

d MC/09/1382

Date Received: 21 September, 2009

Location: Phases 4 and 5 Liberty Park Land to the West of Eastern Bypass A228/A289 (Both sides of Hoo Road) Wainscott Road Wainscott Rochester Kent

Proposal: Application for approval of phase 4 & 5 reserved matters (siting, design, landscaping and external appearance) pursuant to outline permission MC2005/0671 (as amended by MC2007/0032) for the construction of 135 dwellings; associated garages; parking and ancillary works

Applicant:

Agent: Mr G Flintoft Barton Willmore Planning Partnership The Observatory Southfleet Road Ebbsfleet Dartford Kent DA10 ODF

Ward Strood Rural

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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 21 April, 2010.**

**Recommendation - Approval with Conditions**

(as amended by drawings and information received on 9, 11, 26 February 2010 and additional drawings and information received on 26 March 2010)

- 1 The ensuite window on the eastern elevation in plot 60 shall be fitted with obscure glass and shall be non-opening apart from any top hung fan light, and shall thereafter be retained as such.

Reason: To ensure the development does not prejudice conditions of amenity by reason of unneighbourly overlooking of adjoining property, in accordance with Policy BNE2 of the Medway Local Plan 2003.

- 2 Prior to the commencement of the development hereby permitted, a scheme for protecting the proposed development from transport related noise, shall be submitted and approved in writing by the Local Planning Authority. The scheme shall include details of acoustic protection sufficient to ensure internal noise levels (LAeq,T) no greater than 35dB in bedrooms or combined study/bedrooms and 40dB in living rooms with windows closed. Where the internal noise levels (LAeq,T) will exceed 35dB in bedrooms or combined study/bedrooms and 40dB in living rooms with windows open, the scheme shall incorporate appropriately acoustically screened mechanical ventilation.

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, in accordance with Policy BNE3 of the Medway Local Plan 2003.

- 3 No development shall commence until details of wheel washing facilities for construction vehicles have been submitted to and approved in writing by the Local Planning Authority. Such agreed facilities shall be retained on site for the duration of the building works unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the development does not prejudice conditions of highway safety, in accordance with Policy T1 of the Medway Local Plan 2003.

- 4 Prior to commencement of the development details of pedestrian crossing points within the site, including the provision of tactile paving, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the development does not prejudice conditions of pedestrian safety, in accordance with Policy T1 of the Medway Local Plan 2003.

- 5 Prior to commencement of the development a plan indicating the location of the affordable housing units including the division between Rented Accommodation and Shared Ownership Accommodation shall be submitted to and agreed in writing with the Local Planning Authority. The affordable units shall then be provided as set out unless otherwise agreed in writing by the Local Planning Authority.

Reason: To comply with the terms of the s106 agreement in accordance with policy S6 of the Medway Local Plan 2003.

- 6 Notwithstanding the lighting details received on 9 February 2010 details of the lighting columns shall be submitted to the Local Planning Authority on the approved landscaping plans prior to the commencement of development. The lighting columns shall be installed in accordance with the approved details and maintained thereafter.

Reason: To ensure that the appearance of the development is satisfactory and does not impact on the soft landscaping in accordance with policies BNE1 and BNE6.

- 7 Tree pit details including size and location shall be submitted to and approved in writing the Local Planning Authority prior to the commencement of development. The tree pits shall be constructed in accordance with the approved details and maintained thereafter.

Reason: To ensure that the health and vitality of the trees are maintained in

accordance with policy BNE6.

- 8 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no windows shall be installed in the western elevation of plot 38, herein approved without the prior written approval of the Local Planning Authority.

Reason: To ensure the development does not prejudice conditions of amenity by reason of unneighbourly overlooking of adjoining property, in accordance with Policy BNE2 of the Medway Local Plan 2003.

**For the reasons for this recommendation for approval please see planning appraisal section and conclusion at the end of this report.**

### **Site Description**

The application site is located on the north side of Hoo Road and forms part of a wider site with outline permission for residential development, which spans both sides of Hoo Road and is bounded by the A289 Wainscott Bypass to the east and the existing built-up area of Wainscott to the west. Hoo Road at its eastern end forms a spur off the Four Elms roundabout (the junction between the A228 (Four Elms Hill) and A289).

Phases 4 and 5 of the application are located to the south of the site closest to the public footpath that runs to the southern side of the site between the site and Wainscott Primary School. The application site previously comprised arable farmland. Construction of the approved residential development on the northern parcel on the opposite side of Hoo Road has started.

