Contact Number 01634 331700

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**Recommendation of Officers to the Planning Committee, to be considered and determined by the Planning Committee at a meeting to be held on 20 December 2017.**

**Recommendation - Approval subject to:**

A. A S106 agreement to secure £1,565.06 payment for bird mitigation measures for Natural England

B. And the following conditions:-

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

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

Drawing numbers 1171.16, 1171.18 and 1171.19 received 27 June 2017; 1171.LP A received on 30 June 2017; and 1171.11 A, 1171.12 A, 1171.13 A, 1171.14 A, 1171.15 A, 1171.17 A received on 14 August 2017..

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

- 3 All materials used externally shall accord with the approved plans.

Reason: To ensure that the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality, in accordance with Policy BNE1 of the Medway Local Plan 2003.

- 4 Prior to the occupation of the development hereby approved, a scheme of landscaping (hard and soft) and boundary treatment shall be submitted to and approved in writing by the Local Planning Authority. All planting, seeding and turfing comprised in the approved scheme of landscaping shall be implemented during the first planting season following occupation of the buildings or completion of the development, whichever is the earlier. Any trees or plants which within 5 years of planting are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species.

Reason: Pursuant to condition 197 of the Town and Country Planning Act 1990 and to protect and enhance the appearance and character of the site and locality, in accordance with Policy BNE1 and BNE6 of the Medway Local Plan 2003.

- 5 No development shall take place until a Construction/Demolition Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The Construction Environmental Management Plan shall include amongst other matters details of: hours of demolition and construction work including delivery/collection times from the site; measures to prevent vehicles from idling when not in use/waiting; measures to control noise affecting nearby residents; parking plan for any associated vehicles; 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.

Reason: Required prior to commencement of development to ensure no detrimental impact on the amenities of local residents during the construction period in accordance with Policy BNE2 of the Medway Local Plan 2003.

- 6 No development shall take place until an acoustic assessment has been undertaken to determine the impact of noise from adjacent industrial/commercial related noise sources and shall be made in accordance with BS4142 2014: Method for rating and assessing industrial and commercial sound. The results of the assessment and details of a scheme of acoustic protection shall be submitted and approved in writing by the Local Planning Authority. The scheme must demonstrate that the internal noise levels within the residential units will conform to the indoor ambient noise levels for dwellings identified by BS8233 2014: Guidance on Sound Insulation and Noise Reduction for Buildings. All works which form part of the approved scheme shall be completed before any part of the development is occupied and shall thereafter be maintained in accordance with the approved details.

Reason: Required before the development commence to regulate and control the permitted development in the interests of safeguarding future occupiers amenity in accordance with Policy BNE2 of the Medway Local Plan 2003.

- 7 No development above slab level shall take place until a scheme showing details of the disposal of surface water, based on sustainable drainage principles, including details of the design, implementation, maintenance and management of the surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. Those details shall include (if applicable):

1. a timetable for its implementation, and
2. a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To manage surface water during and post construction and for the lifetime of the development.

- 8 Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until conditions 9 to 12 have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified in writing by the Local Planning Authority until condition 12 has been complied with in relation to that contamination.

Reason: Required before commencement of development to avoid any irreversible detrimental impact on human health and/or water courses as a result of the potential mobilising of contamination and in accordance with Policy BNE23 of the Medway Local Plan 2003.

- 9 An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, including risks to groundwater, whether or not it originates on the site. The scheme shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report shall be submitted to and approved by the Local Planning Authority prior to the commencement of development. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:

- human health
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes.
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason: Required before commencement of development to avoid any irreversible detrimental impact on human health and/or water courses as a result of the potential mobilising of contamination and in accordance with Policy BNE23 of the Medway Local Plan 2003.

- 10 A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and submitted to and approved in writing by the Local Planning Authority prior to commencement of the development. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: Required before commencement of development to avoid any irreversible detrimental impact on human health and/or water courses as a result of the potential mobilising of contamination and in accordance with Policy BNE23 of the Medway Local Plan 2003.

- 11 The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of any development (other than development required to enable the remediation process to be implemented) unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given not less than two weeks written notification prior to the commencement of the remediation scheme works.

Following completion of the measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and submitted to and approved in writing by the Local Planning Authority prior to the (bringing into use INSERT) of the development.

Reason: Required before commencement of development to avoid any irreversible detrimental impact on human health and/or water courses as a

result of the potential mobilising of contamination and in accordance with Policy BNE23 of the Medway Local Plan 2003.

- 12 In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 9, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 10, which is subject to the approval in writing of the Local Planning Authority.

