

MC/17/2767

Date Received: 7 August, 2017

Location: Chatham Golf Centre, Street End Road, Wayfield, Chatham, , ME5 0BG

Proposal: Construction of 131 residential dwellings with associated parking and landscaping works

Applicant: Mr J Goodban

Agent: Mr M Woodhead DHA Planning Eclipse House Eclipse Park Sittingbourne Road Maidstone ME14 3EN

Ward Luton & Wayfield

Case Officer Majid Harouni

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 11 April 2018.**

**Recommendation - Approval subject to;**

A. A Section 106 agreement being entered into to secure the following:

- i) 10% Affordable Housing on site: equating to 13 dwellings for affordable rent.
- ii) A contribution towards Nursery School provision in Walderslade pupil place area of £92,102.40
- iii) A contribution towards Primary School provision in Walderslade pupil place area of £222,496.89
- iv) A contribution towards Secondary School provision at Victory and/or Holcolme £195,825.07
- v) Pedestrian safety and accessibility Improvement in the vicinity of site £ 30,000.00
- vi) Waste and recycling To provide brown bins to each property for the collection of food and garden waste £20,362.64
- vii) Street End Road Allotments to improve the allotments in situation £6,500.00
- viii) Youth Service £7,713.00
- ix) Bird Contribution of £29,288.98

Total contribution of £604,288.98

B. To impose the following conditions:-

- 1 The development hereby permitted shall be begun before the expiration of 2 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:

BEL-K-01 Rev C, BEL-K-02 Rev C, BEL-K-03 Rev C, BEL-K-04 Rev C, BEL-K-05 Rev C, BEL-K-07 Rev C, BEL-K-06, A-E1 Rev A, A-E2, A-P1 Rev A, A-H-E1 Rev A, A-H-E2, A-H-P1 Rev A, B-E1 Rev A, B-E2 Rev A, B-E3 Rev A, B-E4 Rev A, B-E5 Rev A, B-E6, B-P1 Rev A, B-H-E1 Rev A, B-H-E2 Rev A, B-H-E3 Rev A, B-H-E4, B-H-P1 Rev A, C-E1 Rev A, C-E2 Rev A, C-E4 Rev A, C-P1 Rev A, C-H-E1 Rev A, C-H-E2 Rev A, C-H-P1 Rev A, D-E1 Rev A, D-P1 Rev A, E-E1 Rev A, E-E2 Rev A, E-E3 Rev A, E-P1 Rev A, F-E1 Rev A, F-P1 Rev A, F-H-E1 Rev A, F-H-P1 Rev A, F-H-P1(handled floor plan) Rev A, G-E1 Rev A, G-P1 Rev A, G-H1-E1 Rev A, G-H1-P1 Rev A, H-E1, H-E2, H-E3, H-E4, H-P1, H-H-P1, H-H-E1, 1BCH-E2, 1BCH-P2, 1BCH-H-E1, 1BCH-P1, B1-E1 Rev A, B1-E2 Rev A, B1-E3 Rev A, B1-E4 Rev A, B1-P1 Rev A, B1-P2 Rev A, B1-P3 Rev A, B2-E1 Rev A, B2-E2 Rev A, B2-P1 Rev A, B2-P2 Rev A, B2-P3 Rev A, B3-E1 Rev A, B3-E2 Rev A, B3-P1 Rev A, B3-P2 Rev A, B3-P3 Rev A, 1BCH-E1 Rev A, 1BCH-P1 Rev A, B4-E1 Rev A, B4-E2 Rev B, B4-E3 Rev B, B4-E4 Rev A, B4-P1 Rev B, B4-P2 Rev B, B4-P3 Rev B, GAR01, GAR02, CP01, CP02, CP03, CP04, CP05, CP06, CS01, SUB01  
Received 9th August 2017, 23/02/2018 and 01/03/2018.

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

- 3 No development above ground floor slab level of any part of the development hereby approved shall commence until a schedule/sample of the materials and finishes to be used in the construction of the external walls, roofs, windows, doors and guttering of the buildings hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

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 Local Plan.

- 4 No development above ground floor slab level of any part of the development hereby approved shall commence until full details of both hard and soft landscaping have been submitted to and approved in writing by the Local Planning Authority. The details to be submitted shall include existing and proposed contours and finished ground levels and minor artefacts and structures (e.g. street furniture, refuse or other storage units, signs, lighting etc). Soft landscaping details shall include planting plans that should include planting of native species that help to enhance biodiversity and habitat; written specifications (including cultivation and other operations associated with plant

and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and an implementation programme. Development shall be carried out in accordance with the approved details. The scheme shall include full details of all proposed boundary treatments and shall be designed using the principles established in the Council's adopted Landscape Character Assessment. All planting, seeding and turfing comprised in the approved scheme of landscaping shall be implemented during the first planting season following occupation of each dwelling house or flat block 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, unless the Local Planning Authority gives written consent to any variation.

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 Prior to the commencement of any development, a scheme for the protection of trees and hedges to be retained shall be submitted to and approved in writing by the local planning authority. All trees and hedgerows to be retained must be protected by barriers and or ground protection in accordance with BS5837 (2012) "Trees in relation to Construction Recommendations". No work shall take place on site until full details of protection have been submitted to and approved in writing by the Local Planning Authority. The approved barrier and/or ground protection measures shall be erected before any equipment, machinery or materials are brought onto the site and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed nor fires lit, within any of the area protected in accordance with this condition. The siting of barriers/ground protection shall not be altered, nor ground level changed, nor excavations made within these area without the written consent of the Local Planning Authority.