The site is located at the edge of Wainscott and a clear boundary is formed by the A289. The A289 is set significantly lower than the site to the north and rises slowly to reach the same level as the site towards the Four Elms roundabout. To the west the site adjoins the rear of the existing residential development in Wainscott Road.

To the north of the parcel is phase 1A which provides the open space for the development and wider area, the approved access for phases 4 and 5 crosses this open space. As part of this site 0.4 hectares is allocated for potential Healthcare/medical facilities as identified in the Outline consent (MC2005/0671). This has been located to the south west of phases 4 and 5 to ensure that there is a connection to the footpath that runs along the southern boundary providing pedestrian access to Wainscott Road.

### **Proposal**

This is an application for the approval of phase 4 & 5 reserved matters (siting, design, landscaping and external appearance) pursuant to outline permission MC2005/0671 (as amended by MC2007/0032) for the construction of 135 dwellings; associated garages; parking and ancillary works

The submitted application comprises the following elements:

- 9 two bed flats, 42 two bed houses, 62 three bed houses and 22 four bed houses
- Mainly two-storey houses (some with additional roof level accommodation via dormer windows) in a mixture of terraced, semi-detached and detached. Flats are also proposed linking some blocks of terraces over parking/accesses, above parking spaces in rear parking courtyards and a three-storey blocks in the south western corner of the site
- There are 249 parking spaces proposed, mainly in rear parking courtyards, with some roadside allocated bays and a few properties having private garaging/parking within their plot.
- Eleven spaces have been provided for the school drop-off/pick-up in the south eastern corner
- A bund with trees and under storey woodland planting is proposed to the boundary between the site and the Wainscott Bypass. The bund adjoins a road with properties facing onto it. Properties are set a minimum of 25m from the road edge. The bund would be approximately 6.7m wide and would, provide acoustic attenuation as well as be a visual feature.
- Design of house types is generally simple and traditional with gable projections, bay windows and entrance canopies as features on some elevations.
- Materials proposed will be reflective of the quality and mix used on the early phases

### **Site Area/Density**

Site area: 3.36ha

Site density: 40.17 d.p.h

Phases 1, 2 and 3 combined comprise 271 units, this together with the proposed number in 4 and 5 totals 406 units across Liberty Park as a whole.

### **Relevant Planning History**

Site to North of Hoo Road

ME/93/0715            Outline application for the construction of a food superstore (including class A3 restaurant), one non-food retail warehouse (Class A1) petrol filling station (with ancillary shop) car wash, ancillary access road and car parking and provision of a new roundabout

Appeal on grounds of non-determination  
Dismissed 19 January 1998

ME/94/0241 Outline application for the construction of a food superstore (including class A3 restaurant), one non-food retail warehouse (Class A1) petrol filling station (with ancillary shop) car wash, ancillary access road and car parking and provision of a new roundabout  
Appeal on grounds of non-determination  
Refused 26 February 1997

ME/96/0643 Outline application for four A1 retail units and one A3 drive-through restaurant unit with ancillary parking and service areas  
Appeal on grounds of non-determination  
Withdrawn

MC1999/5612 Outline Application for residential development  
Refused 13 December 1999

MC1999/5613 Outline Application for residential development  
Refused 13 December 1999

MC2003/1557 Outline application for residential development with proposed new access, acoustic barrier and landscaping  
Undetermined to date

#### Site to the South of Hoo Road

MC2003/1139 Outline application for housing, open space and provision of health centre on eastern side of Hoo Road  
Refused 29 October 2003

#### Land to the West of Eastern by-pass A228/A289 (both sides of Hoo Road)

MC2005/0671 Outline application for residential development, health centre, retail facilities, parking facilities, open spaces, acoustic barrier, new access and landscaping  
Approved 26 September 2006

MC2005/0638 Town & Country Planning (EIA) Regulations 1999 for a screening opinion to determine whether or not the construction of a residential development with a health centre and ancillary retail require an Environmental Impact Assessment  
Determined EIA not required 20 April 2005