Following completion of the measures identified in the approved remediation scheme a verification report providing details of the data that will be collected in order to demonstrate that the works set out in condition 10 are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 11.

Reason: To ensure that the development is undertaken in a manner which acknowledges interests of amenity and safety in accordance with Policy BNE23 of the Medway Local Plan 2003.

- 13 No dwelling herein approved shall be occupied, until the area shown on the submitted layout as vehicle parking space and garaging has been provided, surfaced and drained. Thereafter it shall be kept available for such use and no permanent development, whether or not permitted by the Town and Country Planning (General Permitted Development) Order 2015 (or any order amending, revoking or re-enacting that Order) shall be carried out on the land so shown or in such a position as to preclude vehicular access to this reserved parking space and garaging.

Reason: Development without provision of adequate accommodation for the parking or garaging of vehicles is likely to lead to hazardous on-street parking and to accord with Policies T1 and T13 of the Medway Local Plan 2003.

- 14 Prior to the first occupation of any dwelling herein approved details of the refuse storage arrangements for the buildings, including provision for the storage of recyclable materials, shall be submitted to and approved in writing by the Local Planning Authority. The refuse storage arrangements shall be implemented in accordance with the approved details prior to the first occupation of any dwelling herein approved and shall be retained thereafter.

Reason: In the interests of visual amenity and to ensure a satisfactory provision for refuse and recycling in accordance with Policy BNE2 of the Medway Local Plan 2003.

- 15 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order amending, revoking and re-enacting that Order with or without modification) no development shall be

carried out within Schedule 2, Part 1, Classes A, E and F of that Order unless planning permission has been granted on an application relating thereto.

Reason: To enable the Local Planning Authority to control such development in the interests of amenity, in accordance with Policies BNE1 and BNE2 of the Medway Local Plan 2003.

**For the reasons for this recommendation for approval please see Planning Appraisal Section and Conclusions at the end of this report.**

## **Proposal**

Demolition of existing buildings and construction of a three storey building comprising of six 2-bedroomed apartments and a 2-bedroomed detached dwelling with associated access, parking and landscaping.

The vehicular access for both aspects of the development would be located off Galleon Way whilst pedestrian access to the proposed flats would be from Upnor Road.

The three storey building comprising six 2-bedroomed apartments is to have a balcony/terrace for each of the units that will face out onto Upnor Road. The building is shown to have a stepped frontage which is formed by two separate pitched roofs, both with a barn end feature facing Upnor Road. As a result of the design the proposal has a valley feature running centrally through the proposal, roof aspect. The rear elevation is to be gable ended with each of the 'blocks' having a gable end. Entrances to the flats are to be on the flank elevations with each accessing 3 units. The layout proposes main living space with access to a private balcony towards the front of the site Upnor Road elevation, kitchen in the middle and 2 bedrooms and bathroom towards the rear facing the proposed car parking area and communal amenity area at the back of the site. The building would measure approx. 11.6m in height (at the ridge) with an eaves height of 7m.

The second building would be located to the back of the site with frontage onto Galleon Way. The building would be a detached two storey building providing a two bed split level dwelling. The building would have an undercroft access, along the east side, which would provide the vehicular access to the car park for the occupants of the development. The internal ground floor space for this unit would therefore be approximately half the width of the first floor space. The unit would be arranged with main entrance to a hallway with a bedroom and shower room on the ground floor. There is a side door which leads to a private rear garden adjacent the car park. The first floor would be arranged as semi-open plan living/kitchen area and a bedroom with ensuite bathroom and dressing room, and a cloak room. This building would be approx. 9.3m high (to ridge) and is shown on the elevational drawings to have a barn end roof with a modern gable feature on the front elevation facing Galleon Way. The undercroft area is to be gated and accessible only by the residents of, and visitors to, the development.

Refuse storage is shown for the flats to be contained in bin stores within the front amenity area on the Upnor Road elevation, whilst the detached unit would have the

bin collected from Galleon Way. Parking spaces is provided for 14 cars (equating to 2 spaces per unit).

Plans show that the boundary treatment for the site would be a 1.8m close boarded timber fence.

### **Site Area/Density**

Site Area: 0.164 hectares (0.405 acres)

Site Density: 42.7 dph (17.3 dpa)

### **Relevant Planning History**

96/0488	Application for certificate of lawfulness for the existing use of land for general industry (Class B2) and storage and distribution (Class B8) Decision Approval with Conditions Decided
79/313	Single storey building for storage purposes Decision Approval with Conditions Decided 20/06/1979
75/819	Use of land for boat storage Decision Approval with Conditions Decided 16/01/1976

### **Representations**

The application has been advertised on site and by individual neighbour notification to the owners and occupiers of neighbouring properties. The Frindsbury Extra Parish Council we also notified of the application.

