

MC/18/3160

Date Received: 31 October 2018

Location: Land Off Lower Rainham Road (West Of Station Road) Rainham Gillingham

Proposal: Outline planning application with some matters reserved (appearance, landscaping, layout and scale) for up to 64 dwellings (including 25% affordable), planting and landscaping, informal open space, vehicular access point from Lower Rainham Road and associated ancillary works.

Applicant Kodiak Land

Ward: Rainham North Ward

Case Officer: Majid Harouni

Contact Number: 01634 331700

Recommendation of Officers to the Planning Committee, to be considered and determined by the Planning Committee at a meeting to be held on 26th June 2019.

Recommendation – Approval subject to:

- A. S106 to secure;
 - i) Secure 25% affordable dwelling units (equal to 16 dwellings).
 - ii) Education contribution
 - Nursery: £86,117.76 towards expansion at one or more of Riverside Primary, Thames View Primary, or a new free school in the area.
 - Primary: £211,379.84 towards expansion at one or more of Riverside Primary, Thames View Primary, or a new free school in the area.
 - Secondary: £122,821.25 towards Expansion at one or more of Rainham Mark Grammar School, Rainham Girls School, The Howard School, or a new free school in the area.
 - iii) Contribution of £4,890.88 towards youth provision to support young people in the Gillingham area, to access computer training for skill improvements.
 - iv) Contribution of £15,052.12 towards sport facilities to improve swimming pool and associated changing area.

- v) Contribution of 159,342.72 towards open space and outdoor formal sport
To enhance open space facilities within the vicinity of the development including Berengrave Nature Reserve and/or Riverside Country Park and/or Berengrave Chalk Pit Allotments.
- vi) Contribution of £53,000 towards ecological and public access provision management at Berengrave Nature Conservation site.
- vii) Contribution of £3,200 towards surface improvement and signposts of the nearby PROWS GB5,GB6, GB44, GB1 to mitigate additional footfall.
- viii) Contribution of £39,491.20 to support the reconfiguration and equipping of the Rainham Healthy Living Centre to support new models for the provision of Local Care.
- ix) Contribution of £10,500 towards local public transport infrastructure.
- x) Contribution of 15,335.04 towards bird mitigation measures

Total £730,130.81 = £11,408.29 contribution per dwelling.

B. And the following conditions:-

- 1 Approval of the details of the layout, scale and appearance of the buildings and the landscaping (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.

Reason: To accord with the terms of the submitted application and to ensure that these details are satisfactory

- 2 Plans and particulars of the reserved matters referred to in Condition 1 above shall be submitted in writing to the Local Planning Authority for approval. Such application for approval shall be made to the Authority before the expiration of 2 years from the date of this permission and the reserved matters shall be carried out in accordance with the approved details.

Reason: To comply with Section 92(2) of the Town and Country Planning Act 1990.

- 3 The development to which this permission relates must be begun no later than the expiration of 18 months from the final approval of the reserved matters or in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990.

- 4 The development hereby permitted shall be carried out in accordance with the following approved plan:
7953-L-04 Rev A and P17054-001D received 21/11/2018.

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

- 5 The number of dwellings permitted within the site under the terms of this outline permission shall not exceed 64.

Reason: To define the planning permission and for the avoidance of doubt.

- 6 No development above ground floor slab level of any part of the development hereby approved shall commence until 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.

- 7 Any application for the approval of reserved matters relating to the landscape shall include full details of hard and soft landscaping and a programme for implementation on site. Details shall include the following:

- i. Proposed finished levels of contours of the land, means of enclosure (should be consistent with boundary treatment proposals); car parking layouts; existing areas of retained planting; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. external furniture, play equipment; refuse or other storage units, signs, lighting etc); proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines etc. indicating lines, manholes, supports etc).
- ii. Soft landscape works shall include planting plans, written specifications (including cultivation and other operations associated with grass and plant establishment, aftercare and maintenance); schedules of plants, noting species, plant sizes and proposed umbers/densities where appropriate; tree pit details including species, size, root treatment and means of support; implementation programme.
- iii. All planting, seeding and turfing comprised in the approved scheme of landscaping, shall be implemented during the first planting season following occupation of the houses or completion of the development, whichever is the earlier or in accordance with a programme to be submitted to and agreed in by the Local Planning Authority.

iv. Detailed design for sustainable drainage systems

The programme for the implementation of landscaping scheme shall include details of strategic planting and open space provision that will be delivered prior to the occupation of the 30th dwelling. These details shall have regard to the Construction Environmental Management Plan required under condition 17 to ensure that these early landscaping works are not undertaken abortively.