MC2007/0032 An application for A) the variation of conditions 1 (Submission of Reserved Matters), 9 (Archaeology), 10 (Acoustic Mitigation), 11 (Land Contamination) and 15 (Scheme of Street Lighting) to allow for the phased submission of reserved matters pursuant to the outline planning permission and subsequent implementation of the development; B) The removal of Conditions 4 (Details of Hard

and Soft Landscaping), Condition 6 (Materials), 7 (Details of Boundary Treatments), 16 (Provision of Additional Land at Wainscott Primary School) and 21 Junction and Other Highway Improvements) of planning application MC2005/0671 an outline application for residential development, health centre, retail facilities, parking facilities, open spaces, acoustic barrier, new access and landscaping  
Approved 15 March 2007

MC2007/0821 Application for approval of reserved matters (siting and design) pursuant to outline permission MC2005/0671 (as amended by MC2007/0032) for construction of 86 units and associated garages, parking and ancillary works  
Approved 11 March 2008

MC2007/1147 Application for approval of reserved matters [external appearance, landscaping, siting & design] pursuant to outline application MC2005/0671 (as amended by MC2007/0032) relating to Phase 1a (public open space)  
Approved 11 March 2008

MC2008/0607 Application for approval of phase 1 reserved matters (external appearance and landscaping) pursuant to outline planning consent MC2005/0671 as varied by application MC2007/0032 for construction of 86 units  
Approved 27 June 2008

MC2008/1663 Revised application for approval of Phase 1 reserved matters (external appearance) pursuant to outline permission MC2005/0671 (as amended by MC2007/0032) for construction of 86 units (resubmission of MC2008/0607)  
Approved 9 January 2009

MC2009/0479 Revised application for approval of part of phase 1 reserved matters (siting, design, external appearance and landscaping) pursuant to outline permission MC2005/0671 (as amended by MC2007/0032) for proposed replacement of units 46-50 and 58 with 12 no. units.  
Approved 3 September 2009

MC2008/1536 Application for approval of reserved matters (siting and design) pursuant to outline permission MC2005/0671 (as amended by MC2007/0032) for construction of 179 dwellings and associated garages, parking and ancillary works  
Approved 3 September 2009

MC2009/1192 Approval of reserved matters (external appearance and landscaping) of outline planning permission MC2005/0671 for residential development, health centre, retail facilities, parking facilities, open spaces, acoustic barrier, new access and

landscaping  
Approved 24 November 2009

MC/10/0158 Application for a non-material amendment following grant of planning permission MC2005/0671 and MC2008/1536 to all Kelvendon Plus units including 113, 114, 115, 150, 151, 152, 181, 190, 194, 198, 258 and 259 to reduce two dormer windows to one dormer window on front elevations  
Approved 12 February 2010

MC/10/0734 Application for a non-material amendment following a grant of planning permission application for approval of reserved matters (siting and design) pursuant to outline permission MC2005/0671 (as amended by MC2007/0032) for construction of 86 units and associated garages, parking and ancillary works to amend internal layout to plots 66-68  
Approved 15 March 2010.

## Representations

The application (and the revised plans) has been advertised on site and in the press. Neighbour notification letters have been sent to the owners and occupiers of 1, 2, 2a, 3, 4, 5, 6, 8, 9, 10, 11, 12, 13, 14, 145, 16, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 32, 33, 34, 35, 36, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 52, 54, 56 and Higham Road. 1, 1a, 2, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 37, 37a, 41, 43-45, 47, 49, 49a, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 111, Gezira, Denison House, Elm Lodge, Elm Cottage, Cezira, Wainscott Primary School, 1 and 2 The Bays, Winton House Wainscott Road. 2, 4 and 6 Hollywood Lane The Frindsbury and Wainscott Community Association; the Primary Care Trust; Southern Gas Networks; the Environment Agency; Kent County Constabulary; Kent County Council's Archaeological Officer; EDF Energy; Transco; and Southern Water have been notified of the application.

The following letters have been received prior to the final set of revised plans:

**One letter** has been received relating to:

- Query over the PCT land
- Query over possible rear access to properties in Wainscott Road
- Advising they have no issue with having a medical centre to the rear of their property

**Frindsbury Extra Parish Council** have written with the following comments on the initial plans:

- Draft plans seen initially showed a road on the west edge of the site, at the rear of the shops and other businesses in Wainscott Road. This was seen as a good idea and welcomed, as it would enable provision to be made for deliveries to the rear of the shops, instead of to the front of the shops from Wainscott Road, which is the only option at present. This would have

alleviated an existing problem in the area. The road would also have placed houses further away from the businesses in Wainscott Road, some of which are open into the evenings. They are not all shops. Some are noisy engineering businesses relating to the car trade and one of them has had 24 hour working over many years. The layout as submitted has put the road serving this section of the housing further into the estate. The opportunity for rear access to the properties in Wainscott Road is thereby lost, to the detriment of the whole area. This opportunity will be lost forever. The houses will be closer to all the businesses, which will give them a lack of amenity.