Reason: To Safeguard existing trees to be retained and to ensure a satisfactory setting and external appearance to the development in compliance with Policy BNE 43 and NPPF

- 6 No development above ground floor slab level of any part of the development hereby approved shall commence until a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens, and SuD's areas shall be submitted to the Local Planning Authority for approval in writing prior to the first occupation of the development. The landscape and Sud's management plan shall be carried out as approved.

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 Policies BNE1 and BNE6 of the Medway Local Plan 2003.

- 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.

- 8 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) (Order) 2015 as amended no development within Schedule 2, Part 1, Classes A, B, C, D, E and F shall be carried out without the permission of the Local Planning Authority.

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.

- 9 Prior to the commencement of any development, details shall be submitted to, and approved in writing by, the Local Planning Authority showing the existing and proposed site levels and the finished floor /slab levels of the buildings hereby permitted. The development shall be carried out in strict accordance with the approved details.

Reason: In the interest of visual amenity of the surrounding properties and in compliance with Policy BNE2 of the Local Plan

- 10 No development shall take place until a scheme showing details for 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):

- i. a timetable for its implementation, and
- ii. 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.

- 11 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 021612-BEL-K02 Rev B received 23/02/18 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.

- 12 No tree felling/vegetation clearance works, or other works that may affect nesting birds, shall take place between 1 March and 31 August inclusive. In the event that works are required to be carried out during the nesting period, a prior survey to establish the absence/presence of nesting birds should be undertaken by an appropriately qualified ecologist. A report of the assessment, together with proposals for any required mitigation/compensation shall be submitted to and approved in writing by the local planning authority prior to any works being undertaken. Thereafter, the works shall be carried out in accordance with any necessary mitigation/compensation measures.

Reason: In the interests of wildlife habitats and in compliance with Policy BNE37 of the Local Plan

- 13 Prior to any works starting on site a detailed reptile mitigation strategy shall be submitted to and approved in writing by the Local Planning Authority. The mitigation strategy must provide the following information:

- a) Translocation methodology in accordance with good practice guidelines
- b) Map with location of the 2 proposed receptor sites with preferred option and specific details of size, land owner, connectivity to further habitats, explanation of why this is a sufficient carrying capacity habitat for the present reptile that will be translocated to it, take into account any anticipated impact from recreational activities from residents, secured long-term through a management regime and be free from future development
- c) Reptile surveys of the chosen receptor site (to start now and to be updated next spring)
- d) Details of ecological enhancements to increase carrying capacity of the receptor site and location on a map. The receptor site must be prepared and managed appropriately prior to any translocation, and thereafter retained.
- e) Map with detailed boundaries location of the construction works to start prior to reptile translocation exercise, including detailed location where the reptile exclusion fencing and Heras fencing will be set up to protect reptiles present on site
- f) A detailed precautionary approach with a watching brief from the ecologist if part of the hedgerow in the middle of the field in the west part of the application site has to be lost to allow large engine to work on site

g) Timetable of the whole mitigation strategy including the proposed construction work phases, the reptile surveys, the translocation exercise and the monitoring of the reptile population

All works must be carried out in accordance with the approved mitigation strategy and any mitigation measures shall be retained throughout the life of the development site.

The map with the detailed boundaries location of the construction works to start prior to reptile translocation exercise will be included in the Construction Environmental Management Plan and a tool box talk will be undertaken to contractors involved in the construction works.

Construction works on site may commence prior to the reptile translocation exercise only in the areas shown in plan 5052/EC03 area where reptiles have not been recorded (Northeast, South east and the eastern) part of the land) in accordance with the approved mitigation strategy.

Reason: In the interests or protection of wildlife and protected species and in compliance with Policies BNE37 and BNE39 of the Local Plan.

- 14 No development shall take place on those parts of the site identified as supporting (as defined on plan 5052/EC05 part of Ecological Appraisal produced by aspect ecology August 2017 entitled "Ecological Appraisal") until details of a mitigation/translocation strategy to safeguard the grassland on the site have been submitted to and approved in writing by the local planning authority. The strategy shall be fully implemented in the approved manner before development commences on those parts of the site.

Reason: In the interests or protection of wildlife and protected species and in compliance with Policy BNE37 of the Local Plan.

- 15 No development above ground floor slab level of any part of the development hereby approved shall commence until details of the specification of bird and bat boxes on the buildings and their precise locations have been submitted to and approved in writing by the Local Planning Authority. The approved bird boxes and position shall be erected/installed before individual dwelling houses are occupied and the boxes shall be retained in perpetuity.

Reason: In order to compensate for the present potential wild life and birds nest sites in accordance with Policy 37 of the Local Plan

- 16 No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written specification and timetable which has been submitted to and approved by the Local Planning Authority.

Reason: To safeguard the archaeological interest in the site in accordance with Policy BNE21 of the Medway Local Plan 2003.

- 17 No dwelling shall be occupied until that part of the estate road which provides access to it has been constructed in accordance with the approved plans.

Reason: To ensure that the development permitted does not prejudice conditions of highway safety or efficiency in accordance with Policy T2 of the Local Plan.

- 18 Prior to commencement of the development, details of waiting restrictions at the access junction and uncontrolled pedestrian crossing facilities over the bellmouth shall be submitted to the local planning authority for approval. The approved details shall thereafter be implemented prior to first occupation of the development.

Reason: in the interests of Policy T2 of the Medway Local Plan.

- 19 Prior to commencement of the development, full details of measures to control vehicle speeds within the site, including in the immediate vicinity of the junction with Street End Road, shall be submitted to the local planning authority for approval. The approved details shall thereafter be implemented prior to first occupation of the development.

Reason: in the interests of Policy T2 of the Medway Local Plan.