Details shall be approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved timetable.

Reason: To ensure a satisfactory external appearance and provision for landscaping in accordance with Policies BNE1 and BNE6 of the Medway Local Plan 2003

- 8 Prior to the commencement of any development, details shall have been submitted to, and agreed 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.

- 9 Prior to the commencement of any development, a scheme for the protection of trees, hedges and green infrastructure to be retained on site and along the full length of the boundary 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.

- 10 Any tree and/or shrub planted pursuant to condition 7 and being removed or severely damaged; dying or becoming seriously diseased within 5 years of planting

shall be replaced with a tree or shrub of a similar size and species unless approved in writing by the Local Planning Authority.

Reason: In the interests of visual amenity in accordance with Policy BNE1 of the Medway Local Plan 2003.

- 11 A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas and green infrastructure, other than small, privately owned, domestic gardens, shall be submitted to the Local Planning Authority for approval in writing prior to the occupation of the development. The landscape 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.

- 12 No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of:
- I. archaeological field evaluation works in accordance with a specification and written timetable which has been submitted to and approved by the Local Planning Authority; and
 - II. Following on from the evaluation, any safeguarding measures to ensure preservation in situ of important archaeological remains and/or further archaeological investigation and recording in accordance with a specification and timetable which has been submitted to and approved by the Local Planning Authority.

Reason: To ensure appropriate assessment of the archaeological implications of any development proposals and the subsequent mitigation of adverse impacts through preservation in situ or by record.

- 13 Prior to the first occupation of each individual building of the development hereby permitted details of the refuse storage arrangements for that building, including provision for the storage of recyclable materials, shall be submitted to and approved in writing by the Local Planning Authority. Except with the prior written approval of the Local Planning Authority, no building shall be occupied until the approved refuse storage arrangements for that building are in place and all approved storage arrangements shall thereafter be retained.

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

- 14 Prior to works commencing the reptile mitigation and habitat creation detailed within the Letter from FPCR dated 26th February. (Ref: 7953 / HES) must be implemented by an experienced ecologist. The reptile displacement works must only be carried out during appropriate weather conditions.

Reason: To protect and enhance the natural environment in accordance with section 15 of the National Planning policy Framework.

- 15 No development shall take place until a "bat sensitive lighting plan" for the site boundaries has been submitted to and approved in writing by the local planning authority. The lighting plan shall:

Identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory;

- A. Show how and where external lighting will be installed so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory.
- B. All external lighting shall be installed in accordance with the specifications and locations set out in the plan and these shall be maintained thereafter in accordance with the approved plan.

Reason: To protect and enhance the natural environment in accordance with section 15 of the National Planning policy Framework.

- 16 A detailed ecological management plan to be submitted:
Within 3 months of construction commencing a detailed ecological management plan is produced and submitted to the LPA for written approval. It must detail how the buffer strips will be managed and include the following:

- Details of the habitats to be managed
- Details of the aims/objectives of the management
- Rolling 5 year management plan
- Details of enhancements to be incorporated in to the site.
- Details of who will be implementing the management.
- Details of on- going monitoring
- The plan must be implemented as approved.

Reason: To protect and enhance the natural environment in accordance with section 15 of the National Planning policy Framework.

- 17 No development shall commence until details of ecological mitigation have been submitted and approved in writing by the Local Planning Authority. The details to be submitted pursuant to the requirements of this condition shall include details of:

- I. Provision of bat boxes within new buildings and/or on retained trees;
- II. Provision of bird boxes on new buildings and/or on retained trees;
- III. Provision of log piles;
- IV. Native species within the landscape planting specification;
- V. Landscape planting that provides food and replacement nesting opportunities for birds;
- VI. Surface water infiltration basin that provides opportunities for wildlife in addition to any SuDS function.

The development shall not be occupied until the ecological mitigation has been provided in accordance the approved details.

Reason: To protect and enhance the natural environment in accordance with section 15 of the National Planning policy Framework.

- 18 A minimum of 15m wide landscaped buffer area shall be provided along the entire western boundary of the application site with Berengrave Nature Reserve.

Reason: To protect and enhance the natural environment in accordance with section 15 of the National Planning policy Framework.

- 19 The Reserved Matters application shall include the details of a pedestrian link from the western boundary of the application site to Berengrave Nature Reserve. The exact location of the connection point shall be determined in consultation with the Local Planning Authority.