- It is noted that the unallocated parking spaces are located in one position at the extreme southern end of the site. These unallocated parking spaces should be scattered throughout the site. A visitor to a property on the other side of the estate will not seek out a parking space at the other end - such a visitor will park as close as possible to his destination, which will inevitably mean on the estate roads. Medway Council is presently considering altering the parking standards and if adopted, this will mean one visitor/unallocated space for every 4 dwellings. The proposal on this also states that this may be reduced "*within an urban area that has good links to sustainable transport*". This statement does not apply to this development. The Parish Council would like to see the developer applying the proposed standards before adoption.
- Originally there was an intention to provide a drop off/pick up point for Wainscott Primary School. We assume the intention on these plans is for the visitors' parking spaces to double up in this regard. The Parish Council feels that this will be inadequate, as the spaces will inevitably be occupied by extra cars belonging to the nearby households. Should a parent drive all the way round from Hoo Road into the estate and find the parking spaces occupied, whether by other parents or by the residents, what then? There is no turning point for a proper flow of vehicles; drivers of cars in this situation will have to execute 3-point turns. Other cars may well have parked on the road itself opposite the parking spaces, making the entire situation worse. The traffic mix will include not only parents and primary age children, but also younger children, some in prams and pushchairs. Observation of the behaviour of parents at primary schools shows that the parents congregate and chat with each other before moving off, adding to the congestion. The Parish Council considers that this drop-off provision has not been considered fully and is inadequate and that it is essential that a turning circle is provided.

**Frindsbury Extra Parish Council** have written with the following comments on the amended plans:

- The increase of unallocated parking spaces from 11 to 35 is welcomed, as is the scattering of these spaces throughout the development.
- The additional spaces provided near Wainscott Primary School is welcomed, but there remains concern over the availability of these spaces at school dropping off/pick up times and the lack of a turning circle. The Parish Council is concerned over safety issues; bearing in mind it is a primary school. Older

children may be dropped off to walk by themselves into the school grounds; they will have to negotiate cars manoeuvring in and out of the parking spaces. Parents of younger school children will walk them into the school, but if they have pre-school children or babies, this will mean getting them in and out of the cars as well as the child attending the school, again with the scenario of manoeuvring vehicles.

- The Parish Council understands that the access road across the middle of the open space is part of the brief provided by the Local Planning Authority, but it remains opposed. The missed opportunity to help properties in Wainscott Road and traffic generally has already been stated. The Parish Council would like to expand on the safety aspect of this position for the road. It cuts across the area to remain public open space. The open space is for use by the public. This will include children playing and people of all ages using it for recreation, including dog walking. There will be people and possibly animals crossing the road. The road itself being straight would lend itself to vehicles travelling too fast for the conditions. The Parish Council is very concerned about potential danger and accidents and would ask Medway Council's planners to reconsider the position of this road. It is noticed that an access road runs round the outside of the residential part of the site on the eastern side. The Parish Council cannot see why this cannot be replicated on the western side but to include the open space, leaving the open space as one parcel of land.

**Kent Fire and Rescue** have written on the initial plans to advise that they will be satisfied with access for Fire Fighting appliance if the application complies with the County of Kent Act 1981 and Building Regulations approved Document B, B5. They recommend that the applicant contact the Fire Services to discuss this further.

**Kent Police Architectural liaison** officer has written with regard to the initial plans relating to:

- Vehicle parking allocation appears low. Some 60% of dwellings will be 3 bedrooms or over and vehicle ownership may be far higher than 1.6 per unit. Recommended that an increased parking ratio near to Medway Councils standards be incorporated.
- Insufficient resident or visitor spaces may well result in inappropriate or confrontational parking practises occurring or those that will adversely affect highway or pedestrian safety. Cars out of sight of homes may be vulnerable to crime
- Care required in the design adjacent and around the school drop off to ensure that inappropriate or hazardous parking is not encouraged or facilitated. Recommended that parking enforcement measures, surface markings, surface treatments, bollard's or boundary treatments are all recommended for consideration
- Adequate measures need to be in place such as bollard's, gates etc to ensure normal vehicular traffic cannot utilise the emergency access over the green space to the North of the development. Clear management and maintenance routines will be required for the servicing of these emergency points and routes and requisite checks should be made with relevant emergency service

providers to ensure they are satisfied with proposals e.g. at times of heavy rain if the surface was very wet and pliable or in extreme snow