- 20 Prior to commencement of the development, full details of the proposed emergency access to the site from Street End Road, comprising access widths, surfacing materials and means to control vehicular access, shall be submitted to the local planning authority for approval. The approved details shall thereafter be implemented prior to first occupation of the development.

Reason: in the interests of Policy T2 of the Medway Local Plan.

- 21 Prior to commencement of the development, details of measures to prevent vehicular incursion beyond the access road on the eastern boundary of the site shall be submitted to the local planning authority for approval. The approved details shall thereafter be implemented prior to first occupation of the development.

Reason: in the interests of the safety and amenity of future residents, in accordance with Policies T1 and T2 of the Medway Local Plan.

- 22 No part of the development shall be occupied until vehicle sightlines from the main site access of 2.4 metres by 43 metres in each direction along Street End Road, with no obstruction below 2 metres within the sightlines, are provided in accordance with the submitted plans.

Reason: in the interests of Policy T2 of the Medway Local Plan.

- 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.

- 24 Prior to the commencement of the development, an air quality assessment and an emissions mitigation assessment shall be submitted and approved in writing by the Local Planning Authority. The air quality assessment shall include an assessment of air quality at the application site and details of any scheme necessary for the mitigation of poor air quality affecting the residential amenity of this development, it should also include the impact of the development on the nearby AQMA. The emissions mitigation assessment should include a damage cost assessment that uses the DEFRA emissions factor toolkit and should include details of mitigation to be included in the development which will reduce the emissions from the development during construction and when in operation. 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: 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.

- 25 Within 3 months from the date of the development hereby permitted details of an external lighting scheme for the site comprising street lighting, lighting arrangement for the car park courts areas, including its height, position, external appearance, any shielding, light intensity and spillage (such as light contour or lux level plans showing the existing and proposed levels), together with a report to demonstrate its effect on nearby residential properties and how this effect has been minimised shall be submitted to and approved in writing by the Local Planning Authority. The approved lighting shall be installed prior to the first occupation of the dwelling houses associated with each car parking court area and shall thereafter be retained.

Reason: In the interests of the safety of the prospective residents and in order to limit the impact of the lighting on the nearby residents to accord with Policies BNE2 and BNE8 of the Local Plan.

- 26 Within 3 months from the date of the commencement of the development hereby permitted details of an external lighting scheme for the site comprising street lighting, lighting arrangement for the car park courts areas, including its height, position, external appearance, any shielding, light intensity and spillage (such as light contour or lux level plans showing the existing and proposed levels), together with a report to demonstrate its effect on nearby residential properties and how this effect has been minimised shall be submitted to and approved in writing by the Local Planning Authority. The



approved lighting shall be installed prior to the first occupation of the dwelling houses associated with each car parking court area and shall thereafter be retained.

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

## **Proposal**

This is a full planning application for the construction of 131 residential dwellings units (93 houses comprising a mix of terraced, semi-detached and detached dwellings, and 35 flats in four blocks and 3 flats over garage) in buildings of 2 and 3 storeys. Vehicular access to the site would be from the middle part of the site on to Street End Road. The existing access would be retained as an emergency vehicle and pedestrian access. The proposal also comprises provision for 264 garaging and car parking spaces comprising 175 allocated parking and 90 unallocated of which 33 are visitor parking spaces.

Substantial landscaping is envisaged and most of the existing trees and hedgerows would be retained.

## **Site Area/Density**

Site Area: 3.3hectares (7.3acres)

Site Density: 39.7dph (18 dpa)

## **Relevant Planning History**

MC/17/1737	Town and Country Planning Act (Environmental Impact Assessment) (England and Wales) Regulations 2011 - request for a screening opinion for construction of 125 dwellings with associated works
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### **Decision EIA not required**

**Decided** 1 June, 2017

MC/15/0869	Construction of a two-storey block comprising of four 2-bedroomed self-contained flats with associated parking, cycle store and amenity space (demolition of existing toilet block)
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### **Decision Approval With Conditions**

**Decided** 04/06/2015

MC/06/1507	Change of use of land to provide an extension to the Chatham Golf Driving Range; an extension to the allotments; an extension to the site of Nature Conservation Interest and provision of a Pedestrian Link to the S.N.C.I. and public open space
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### **Decision Refusal**

**Decided** 24/10/2006

## Representations

The application has been advertised on site and in the press and by individual neighbour notification to the owners and occupiers of neighbouring properties.

**34 letters of representation** have been received expressing concern about the followings:

- Existing infrastructure is at breaking point, significant inadequacies in the capacity at the local doctor surgeries, we have to wait weeks for an appointment.
- Local schools are full and children have to go to school some distance away.
- The road surface is bad and the road is very congested at peak times and this development will add to the traffic flow problem. A mini roundabout in front of the access would slow cars down and improve the situation.
- Additional traffic would add to the bottleneck in Luton High Street.
- Traffic calming measure is needed to slow cars.
- Zebra crossing is needed in Street End Road for children going to the playground and elderly.
- The additional houses will add to the existing car parking problem in the area. People park on the pavement and cause a problem for people on wheelchair and mums with prams.
- This development will result in loss of countryside and obstruct our views.
- This will create more noise, particularly during the construction and will add to the pollution.
- Will add to light pollution.
- Additional houses will significantly alter the character of the landscape.
- The site was a pit years ago, there could be subsidence and methane gas could build in these houses.
- Heavy rainfall can cause flooding
- The loss of driving range is harmful, this facility encourages physical exercise.
- During heavy rain, flooding can be an issue

**Southern Gas Network** advise that there is low/medium intermediate gas main near the site. There should be no mechanical excavations taking place above or within 0.5m of a low/medium pressure system or above or within 3.0m of an intermediate pressure system.