Reason: To enhance access to the natural environment in accordance with section 15 of the National Planning policy Framework.

- 20 The access shall not be used until vision splays 56 metres x 2.4 metres have been provided on both sides of the vehicular access point(s) and no obstruction of sight, including any boundary treatment, more than 0.6m above carriageway level shall be permitted within the splays thereafter.

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

- 21 The details submitted in pursuance of Condition 1 shall show land reserved for parking in accordance with the Council's Approved Interim Parking Standards (or any document which is adopted by the Council which replaces the Approved interim Parking Standards). None of the buildings shall be occupied until the area for parking for that building has been provided, surfaced and drained in accordance with the approved details. Thereafter no permanent development, whether or not permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order amending, revoking and re-enacting that

Order) shall be carried out on the land so shown or in such a position as to preclude vehicular access to the reserved vehicle parking area.

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

- 22 Prior to first occupation details of the pedestrian crossing towards the north east of the site to be submitted and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved details prior to the first occupation of any part of the development herein approved.

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

- 23 Notwithstanding the travel plan submitted with the application, prior to the occupation of the proposed development, a revised Travel Plan encouraging sustainable forms of transport shall be submitted to and approved in writing by the Local Planning Authority. The approved travel plan shall be promoted and carried out by the future occupiers of the dwellings.

Reason: To encourage sustainable forms of transport in accordance with Policy T14 of the Medway Local Plan 2003.

- 24 The 8no on site car parking provision together with the associated vehicular and pedestrian access for the properties no 728 to 742 Lower Rainham Road shall be made available prior to the occupation of the 10th dwelling on site.

Reason: In the interests of highway safety and amenities of the local residents and in compliance with Policies, T1, T13 and BNE2 of the local plan.

- 25 The Reserved Matters application layout shall include the details of vehicular link at the application site's eastern boundary. There shall be no land constituting a ransom strip between the application site as showing in drawing 7953-L04 Rev A and the land to the east.

The exact location of this vehicular link shall be determined in consultation with the Local Highway Authority. The vehicular access link shall be constructed to an adoptable standards and be unobstructed for two way vehicle flows.

Reason: In the interests of highway safety and amenities of the local residents and in compliance with Policies, T1, T13 and BNE2 of the local plan.

- 26 No development shall take place until a scheme showing details of the disposal of surface water, based on sustainable drainage principles, including details of the

design, phasing (where appropriate) 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.

- 27 Prior to occupation of the development, a signed verification report carried out by a qualified drainage engineer (or equivalent) must be submitted to and approved by the Local Planning Authority to confirm that the Sustainable Drainage System has been constructed as per the agreed scheme and plans.

Reason: This condition is sought in accordance with paragraph 163 of the NPPF to ensure that suitable surface water drainage scheme is designed and fully implemented so as to not increase flood risk onsite or elsewhere.

- 28 No development shall take place until an Air Quality Emissions Mitigation Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall be prepared in accordance with the Medway Air Quality Planning Guidance (April 2016). The total monetary value of the mitigation to be provided shall be demonstrated to be equivalent to, or greater than, the total damage cost values calculated as part of the Air Quality Screening Report, reference MTW/PS/SM/LE14094/002, dated 26th September 2018. The development shall be implemented, and thereafter maintained, entirely in accordance with the measures set out in the approved Mitigation Statement.

The Mitigation Statement shall include full details of the following standard air quality mitigation measures:

- All gas fired boilers to meet a minimum standard of <40mgNO_x/kWh;
- Parking spaces to be provided with electric vehicle charging points at the following rates:
 - a) 1 electric vehicle charging point per dwelling with dedicated parking
 - b) 1 electric vehicle charging point per 10 unallocated parking spaces
- Mitigation in accordance with the Institute of Air Quality Management (IAQM) Guidance on the Assessment of Dust from Demolition and Construction
The development shall be implemented, and thereafter maintained, entirely in accordance with the measures set out in the approved Mitigation Statement.

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.

- 29 Prior to the commencement of the development a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The Construction Environmental Management Plan shall include amongst other matters details of: hours of construction working; route of the construction vehicles, measures to control noise affecting nearby residents; wheel cleaning/chassis cleaning facilities; fugitive dust and air quality control measures; pollution incident control, site compound, on site staff car parking, material storage 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.

Reason: Reason: Reason: In the interests of residential of the adjoining properties and in compliance with Policy BNE2 of the Local.