**The Frindsbury Extra Parish Council** has raised objection to the proposed development on grounds of poor access to the development from Galleon Way; impact on the privacy of the neighbours at Nos. 48, 50, 52, 54 and 56 Galleon Way; and overdevelopment of the site.

8 letters have been received raising the following objections:

- Vehicle access on Galleon Way will increase traffic flow
- Increased volume in traffic will be a safety hazard for children playing
- Increased risk of accidents
- Increased congestion on Upnor Road
- Increased emissions
- Will impact lifestyle and activities of existing residents
- Galleon Way property will be over bearing on surrounding properties
- Parking spaces will abut gardens and cause significant harm to amenity usage
- Position of refuse storage/collection will attract foxes, rodents etc. and will cause harm to existing neighbouring residents

- If approved, construction traffic should access site from Upnor Road ONLY – not Galleon Way as this road is completely unsuitable for lorries
- Will have significant harm to immediate neighbour on Galleon Way and will cause devaluation of property
- There is a contradiction with the drainage information
- Inaccuracies within Design and Access Statement
- No more external lighting is needed in the area
- Access road will not allow for two cars to pass
- The shared amenity space is very small
- There will be a loss of privacy for a number of existing residents (namely 48, 50, 52, 56 Galleon Way)
- Overspill parking will occur on Galleon Way causing problems
- Overdevelopment of the site

## **Development Plan**

The Development Plan for the area comprises the Medway Local Plan 2003 (the Local Plan). The policies referred to within this document and used in the processing of this application have been assessed against the National Planning Policy Framework 2012 and are considered to conform.

## **Planning Appraisal**

### *Background*

The application site is currently in use by The Chatham Rope Company and is classed as a B2/B8 use. The Rope Company have approval for the construction of a new premises within the Upnor Depot site, directly opposite the site on Upnor Road, which is now under way in terms of construction and the business is looking to relocate to the new premises when completed. As a result of the business move, the site will become vacant.

The current building is a single storey industrial style building and is in poor state. The site is surrounded by residential developments to the rear and sides with the entrance to Upnor Depot on the opposite side of Upnor Road. The depot is currently undergoing renovation and construction of new B2 business uses, the conversion of some of the remaining military buildings for use as B1 offices and also new residential development is taking place at the southern end of the site.

Pre-application discussions have occurred in relation to the application site and the principle of removing the current structure and replacing it with 7 residential units was discussed. The general principle of the provision of residential use on this site is supported and the applicant was advised to submit a planning application for a residential development.

### *Principle*

As stated above, the pre application submission was made which indicated a total of 7 units could be accommodated on site in the form of 6 units within a flatted development and a single unit at the Galleon Way entrance similar to the proposal



under this planning application.

The site lies within the rural settlement of Lower Upnor and is surrounded by the new developments on Galleon Way, Schooner Walk and Moat Lane. The detached property known as Sycamores is located directly adjacent to the south-west with the terrace consisting of Nos. 49-58 Galleon Way to the east. The Rope Company currently occupies the site as a B2/B8 use which is not considered to be in keeping with this residential surrounding.

Whilst the proposal would result in the loss of employment on this site, the business would be moving to a new location on the Upnor Depot site opposite the application site and would still maintain a local presence. As such, given the residential nature of the immediate surroundings of the application site, and the local plan support of Policy H11 for residential development in rural areas, the loss of the employment land for residential use would be acceptable and would contribute to the Council's housing supply.

The development of this site for residential purposes is, therefore, considered to be compliant with Policies H1 and H11 of the Medway Local Plan 2003. The principle of development of this site is also considered to be compliant with Paragraphs 49, 50, 55 of the National Planning Policy Framework 2012 (NPPF).

### *Design*

The proposal consists of two main structures. The block of six flats located at the Upnor Road frontage of the site and the single unit with undercroft access to the parking areas for all units fronting Galleon Way.

The flats are designed to appear as two barn fronted structures with balconies spanning predominantly the full width of the building. The Upnor Road elevation has French doors opening out to the balconies along with windows that serve the living areas. Bedrooms are all located at the rear of the building. The buildings are joined but are staggered to appear like two adjoining buildings. The rear of the building has gable ends and overlooks the shared amenity space and parking area at the rear of building.