**KCC Archaeology** advise that the site has the archaeological potential greater than indicated in the submitted archaeological desk-based assessment. The site would have the potential to contain presently unidentified archaeological remains of Palaeolithic, later Prehistoric and Romano-British date. An archaeological condition is recommended.

**UK Power Networks** has not raised any objection

**NHS** has requested a developer's contribution of £61,769.40 to be used for storage at Wayfield Road and Churchill Clinic to house the additional notes that will need to be stored and accessible for the resulting new additional patients

**Street End Road allotment holders** have requested developer contribution £6,500.00

## **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 site is within Horsted Valley bounded from the northwest by Coney and Daisy Banks and beyond lies The Victory Academy, Fort Luton and residential properties; from the east by allotments, beyond which lies the industrial estate in Second Avenue in Luton; from the south by Street End Road and beyond lies residential housing; and from west by a large open space and playing fields with ancillary play facilities..

The application site is enclosed by extensive trees and hedgerows from the east and west.

The land along the east boundary area is artificially elevated resulting in a steep slope against the foreground of the allotment ground.

The driving range clubhouse is a brick building along the northwest corner of the site next to the covered driving range facility. Vehicular access and car parking are also to the southern section of the site.

A public right of way runs along the western and southern boundaries of the application site. The site is also enclosed by an extensive open space and a Local Nature Reserve.

### *Principle*

### *Planning Policy Context*

Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that all planning applications must be determined in accordance with the Development Plan unless other material considerations indicate otherwise. Bearing this in mind, the relevant starting point would be the consideration of the general principles of the development when assessed against the Government's National Planning Policy Framework (The Framework), The Government's National Planning Practice Guidance Notes (NPPG) and the relevant saved policies of the Medway Local Plan 2003.

The Framework specifies that "the purpose of the planning system is to contribute to the achievement of sustainable development" and goes on to define what this constitutes in paragraphs 6 & 7. The policies in paragraphs 18 – 219 set out the Government's view of how it should be achieved. A presumption in favour of

sustainable development is described as a “golden thread” running through the planning process.

Paragraph 73 of the NPPF states that access to high-quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision are required.

Paragraph 74 states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements.
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location.
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

Paragraph 47 of the NPPF states that Councils should; “identify and update annually a supply of specific deliverable sites sufficient to provide five years’ worth of housing against their housing requirements.

At present, the council acknowledges that it does not have a 5-year land supply for housing. It has also been proven at recent appeals that the Council should apply a 20% buffer due to a lack of supply in order to catch-up with demand as stated by Government policy. The Council has taken steps to rectify this position and an updated position will be established when the next version of the Authority Monitoring Report is published later in 2018.

As a result of the shortfall in the housing land supply, paragraphs 49 and 14 of the NPPF apply, and relevant policies for the supply of housing should be considered as not up to date. A recent Supreme Court judgement has defined ‘relevant policies’ to mean those directly related to housing – the narrow view. Nevertheless, the remaining development plan policies also need to be consistent with the NPPF as a whole and proposals should be assessed for their sustainability.

Medway Council does not currently have a 5-year Housing Land Supply albeit that it is taking steps to rectify this by working to produce a Local Plan as quickly as due process allows and in the meantime granting planning permission for sites that are considered the most sustainable, which are likely to be allocated in the Local Plan and that provide for the necessary infrastructure to serve the needs of the development..

This lack of a five year supply is a significant factor and at paragraph 49 of the NPPF it is stated that housing applications should be considered in the context of the presumption in favour of sustainable development and that relevant policies for the

supply of housing should not be considered up-to-date if a five year supply of deliverable housing land cannot be demonstrated. Therefore relevant policies fall away and decisions are made in accordance with the definition of sustainable development as outlined in the NPPF unless any adverse impact would significantly and demonstrably outweigh the benefits of the application when assessed against the policies and of the NPPF as a whole.

In the light of the above, the presumption in favour of sustainable development set out in paragraph 14 of the Framework is thereby engaged. The failure to demonstrate a five year supply of deliverable housing sites is a matter to which substantial weight must be accorded.

Sustainability is defined in paragraph 7 of the NPPF and has three dimensions: environmental, social and economic. Any assessment needs to encompass all of the dimensions as they are 'mutually dependent' as per paragraph 8 of the NPPF.

In this instance, it is considered that bringing forward the development of this sustainable site adjacent to urban boundaries of Luton and Walderslade where key facilities like shops, pub, school, doctor surgery and public transport links to employment are available, would be appropriate.

The site is designated as protected open space by virtue of Policy L3 of the Local Plan and is within Area of Local Landscape Importance Policy BNE34. Also, is to the east of the locally designated site of Nature Conservation Interests area where Policy BNE36 applies.

Policy L3 states that development which would involve the loss of existing formal open space, informal open space; allotments or amenity land will not be permitted unless:

- i) sports and recreational facilities can best be implemented, or retained and enhanced through the redevelopment of a small part of the site, or
- ii) alternative open space provision can be made within the same catchment area and is acceptable in terms of amenity value, or
- iii) in case of outdoor open space and children's play space provision, there is an excess of such provision in the area (measured against the npfa standard of 2.4 hectares per 100 population and such open space neither contributes to, nor has the potential to contribute to, informal leisure, open space or local environmental amenity provision, or
- iv) in the case of educational establishments the development is required for educational purposes and adequate area for outdoor sport can be retained or provided elsewhere within the vicinity, or
- v) the site is allocated for other development in the local plan.