- 30 Prior to the commencement of the development hereby permitted, an acoustic assessment shall be undertaken to determine the impact of noise from transport related sources and shall be made in accordance with BS8233 2014: Guidance on Sound Insulation and Noise Reduction for Buildings. The results of the assessment and details of a scheme of acoustic protection shall be submitted and approved in writing by the Local Planning Authority. The scheme shall include details of acoustic protection sufficient to ensure internal noise levels (LAeq,T) no greater than 30dB in bedrooms and 35dB in living rooms with windows closed and a maximum noise level (LAm_{ax}) of no more than 45dB(A) with windows closed. Where the internal noise levels will be exceeded with windows open, the scheme shall incorporate appropriate acoustically screened mechanical ventilation. The scheme shall include details of acoustic protection sufficient to ensure amenity/garden noise levels of not more than 55dB (LAeq,T). 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: In the interests of residential amenity in accordance with Policy BNE2 of the Medway Local Plan 2003.

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

be undertaken by competent persons and a written report of the findings must be produced. The written report shall be submitted to and approved by the Local Planning Authority prior to the commencement of development. The report of the findings must include:

(i) A survey of the extent, scale and nature of contamination;

(ii) An assessment of the potential risks to:

- Human health
- Property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes.
- Adjoining land,
- Ground waters and surface waters,
- Ecological systems,
- Archaeological sites and ancient monuments;

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

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

Reason: In the interests of residential amenities of the future occupiers of the dwellings and occupiers of the surrounding properties and in compliance with Policy BNE2 of the Local Plan.

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

Reason: In the interests of residential amenities of the future occupiers of the dwellings and occupiers of the surrounding properties and in compliance with Policy BNE2 of the Local Plan.

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

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

Reason: In the interests of residential amenities of the future occupiers of the dwellings and occupiers of the surrounding properties and in compliance with Policy BNE2 of the Local Plan.

- 34 In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 32, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 33, which is subject to the approval in writing of the Local Planning Authority.
- Following completion of the measures identified in the approved remediation scheme a verification report providing details of the data that will be collected in order to demonstrate that the works set out in condition 33 are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 33.

Reason: In the interests of residential amenities of the future occupiers of the dwellings and occupiers of the surrounding properties and in compliance with Policy BNE2 of the Local Plan.

- 35 No development shall commence until details of the Locally Equipped Area for Play (LEAP) have been submitted to and approved in writing by the local planning authority. The details shall include the layout, drainage, equipment, landscaping, fencing, timetable for construction and future management of the areas to be provided. The development shall only be implemented in accordance with the approved details upon the occupation of the 40th dwellings.
- The respective play area shall be maintained in accordance with the approved details thereafter.

Reason: To ensure satisfactory provisional equipment and to ensure that play area is provided and retained within the development for use by the future residents and to comply with Policy L4 of the Local Plan.

- 36 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order amending, revoking and re-enacting that Order with or without modification) all dwellinghouses herein approved shall remain in use as a dwellinghouse falling within Class C3 of the Town and Country Planning (Use Classes) Order 1987 (as amended) (or any order amending, revoking and re-enacting that Order with or without modification) and no change of use shall be carried out unless planning permission has been granted on an application relating thereto.

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

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

Proposal

This is an outline planning application for up to 64 dwellings (including 16 affordable dwellings) with matters of appearance, landscaping, layout and scale reserved for future consideration. At this stage, the only aspect of the application submitted for consideration is that of vehicular access. This is proposed to be from Lower Rainham Road.

The proposal will also comprise on-site open space, children's play space, surface water attenuation and ancillary works, landscape buffer along the sites eastern and western boundaries, pedestrian link to the adjoining Nature Conservation land and potential pedestrian and vehicle link from the eastern boundary to facilitate future connection to Station Road.

The proposal also involves provision for at least 8 on-site car parking spaces for the occupiers of houses no 728 to 742 (even) along Lower Rainham Road to allow displacement of cars parked in front of these houses within the application site in perpetuity and therefore improve both vehicular movement and safety along this section of Lower Rainham Road.

The application is accompanied by an 'indicative plan' which shows the development site's primary vehicular access to the highway would be from Lower Rainham Road with the potential vehicle and pedestrian access through the land to the east to Station Road.

The indicative plan shows the built form part of the site would be within the central and southern areas of the site and away from northern, eastern and western boundaries in order to minimise adverse impact on the nature conservation park and provide adequate provision for free flow and attenuation of surface water.

As a consequence of the landscaping coverage, the density of the development would be significantly lower than the housing development to the south.

Site Area/Density

Site Area: 3.44hectares (8.5 acres)

Site Density: 18.6 dph (7.53 dpa)

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.