- Much parking will be contained within internal courtyards potentially accessed via undercroft and with boundary defined by build lines or rear garden fencing/gates. Courtyard parking recommended to be gated to prevent the area becoming a point for congregation, crime or antisocial behaviour.
- Use of rear courtyards may reduce the active frontages and the live connection between street and dwellings with people using the rear access to their properties
- Trees should be designed and located in conjunction with any lighting proposals
- Robust and efficient lighting scheme designed to BS5489 is recommended to be incorporated and should give coverage to all publicly accessible space, highways and footpaths and parking courtyards
- Important to light the footpath into the site at the south-west corner linking Wainscott Road to the development. Should also incorporate restrictive devices to deter unauthorised motor vehicles or similar utilising that may be detrimental to safety and residential amenity.
- Introduction of gable windows in dwellings the overlook public spaces or parking courtyards etc are encourage to aid natural surveillance
- Utility metres are recommended to be positioned externally, close to front build lines, in order to reduce the need for unnecessary trades access. Mail delivery to the flats are suggested via secure individual mailboxes
- Use of enhanced security standard doors and windows are recommended
- Access control incorporating both audio and visual link is suggested for the flats.

**Kent Police Architectural liaison** officer has written with regard to the amended plans relating to:

- The new proposals have attempted to clarify, respond in part or beneficially improve the original design
- Encouraging that vehicle parking has increased it is still considered that there may be a slight deficiency of spaces, ideally further increase may be beneficial
- Enclosed parking courtyards could reduce opportunity for unauthorised access or vulnerability of the contents or rear of properties to crime.

## **Development Plan Policies**

South East Plan 2009

Policy BE1	(Management for an urban renaissance)
Policy CC1	(Sustainable Development)
Policy H4	(Type and size of new housing)
Policy H5	(Housing design and density)
Policy KTG1	(Core strategy)
Policy T1	(Manage and Invest)

Medway Local Plan 2003

Policy S2	(Strategic Principles)
Policy BNE1	(General Principles for Built Development)
Policy BNE2	(Amenity Protection)
Policy BNE3	(Noise)
Policy BNE6	(Landscape Design)
Policy BNE8	(Security and Personal Safety)
Policy BNE23	(Contaminated Land)
Policy H1	(New Residential Development)
Policy H3	(Affordable Housing)
Policy H4	(Housing in Urban Areas)
Policy H10	(Housing Mix)
Policy L4	(Provision of Open Space in New Residential Developments)
Policy T1	(Highway Impact of Development)
Policy T2	(Access to the Highway Network)
Policy T3	(Provision for Pedestrians)
Policy T4	(Cycle Facilities)
Policy T13	(Vehicle Parking Standards)

#### Supplementary Planning Guidance

Wainscott Development Brief (April 2004)

### **Planning Appraisal**

#### *Principle of Development and mix of housing*

The application site is covered by the outline permission for residential development MC2005/0671 and as such the principle of this proposal has already been accepted. The outline application put no limits on the number of units to come forward, and although Local Plan Policy H1 suggests an indicative capacity over the whole site of 282 units, it is made clear that this is not a target or a maximum figure, only an initial estimate as to what the site can accommodate, which was made prior to publication of both the current and the previous editions of PPS3 and their advice on density. The Wainscott Development Brief for the site contains no advice on housing numbers beyond reiterating the guidance in the Local Plan. However, it does provide detailed advice on the form of development envisaged on the site, which should be followed by any proposal.

#### *Setting of the Development*

From outside of the site itself, there are two key viewpoints of Phases 4 and 5; views across the open space from Hoo Road and from the bypass edge, where in both cases the development would complete the site frontage with that of the southern parcel of the site.

In respect of views across the open space the house designs and have been altered through negotiations with Officers. Plots 10 and 82 face onto the green and have been altered in design to book mark the elevations facing the open space. The

applicant has advised that these house types have been specifically designed for this location and it is considered create a more fitting landmark. In addition to this, changes to the landscaping have also strengthen this through extending the tree line as far as possible to frame this character area.