The site is a private golf driving range; it is not publically accessible and in the light of man-made substantial changes to the topography and remodelling of the land and poor state of the clubhouse building and associated car parking along its eastern and western boundaries respectively has detracted from the visual amenity of the area and landscape value of its wider surrounding. As such the land does not positively contribute to the public open space in the area. The driving has, or is about to, close.

The site is bound and surrounded by a significant amount and range of open space, including allotments, semi-natural green space and informal open space to the north and formal playing pitches to the west. As such it is considered that the site situated within an area with surplus open space and the loss of the Golf Driving Range would not significantly reduce the amount of space within the area.

Having regard to the above it is considered that the proposed development would be in compliance with part (iii) of Policy L3.

The golf driving range has always been under private ownership and is not available to general members of the public to use as a general open space. Nonetheless, its appearance gives the area a sense of openness.

However, the private ownership of the site; the fact that there are no adopted national or local plan policies that resist the loss of a Golf Course Driving Range; and nor does a Driving Range fall under what constitutes a formal playing field under Sport England Policy, gives this L3 designation and site less emphasis in the area.

The site is also situated within Horsted Valley Area Of Local landscape Importance and it is necessary to consider the impact of the proposed development on the ALLI and policy BNE34 of the Local Plan.

It is considered that Policy BNE34 is also a restrictive policy with regard to housing land supply and as such little weight can be afforded to this policy in view of the Council's 5 years housing land supply position. However, the importance of the site from a landscape point of view and the impact of the proposal and loss of the open character is a material consideration. In this respect, consideration should again be given to the limited public value of the site in direct usability terms. In addition the structures associated with the driving range and the large earth mound at one end already impact on the open and landscape character of the area to a negative degree. The proposed changes to the levels of the land and new landscaping/tree planting would help to minimise impact on the local landscape.

The economic case for the development is based on the construction jobs that would be created during the construction period and the additional local spend that future occupiers of the new properties will bring into the local area. From a social perspective the development will provide much needed housing, including 13 properties for affordable rent.

The key determining issue is the visual impact of the development in environmental terms but recognising in principle that the site provides limited landscape value at present. As such the proposal needs to be considered in Environmental terms of matters of detailed layout which will be addressed below.

For the above reasons, it is considered that the principle of the development is, by virtue of national planning policy as set out in the NPPF, acceptable having regard to the circumstances of this case, subject to detailed consideration of whether any adverse impacts of the development would outweigh the benefits of the application.

### *Layout, design and Street Scene*

Policy BNE1 of the Local Plan highlights the importance of achieving a good design which is also the main objective set out in chapter 7 of the NPPF (requiring good design), with paragraph 56 stating that “the Government attaches great importance to the design of the built environment”.

The scheme comprises reasonably well spaced two-storey detached and semi detached dwellings and five blocks of terraced dwellings and four flat blocks. All of the dwellings are two storeys in height including 10 semi-detached units that have room in the roof space. Flat blocks are all 3 storey in height and are sited along the road frontage behind the existing line of trees.

The design and layout of the scheme has been amended during the course of the application achieving improvements to the layout that enable the development to sit more comfortably within its wider surrounding, street scene and better respect the character of the area and provide the future residents with a better permeability and parking arrangement.

For example, flat blocks originally proposed along the eastern boundary are relocated behind the tree line along the road frontage. Also, the flat blocks have been redesigned to lower their height and give their elevation a more contemporary appearance.

The range of house types proposed would give a variation of architectural form to the development, which coupled with the orientation and layout of the buildings, would give a degree of variety of appearance to the development. The architecture of the proposed houses is off a traditional pitched roof form. The palette of materials includes facing bricks, roofing materials and window designs, render and weatherboarding which are considered acceptable and would help to give the development a series of different character areas across the site. A distribution of the materials throughout these sites would aid in creating different characters for different elements and areas. A condition is recommended to cover finalising the selected external finished materials.

The variety of dwelling types and sizes proposed would provide for a range of homes for families, couples and single persons as well as people with disabilities. The proposed dwelling type and sizes seek to reflect the market and social landlord requirements. The development would ensure the creation of a mixed community.

It is considered that the proposed scheme would deliver a range and mix of dwelling types and sizes across the site. The proposed broad mix of unit types and scale of the development would be in accordance with Policy H10 of the Local Plan.

The flat blocks are located along the frontage of the site but on corner locations which would give these buildings strong frontage and create important landmarks. These blocks would have communal courtyard parking to the rear, refuse and bicycle storage facilities within the respective block.

To keep the visual impact of the development along the northern and eastern

boundaries (that back onto countryside and allotments) low all the proposed houses are proposed to be two-storey with the retention of the existing hedgerow along the northern boundary and substantial landscaping and tree planting proposed along the eastern boundary.

Vehicular access to the site would be provided from an existing but unused access which is situated to the east of Bankside road. This access road would link to the spine road along the central section of the site allowing the creation of different street frontages with a range of different house types that would add to the visual interests and character areas. The existing vehicular access to the Golf Driving Range car park would be used as an emergency access.

Inevitably, the proposed development would alter the appearance of the northern side of Street End Road from open space to housing development site and to reduce any visual impact it is proposed to retain the trees along the road frontage as well as the existing hedgerows along the northern boundary of the site. While to augment this it is proposed to plant additional trees, especially along the eastern boundary of the site.

The overall density would be 39.7 dwellings per hectare, which, although higher than the development to the south side of Street End Road, is considered to be a medium density housing development appropriate for this location and represents a good and efficient use of the land.

Overall, the development is considered to provide a high quality sustainable residential development. It will provide an architectural scheme which incorporates the use of a mix of materials, and overall will result in the creation of an attractive visual presence on this part of Street End Road and with a backdrop of green banks to the north. The development is considered acceptable under the provisions of Local Plan Policies BNE1 and H10 and NPPF.