The design of this building is considered to be respectful of the adjacent terrace housing which is hipped roofed with gable features within the frontage. The proportion of the building is considered to be reflective of the general design of the area and have elements within it that both reflect features of neighbouring developments whilst remaining distinctive. In terms of the height of the building, it is considered to be comparable to the adjacent three storey terrace and is shown to have a ridge height which will be very similar.

The proposed materials for the building fronting Upnor Road would consist of:

- Multi red stock facing brick
- Black barge boards fascia
- White UPVC windows and doors
- Black weatherboarding

- Clay plain roof tiles (Keymer)

The pedestrian accesses off Upnor Road allow for the bin stores for the flats to be located toward the Upnor Road boundary. Plan shows that the bin stores would be brick built with black weatherboarding, white fascia and barge boards, slate grey coloured louvered doors and light grey roofs. These are considered to be in keeping with the proposed building and will not look dominant or out of place from the Upnor Road frontage.

The detached building facing Galleon Way is considered to be of a sympathetic design to the surrounding housing and again, reflects materials and styles which would contribute positively to the eclectic housing styles on this streetscene.

The undercroft access is incorporated positively within the design. The overall design is considered to be acceptable and would relate positively to the existing streetscene. The choice of materials is also acceptable and would result in a development that improves this local environment.

Consequently, the proposed development is acceptable in design terms including its scale and relationship to its surroundings, as such is compliant with Policies BNE1 and H11 of the Local Plan and Paragraphs 57 and 60 of the NPPF.

### *Amenity*

In relation to amenity, this is twofold in that the amenity of neighbouring occupants has to be understood as well as those for the future occupants of the proposals.

### Neighbouring occupants

The nearest residential properties to consider in relation to this proposal are the terrace houses fronting Upnor Road, 'Sycamores' and 26 Galleon Way. The Sycamores and terrace on Upnor Road would not be adversely affected by this proposal as they both have flank walls facing onto the site. The proposed main building is staggered between the two building frontages to allow for some form of building line to be created. The units would not overlook the existing neighbours and visa versa as the angles that the houses sit ensure that the buildings have oblique views from each other. In terms of scale and proximity it is not considered that the proposal will overshadow or dominate these neighbours and overall, this is therefore acceptable.

The neighbour at 26 Galleon Way has separate considerations however as it will be adjacent to the main vehicular access for proposed development. It is considered that the access for the car parking spaces and the parking area itself is at a sufficient distance not to cause a detrimental impact to this neighbour. This would be similar in the case of the properties to the north-west, on Moat Lane, whose rear end gardens would be adjacent to some of the car parking spaces.

It is considered that these are at the rear of the garden, and are separated by foliage and fencing. The spaces will be in use for the detached unit and it is therefore considered that they will not be in excessive or constraint use. The flank wall to No. 26

also is solid with no windows or openings. It is considered that the impact of the new access, parking and garden adjacent to this property will be minimal and that there would be adverse impact to this neighbour.

It is therefore considered that the impact of the proposed development on the neighbouring properties will be acceptable.

### Future occupants

The future occupants of the flats have living space that opens out to south facing balconies, overlooking Upnor Road and the depot site, on the opposite side of the road. The flats have an open plan kitchen/dining/living space so it is considered that light is not an issue. The rear elevations contain the bedrooms which are proposed to be 14.4m<sup>2</sup> and 11m<sup>2</sup> (respectively), and the overall unit sizes are approximately 80m<sup>2</sup>. The unit sizes and bedroom sizes are therefore considered to be acceptable and compliant with the National Housing Standards. Although demonstrated on plan to be 2 bed/3 person homes, each unit could easily be used as a 2 bed/4 person unit and would still meet the national housing standards. It is considered in terms of the unit sizes that the proposed flats are acceptable. The detached unit at the rear is also in over the minimum size requirements (including as a two storey dwelling) and provides two good size double rooms (both over 13m<sup>2</sup>). The amenity for the proposed occupants with regard to unit size is considered to be generous and therefore both aspects of this proposal are acceptable.

In terms of amenity provision for the future occupants, each flat is provided with a private balcony that measure over 18m<sup>2</sup> and there is a shared amenity space at the rear of the building for the units. The detached unit has a private garden area with patio that is accessed through the ground floor of the development but also has a side access. The garden would be approx. 10m in depth with a gated access at the rear from the parking area. It is considered that the amenity provision for all units is sufficient.

Overall, noting the relationship of this proposal with its neighbours and also in relation to how the units sit within the site, it is considered that the impact on amenity for both neighbours and occupants would be satisfactory and compliant with Policies BNE1 and BNE2 of the Local Plan and Paragraphs 50, 57 and 69 of the NPPF.