In respect of the bypass edge, this is the most prominent part of the site and the Development Brief clearly sets out the principles that development must accord to in addressing this feature. These principles have been incorporated into the revised plans through the re-ordering of the house types to create more symmetry and give a more interesting elevation. Gable features have been introduced to the front elevations with barn hips to the roofline to soften the changes in ridge height.

### *Layout, Architecture and Public Realm*

In order to provide an attractive and legible development, there is a need to celebrate gateways, corners, junctions and vistas with particular architectural forms and to develop streets with particular architectural themes (common boundary lines, similar forms, and detailing). This is reinforced in paragraph 5.4.1 of the brief. The amended plans have recognised the importance of this and now provide for a much more attractive scheme. On entering the phase from the open space you are led up a tree lined avenue that continues the theme from the northern parcel of the development.

The buildings that front onto this road are set between 1m and 3m from the back edge of the pavement. Between the pavement and the road is a landscape strip green verge approx. 1.5m in width in which it is proposed the trees will be planted.

The houses that front onto this road are a mix of semi-detached and terraced properties. Houses that face onto two roads have been designed to turn the corner and have a dual active frontage onto both roads.

At the south western end of the development fronting the school and public right of way a large three storey block of flats is proposed. The block proposed is the same design as that consented and built in phase one (plots 18-26). The flats have been designed to look interesting, the design incorporates a large amount of glazing and the use of projecting bays at first floor level.

Overall it is considered that a good use of house types has been incorporated into the scheme. Overall it is considered that a good use of house types has been incorporated into the scheme.

A hierarchy of roads have been used in the scheme with wider primary routes, narrowing secondary roads and shared surface "mews" streets. On street parking has been included into the scheme to allow a good ratio of parking and also to ensure that it has been designed in to prevent future indiscriminate parking, which can blight the final design.

The landscaping has been considerably designed into the scheme and will allow the scheme to fit well into its surroundings. Lighting details have been submitted on a plan that identifies trees that are in a slightly different location on the soft landscaping plans. It is recommended that a condition is imposed to ensure that there is no conflict.

No boundary treatment is proposed along the public footpath where it abuts the road that runs to the south of flat block 50-58 and plots 59-62. This is considered beneficial to allow maximum permeability through the site and beyond.

In summary it is considered that the scheme is well designed and accords with the provisions of Policies BNE1 and BNE6 of the Medway Local Plan 2003

### *Neighbourhood Amenities*

Phases 4 and 5 do not have any contact with other residential properties along the northern, eastern or southern boundary. Along the western boundary the site runs behind the houses and commercial properties in Wainscott Road. The closest property to the development is in excess of 30m away to the west and as such it is considered that there is no direct loss of privacy between the proposed houses and those in the Wainscott Road. Due to the distances involved it is also considered that there would be no negative impact on the existing neighbours with regard to daylight, sunlight or outlook. The internal layout generally offers a good degree of accommodation for the prospective occupiers. Garden sizes are generally in excess of 40m<sup>2</sup> increasing for the larger houses with plot 128 (one of the 4-bed houses) with a garden in excess of 120m<sup>2</sup>.

It is recommended that some of the proposed windows are conditioned to contain obscure glazing and some of the flank walls are conditioned to ensure there are no new windows inserted to ensure that there is no neighbourly overlooking at a later stage.

Parking areas have been sensibly laid out to ensure that the walking distance from an allocated space to the residence is kept to a minimum. The houses have been designed to ensure that most of the rear of houses are a minimum of 10m from the flank wall of other houses which ensures that there is no issue created with regard to outlook from habitable room windows.

The development has been designed not to cause any unacceptable impact on amenity for neighbouring or prospective occupiers and is considered to be in accordance with Policy BNE2 of the Medway Local Plan 2003

### *Air quality*

The application is supported by a supplementary air quality assessment dated 11 September 2009 prepared by Peter Brett Associates. Predictions for the residential receptors for this phase of the development have been made using updated methodology. The predictions show that the levels of nitrogen dioxide and particulates are below the national air quality objectives and are therefore acceptable and in accordance with policy BNE3 of the Medway Local Plan 2003.