#### *House Mix and affordable housing units*

The application proposes a mix of 1, 2, 3 and 4-bed dwellings units. 38 of the proposed units would be flats and these would be provided in 4 blocks and 3 flats over garages. The remaining 93 dwelling units would be two-storey houses with 14 units with a second-floor accommodation within the roof space involving a dormer to the front and roof lights to the back.

It is considered that the mixed houses proposed accord with Policy H10 of the Local Plan. The following table provides details of the house mixed proposed;

<b>Dwelling size/bedroom</b>	<b>No of units proposed</b>
1 bed flat	18
2 bed flat	20
2 bed 2-storey houses	16
3 bed 2-storey houses	41
4 bed 2-storey houses	36
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<b>Total</b>	<b>131</b>



Due to viability issue on this site, the development would not provide affordable housing numbers in compliance with Policy H3 of the Local Plan. This development would provide up to 10% affordable units. This would equate to 13 dwelling units and in compliance with a request from the Council's housing section, all of these 13 units will be for rented. The table below gives the breakdown of affordable units.

<b>Affordable dwelling size</b>	<b>No of units proposed</b>
1 bed Flats	4
2 bed Flats	9 (of which 3 no are wheelchair units)
<b>Total</b>	<b>13 affordable units</b>

The affordable units are proposed in different parts of the site and would not be externally distinguishable from the market units in form and appearance.

#### *Residential Amenity, Landscape*

In terms of amenity issues, it is considered that the layout and design of the proposed scheme has been well thought-out, whereby there would be little impact in terms of overshadowing, loss of light, overlooking and privacy issues from property to property. Also, the retention of the existing trees and hedgerows together with additional landscaping would help to minimise the visual impact and assist with the better integration of the development with its surroundings.

Concern has been expressed by some residents that the development would obstruct their lines of sight towards the northern bank side of the valley. It is relevant to note that it is not the purpose of the planning system to safeguard private views while there would be no unacceptable impact on outlook.

The replacement of the Golf Driving Range would eradicate the persistent concern of the allotment holders from landing golf balls on their vegetable patch and greenhouses.

The proposed dwellings meet the required minimum floor area liveability standards and in most cases exceeds the minimum requirement. As such it is considered that the proposal would ensure a satisfactory living space and environment for the future residents of these dwellings.

It is therefore considered that the proposed development would not cause unacceptable detriment to the living conditions of the nearby residents, while providing a good standard of accommodation and amenity for prospective residents and accordingly the proposal would be in compliance with Policy BNE2 of the Local Plan.

#### *Highway Considerations*

##### Trip Generation

The Transport Statement submitted with the application uses the trip generation database to estimate that the development would result in a residual trip generation (the trips generated by the residential development minus the existing trips to and from

the site) of between 45 and 55 vehicle movements during each period and a total of 353 trips over the course of the whole day. The Transport Statement makes a reasoned judgement, based on journey-to-work data and the location of amenities and services in the vicinity of the site, as to how these trips would distribute on the network. It is predicted that trips would distribute fairly evening between east and west during the morning peak, with slightly more trips routing from the east in the evening rush hour. The Street End Road/Churchill Avenue/Wayfield Road mini-roundabout junction is likely to experience an additional 26 vehicle movements during the morning peak and a 17 additional movements in the evening peak period. The Street End Road/Luton High Street/Capstone Road mini-roundabout is predicted to experience up to an additional 29 vehicle trips during each peak hour. Overall, it is reasonable to state that the development would, on average, generate one additional vehicle movement at each junction every two minutes. This would not have a material impact on highway capacity or safety on the local network, and therefore the development is acceptable in respect of Policy T1 of the Medway Local Plan.

### Access

A new vehicular access is proposed, which would form a priority junction with Street End Road. Sightline distances of 43 metres in each direction would be achievable, which is in line with Government guidance for roads with a 30mph speed limit. In order to ensure that visibility is not compromised, waiting restrictions at the access junction with Street End Road may be required and an appropriate condition is recommended.

The proposed development would generate additional pedestrian movements, with the Transport Statement indicating that the site is well-located to promoting public transport use for work and leisure activities, and pedestrian trips to nearby primary schools. In order to cater for these movements, some mitigations measures are likely to be required, including the provision of uncontrolled crossing points over Street End Road in the vicinity of the site. Consideration should also be given to providing a pedestrian crossing island to the north of the site, where development is less dense and vehicle speeds are higher. This would improve safety for pedestrians accessing the bus stops. On this basis, a Section 106 contribution of £30,000 is requested to provide pedestrian safety and accessibility improvements in the vicinity of the site. Subject to this, no objection is raised in respect of Policies T2 and T3 of the Medway Local Plan.

### Internal layout and Parking

The information submitted with the planning application includes vehicle swept path analysis for service vehicles, which demonstrates that the access junction and internal layout would satisfactorily accommodate the manoeuvring requirements. As the layout has now been amended there is a need for new swept path analysis to be undertaken and an appropriate condition is recommended.

The first section of the access is proposed to be 5.5 metres wide, with footways on both sides. Within the site, the streets narrow to 4.8 metres and no footways are proposed. This shared-surface arrangement is common on no-through routes and promotes lower vehicle speeds. The plan indicates that a raised table is to be provided at the end of the first section of the access road, and some additional features to the

west. It is recommended that full details of these traffic calming features be secured by planning condition.

It is noted that beyond the eastern boundary of the site, the land level falls and there is therefore the need for some form of barrier along the eastern edge of the adjacent access road. In order to ensure that this would be suitable visually an appropriate condition is recommended.