### *Landscaping*

The scheme seeks to retain a reasonable amount of open space within it. Part of this is the Upnor Road front section, some at the rear of the flats (amenity space) and the rest of the landscaping is configured from trees and planting around the car park areas. A detailed scheme in relation to landscaping has not been submitted however it is considered that the space provided is sufficient for an acceptable landscaping scheme to be agreed. A condition will therefore be appended to ensure that a detailed landscaping scheme is agreed and implemented prior to occupation of the development. This element is considered to be compliant with Policy BNE6 of the Local Plan.

### *Highways*

The scheme provides two car parking spaces for each of the units within this scheme, which are all to be accessed from Galleon Way, through private security gates. It is considered that this is adequate provision for the occupants and it is also noted with regards to visitor spaces that there are no parking restrictions on Upnor Road. The Council's Transport Officer has raised no objection to the proposal on parking grounds and no objection has been raised to the use of Galleon Way for access for the proposed development in terms of traffic congestion or safety grounds.

It is considered that parking meets the requirements of the Medway Council Parking Standards and complies with Policies T1, T2 and T13 of the Local Plan.

### *Bird Mitigation*

As the application site is within 6km of the North Kent Marshes SPA/Ramsar Sites, the proposed development is likely to have a significant effect, either alone or in-combination, on the coastal North Kent Special Protection Areas (SPAs)/Ramsar sites from recreational disturbance on the over-wintering bird interest. Natural England has advised that an appropriate tariff of £223.58 per dwelling (excluding legal and monitoring officer's costs, which separately total £550) should be collected to fund strategic measures across the Thames, Medway and Swale Estuaries. The strategic measures are in the process of being developed, but are likely to be in accordance with the Category A measures identified in the Thames, Medway & Swale Estuaries Strategic Access Management and Monitoring Strategy (SAMM) produced by Footprint Ecology in July 2014. The interim tariff stated above should be collected for new dwellings, either as new builds or conversions (which includes HMOs and student accommodation), in anticipation of:

- An administrative body being identified to manage the strategic tariff collected by the local authorities;
- A memorandum of understanding or legal agreement between the local authorities and administrative body to underpin the strategic approach;
- Ensure that a delivery mechanism for the agreed SAMM measures is secured and the SAMM strategy is being implemented from the first occupation of the dwellings, proportionate to the level of the housing development.

The applicants have agreed to pay this tariff and have/are in the process of submitted/submitting a unilateral undertaking. No objection is therefore raised under Paragraphs 109 and 118 of the NPPF and Policies S6 and BNE35 of the Local Plan.

### *Contamination*

Checks on the historical maps have shown that the land was part of quarrying and other industrial use; consequently, it is classed as a potential Part 2a site. For this reason it is proposed that conditions should be imposed on any planning permission granted.

### *Noise and Nuisance*

The development is close to the wharf and a large depot which could be a source of noise intrusion, for this reason a condition is recommended to protect the future occupants from these noise sources. Lastly, due to the residential locality of the site and the size of the proposed development, there is the potential for nuisances to be caused to existing residents; again, a condition is included to account for this.

### *Flood and Drainage*

The application form states that soakaways will be used however it is unclear whether site conditions would be appropriate for soakaway use. The site plan proposes the use of permeable paving which is encouraged. No objections to the principle of either of those providing it can be supported by appropriate site Investigation/soakage testing. A condition is recommended to ensure this is appropriately addressed.

### **Conclusions and Reasons for Approval**

The proposed scheme for 6 x 2 bed flats and 1 x 2 bed detached dwelling is considered to be acceptable in terms of its design, location and impact on the surrounding area and has been considered in relation to Policies S6, BNE1, BNE2, BNE6, BNE35, H4, H11, T1, T2 and T13 of the Local Plan and Paragraphs 49, 50, 55, 57, 60, 69, 109 and 118 of the NPPF. Suitable conditions would be appended to deal with outstanding matters in relation to landscaping, contamination, noise, nuisance and drainage.

*The application would normally be determined under delegated powers but is being referred to Members for determination due to the representation received from the Frindsbury Extra Parish Council and residents expressing a view contrary to the officer's recommendation.*

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### **Background Papers**

The relevant background papers relating to the individual applications comprise: the applications and all supporting documentation submitted therewith; and items identified in any Relevant History and Representations section within the report.

Any information referred to is available for inspection in the Planning Offices of Medway Council at Gun Wharf, Dock Road, Chatham ME4 4TR and here <http://publicaccess.medway.gov.uk/online-applications/>