### *Noise*

The application is supported by an Environmental Noise Assessment, dated 16 September, prepared by Sharps Redmore and a letter dated 18 January 2010 which has re-calculated the model taking into account some amendments to the layout. A

noise model has been used to determine that the site falls within NEC A and B during the day with a small strip of land facing the bypass within NEC C. The site is predominantly in NEC B overnight but again there is a strip that is in NEC C. The assessment has considered noise levels within the residential properties and has determined that mitigation in the form of enhanced glazing and ventilation will be needed to habitable rooms facing the bypass. The assessment correctly states that mechanical ventilation will be required. It is recommended that a condition is added to ensure internal amenity is protected from transport related noise.

The amended layout and re-calculated model has found that all properties will experience garden noise levels below Medway's standard criterion of 55 dB and as such no additional mitigation to garden areas is required. The proposed is therefore acceptable and in accordance with policy BNE3 of the Medway Local Plan 2003..

### *Highways - Traffic Generation and access*

The principle of the development in highway terms has been established through the outline consent. The current proposal for 135 dwellings results in a total of 400 dwellings across the whole development, below the 450 dwellings considered and approved under MC2007/0821. The access arrangements were also established with the granting of the outline consent. The trigger for constructing the final means of access from Hoo Road, together with the associated off-site highway works comprising new footways, cycleways and a toucan crossing, has now been reached and the applicant is currently formalising the details with the Council's Highway Team.

### *Parking*

The initial plans proposed a total of 217 parking spaces to serve the 135 dwellings. At the request of officers, the applicant has incorporated additional parking into the development: and a total of 249 spaces is now provided through a mixture of garages, driveways, courtyards and on-street bays. All three and four-bedroom dwellings are provided with two parking spaces each. The remaining 81 parking spaces will serve 51 two-bedroom houses and flats, and include a significant number of unallocated spaces to accommodate variations in car ownership, visitors and casual use. This parking provision equates to an overall ratio of 2 spaces per three/four bedroom dwelling and 1.6 spaces per two-bedroom dwelling across the site. In addition to this, eleven parking spaces are provided adjacent to the boundary with Wainscott School: In order to maximise the efficiency of these spaces, it is possible that they will be available to local residents and their visitors when not required for school drop-off and collection purposes.

The location of these bays in a residential, traffic-calmed area is considered to be safer than the kerbside parking on Wainscott Road that parents currently rely on. The space between the parking bays and the other side of the road is 6m, which is sufficient to manoeuvre in and out of the spaces and accords with the Council's guidance. It is therefore considered that a turning circle is not required. Furthermore, this road is not a cul-de-sac, parents leaving the parking area will be able to turn left or right in order to access the main spine road and will not be required to undertake a turn in the road. Overall, the amended scheme is considered to provide an acceptable level of parking that will meet the needs development. On this basis, no objection is raised

in respect of Policy T13 of the Local Plan.

### *Internal Road layout*

The internal layout of the development comprises residential roads of between 4.1 metres and 5.5 metres in width. Traffic calming features are integrated within the design through the provision of raised tables and variations to road widths and surface treatments at appropriate locations. A potential routing for large refuse vehicles has been identified and swept path analysis used to demonstrate access and turning manoeuvres. On this basis, no objection is raised in respect of Policy T1 of the Local Plan.

There are a number of pedestrian crossing points within the development. Whilst these are generally on raised platforms, there will be a need to install tactile paving to clearly identify them as crossing points. The main examples are the crossing points at the four-way junction to the north on the eastern and western arms, the east and west links with the footpaths over the open space, and the junction between plots 16 and 39. It is considered that this could be secured by condition.

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

The principle of development on this site is established through the outline planning permission [MC2005/0671 (as amended by MC2007/0032)], which permitted consent for residential development, health centre, retail facilities, parking facilities, open spaces, acoustic barrier, new access and landscaping. This reserved matters application is considered to be acceptable in terms of siting, design, landscaping and external materials having regard to its visual impact and the effect on the amenities of the occupiers of neighbouring and nearby properties, highways and parking. The application is, therefore, considered to be in accordance with the provisions of Policies BE1, CC1, H4, H5, KTG1 and T1 of the South East Plan 2009 and Policies S2, BNE1, BNE2, BNE3, BNE6, BNE8, BNE23, H1, H3, H4, H10, L4, T1, T2, T3, T4 and T13 of the adopted Local Plan, and is accordingly recommended for approval.

The application would normally be determined under delegated powers but is being reported to Committee due to the requirement of the Committee, when considering previous applications, and due to the concerns expressed by the Parish Council

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