Off-street car parking is provided in accordance with the Council's Residential Parking Standards, and 33 visitor parking spaces (an average of 0.25 spaces per dwelling) are proposed throughout the development. Garages meet the Council's size standard. On this basis, no objection is raised in relation to Policy T13 of the Medway Local Plan.

### *Archaeological and Heritage Assessment*

The site has the potential to contain presently unidentified archaeological remains of Palaeolithic, later Prehistoric and Romano-British date. The desk-based assessment includes little information on the current ground conditions and it would appear that no archaeological walkover survey or site visit has been undertaken. The archaeological assessment does suggest some previous activities which may have had an effect on the survival of archaeological remains, but these past impacts are not well described or understood.

Given the archaeological potential of the area, contrary to the recommendations of the applicants desk-based assessment, KCC archaeological Officer suggests that further archaeological measures are undertaken and an appropriate condition is recommend.

Luton Fort which is a Scheduled Monument is situated beyond the edge of the Coney and Daisy Banks, on an elevated position to the southwest, over 270m away. It is considered, because of the fact that the proposed development would be completely on a different plain to the Fort Luton and over ¼ kilometres away, the proposal would not impact on the setting of this Scheduled Monument.

Subject to conditions it is considered that the development would comply with Policies BNE20 and BNE21 of the Local Plan

### *Ecology*

The applicant has submitted an ecological report with the application which includes an ecological appraisal and phase 1 habitat and faunal survey, survey for badgers, roosting bats and reptiles.

The report has referred to the presence of grassland habitats interests in this location and that the lack of management has lead to its decline and it is likely to be lost to further scrub encroachment in the short term. The report says that the removal of the man-made embankment would lead to a loss of grassland habitat and suggest that the development would provide the opportunity to temporarily translocate habitats during the construction period and include replanting in a particular area as part of the landscaping of the site. This is considered to be acceptable and an appropriate condition to this effect is recommended.

The report also identified that elsewhere the site is dominated by habitat of low ecological value, save for at the boundaries. The boundary habitats support protected species in the form of common reptiles and common nesting birds. The proposal would not impact on the existing hedgerow along the western boundary and the line of trees along the eastern boundary of the site. Appropriate landscaping and tree/hedgerow protection conditions are recommended for the protection of these areas during the construction.

The site contains suitable habitat for breeding birds and all nesting birds are protected under the wildlife and countryside act 1981 (as amended). Additional nesting opportunities should be incorporated into the development to compensate nesting habitat loss (hedgerows mainly) and an appropriate informative is recommended.

In addition,, to ensure enhancement of wildlife and biodiversity and continuing habitat connectivity within the site conditions are recommended to ensure that boundary fences on site are hedgehog friendly, birds and bat boxes are installed, a lighting scheme is provided and the new planting as part of the landscaping proposals should have regard to the habitat of the area.

It is considered that subject to the above conditions the proposal would comply with Policies BNE37 and BNE39 of the Local Plan.

#### *Flood Risk and Surface water*

A flood risk and drainage strategy report has been submitted for this development. The report concludes that the site is partially within Flood Zone 3 however, the Environment Agency acknowledges that the site occupies a dry valley and is not considered susceptible to fluvial flooding. Hydraulic modelling has shown that part of the site may be subject to pluvial flood risk, however a flow diversion can be incorporated along the site boundary with Street End Road to remove the shallow flooding and ensure the proposed buildings will not be subject to pluvial flood risk.

The underlying geological conditions indicate that infiltrating SuDS features are likely to be suitable for the site. It is proposed that surface water will be discharged to the ground via deep bore soakaways. The storage volumes for the proposed soakaways have been sized to attenuate flows for all rainfall events up to the 1 in 100 year event plus climate change (40%).

It is proposed to collect and discharge all foul flows by gravity into the existing Southern Water public foul sewer running across the site.

The FRA has demonstrated that the proposed development is fully compliant with the requirements of the NPPF. Issues relating to flood risk and drainage should not represent an obstruction to the development.

With regard to management of surface water the scheme relies mainly on source control methods via the use of soakaways which has been demonstrated to be acceptable in principle, subject to soakage testing.

However, the SuDs scheme should be designed in accordance with SuDs Management Train principles including the prevention of runoff by reducing impermeable areas and utilising source, site and regional controls where necessary. The use of rainwater harvesting is also recommended, including grey water recycling and water butts where practicable in order to provide an additional means of surface water attenuation as well as reduced demand on potable water supplies. The proposal is acceptable subject to an appropriate condition with regard to 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, a timetable for its implementation and a management and maintenance plan for the lifetime of the development.

The proposal is recommended for approval subject to an appropriately worded condition.

### *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 applicant has agreed to the required payment of £29,288.98 and therefore the proposal complies with Paragraphs 109 and 118 of the NPPF and Policies S6 and BNE35 of the Local Plan.

### *S106 Planning obligations and financial viability*

Planning applications should be determined in accordance with the provisions of the Development Plan and the government guidance unless material considerations indicate otherwise.

The National Planning Policy Framework states that evidence of viability issues will be a material consideration in some cases. Where the deliverability of a development may be compromised by the scale of planning obligations, tenure requirements or other costs, a viability assessment may be necessary. Where viability is a material consideration, it will be just one of a number of factors to be weighted in member's decision making. Just because viability is a consideration does not mean it is the only determining matter.

The Policy H3 of Local Plan seeks 25% affordable, Policy S6 (Planning Obligation) and the adopted Developer Contribution Guide 2014 define what the Council seeks in terms of contributions to the provision of physical infrastructure, community facilities and or environmental mitigation or compensation to offset the burdens of the development on a site-specific basis. These policies also recognise that the capacity of a site to deliver a level of affordable housing that can be supported financially will be determined by individual site economic viability analysis. If an applicant suggests that a development cannot afford to be policy compliant, they will be expected to submit a development appraisal as justification.

The applicant has stated that the proposal would not be viable if it is to be policy compliant by providing affordable housing at 25% (equal to 32 dwellings) and making full, 100% planning obligation request, amounting to £969,896.4 (comprising contributions towards open space, nursery, primary and secondary education, highway improvement, youth provision, improvement of the Street End Road allotment, NHS, Great Line Heritage park, Public foot path improvement and birds mitigation). Viability includes land purchase costs, developer profit and ransom sgtrip issues.

In support of their assertion, a viability statement has accompanied the application which has been scrutinised by an external consultant appointed by the Local Planning Authority.

The council's consultant has advised that a scheme delivering affordable housing at 10% (13 affordable rented flats for rent) and reduced contributions of £575,000 generates a residual land value equivalent to 100% of the Benchmark Land Value. This is the minimum level of land value that can be considered to be an economically viable as required by the National Planning Policy Framework, which notes sites need to deliver a "*competitive return to the landowner.*" They further note from the recently published Viability Testing Local Plans document it is necessary "*for the scheme to provide a competitive return to the developer to ensure the development takes place and generates a land value sufficient to persuade the landowner to sell the land.*"

The reduction from policy complaint levels of planning obligation are necessary because of the significant abnormal construction costs associated with developing the site, combined with what is considered to be a realistic level of land value required to ensure the scheme comes forward. It is likely that lower returns to the landowner would lead to the site not being deliverable, leading to unsuitable greenfield sites being difficult to reject when developers bring them forward, in the context of the councils 5-year land supply situation.

The Community Infrastructure Levy Regulations 2010 provide that in relation to any decision on whether or not to grant planning permission to be made after 6 April 2010,

a planning obligation (a s106 agreement) may only be taken in to account if the obligation is (a) necessary to make the development acceptable in planning terms; (b) directly related to the development; and (c) fairly and reasonably related in scale and kind to the development. The obligations proposed to comply with these tests because they are necessary to make the development acceptable in planning terms, they are directly related to the development and are fair and reasonable in scale and kind. The following contributions are sought:

Having considered all the contribution requests received, the followings are considered to priority and should received their respective contribution sum requested.

- i) 10% Affordable Housing on site: equating to 13 dwellings
- ii) Make a financial contribution of £604,288.98 in total to be divided and spent in the following areas:

- Education and Nursery:

Nursery School	A school in the Walderslade pupil place area	£ 92,102.40
Primary School	A school in the Walderslade pupil place area	£222,496.89
Secondary School	Victory Academy and/or Holcombe Grammar School	£195,825.07

- Pedestrian safety and accessibility improvement in the vicinity of site £ 30,000.00
- Waste and recycling To provide brown bins to each property for the collection of food and garden waste £ 20,362.64
- Street End Road Allotments to improve the allotments in situation £6,500.00
- Youth Service £7,713.00
- Bird Mitigation £29,288.98

## Conclusions and Reasons for Approval

The planning balance of this case must be carefully considered. It is not an allocated housing site and is an existing leisure facility given protection by Policy L3 of the Local Plan. However, the Council cannot demonstrate a 5 year housing land supply and therefore paragraph 14 of the NPPF is enacted setting out a presumption in favour of sustainable development. The proposal is sustainable in economic and social terms. In environmental terms, the golf driving range has or is about to close, it is not readily accessible by the public and includes elements that are harmful to the landscape. In addition the existence of playing fields, allotments and the coney banks surrounding

the site provide sufficient public open space and sports provision to serve the needs of the community. It is considered that subject to consideration of details the development is in principle environmentally sustainable.

The development is acceptable in relation to the mix of dwellings, impact on local residential amenity including daylight, sunlight, outlook and privacy. The proposal will provide a good standard of residential accommodation for the future occupiers.

The proposed 131 dwellings at 39.7dph is in keeping with the density level of in an urban environment. The proposal is considered to be of high-quality design and layout with a satisfactory level of onsite car parking provision. The proposal will retain a substantial part of the existing hedge and trees and add extensive landscaping to soften the hard edge of the development when viewed from the adjoining properties and countryside.

Although, due to viability the development would not be able to provide policy compliance with regard to affordable units and section 106 contribution, on balance the proposal will deliver a much needed mix of market and affordable dwellings types required to meet the needs of a mixed community in a quality an attractive environment and will assist in delivering and enhance some infrastructure in the locality.

For all the above reasons, the benefits of the scheme significantly and demonstrably outweigh the disadvantages, the proposal is considered to be partially in compliance with Policies S6 and H3 and full in compliance with Policies S1, BNE1, BNE2, BNE6, BNE20, BNE21, BNE22, BNE24, BNE34, BNE35, BNE37, BNE39,, BNE42, BNE43, L3, L4, H10, T1, T3, T2, T13 of the Local Plan and paragraphs 7, 8, 14, 47, 49, 73, 74 and 132 of the NPPF; and it is recommended for approval subject to the conditions and section 106. contributions as set out in the report.

This application would normally be determined under delegated authority, but is being reported to planning committee due to the sensitivity of the site and extent of local interest expressing a view contrary to the recommendation..

This application was reported to Planning Committee on 14 March 2018 when it was deferred to enable further consideration on matters of viability. The applicants have provided details of the abnormal costs associated with the development of the site which informed the viability. Details of these will be reported to the Committee.

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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://publicaccess1.medway.gov.uk/online-applications/>