111 letters have been received expressing comments about the following issues:

- The site is in flood plain and with global warming this not an appropriate site for residential development.
- The local infrastructure (hospital, GP surgery, school places) are already struggling to cope with all these new additional demands.
- Kent is short of water during drought years.
- The development should have enough on-site car parking as the roads cannot cope with any more on-street parking which slows down emergency vehicles.
- There are too many houses to be serviced from the Lower Rainham Road.
- No more destruction of the green areas and impact on the ecology, wildlife and habitat of the area. It could harm the nature reserve
- Inadequate public transport
- These developments will add to the noise and air pollution.
- This development should not result in opening up link with Macklands estate where there is already car parking problems.
- Developments should be directed to brownfield sites.
- Access to the site will be dangerous whatever you do & the proposal to overspill parking onto the Lower Road is ridiculous.
- This is piecemeal building it does not work and should stop.

Highway England offers no objection on the basis that the proposals will generate minimal additional traffic on the Strategic Road Network (SRN) in Peak Hours. HE considers that the development will not materially affect the safety, reliability and/or operation of the SRN (the tests set out in DfT C2/13 para 10 and DCLG NPPF para 32), in this location.

Environmental Agency has no objection to the proposal providing the conditions regarding land contamination and surface water infiltration are imposed.

Southern Water comment that the initial study indicates that there is an increased risk of flooding unless any required network reinforcement is provided by Southern Water. Any such network reinforcement will be partly funded through the new infrastructure charge with the remainder funded through Southern Water Capital Works programme.

Southern Water and the Developer will need to work together in order to review if the delivery of our network reinforcement aligns with the proposed occupation of the development as it will take time to design and deliver any such reinforcement.

The initial investigation indicates that surface water disposal (a surface water flow of 5.0 l/s) to service the proposed development.

Southern Water has asked for an informative be added to any decision, asking the developer to contact Southern Water prior to commencement of the development.

Kent Wildlife Trust advise that should the Council be minded to grant permission, we request a Condition be attached such that a minimum 15m buffer is provided between the development (including residential areas and access) and the semi-natural habitats of the adjacent Local Nature Reserve. KW also requests a Condition such that a mitigation plan for bats, and one for reptiles, is agreed in writing by the Council prior to works being undertaken on site.

Natural England has stated that the proposed development would cause the following impact:-

- Have an adverse effect on the integrity of Medway Estuary and Marshes Special Protection Area (SPA) and Ramsar site, as well as other North Kent coastal SPAs and Ramsar sites
- damage or destroy the interest features for which Medway Estuary and Marshes Site of Special Scientific Interest (SSSI) has been notified.

In order to mitigate these adverse effects and make the development acceptable, the following mitigation measure is secured:

- Contribution to the Birdwise Strategic Access Management and Monitoring Strategy (SAMM)

KCC Archaeology states that notwithstanding the applicant's consultant comment about the low archaeological potential of the site, they suggest that provision be made in any forthcoming planning consent for a programme of archaeological evaluation works to be followed, as appropriate, by safeguarding measures and/or further archaeological investigation and recording. No objection subject to an appropriate condition being imposed.

KCC ecology has stated that the submitted surveys detail the following:

- Presence of at least 8 species of foraging bats
- Slow worms and common lizards within the site boundaries
- The site is used by both wintering and breeding birds
- The site is adjacent to Berengrave Chalk Pit LNR/LWS

Reptiles

The proposed development will result in an increase in suitable habitat for reptiles in the long term and states that if planning permission is granted an appropriate reptile mitigation condition is included.

Bats

The proposed planting will result in an increase in suitable habitat for foraging/commuting bats however, the proposed development will result in an increase in lighting. Lighting can have a negative impact on foraging/commuting bats and we advise that there is a need for a sensitive lighting plan to be produced if planning permission is granted and an appropriate lighting condition is recommended.

Birds

The submitted survey results have been considered and KCC ecology officer is satisfied they have a good understanding of how birds are using the site. The proposed landscaping is likely to increase the suitable habitat for nesting/foraging birds. However, we highlight that the area must be managed appropriately to ensure the interest is retained. We advise that if planning permission is granted this point must be addressed within a detailed management plan to be submitted as part of subsequent reserve matters application.

Local Nature Reserve/Local Wildlife Site

The information has been submitted confirming that there will be a minimum of a 15m buffer between the proposed development and the adjacent Berengrave Chalk Pit LNR (local nature reserve) and Local Wildlife Site. The submitted information has confirmed that it will be planted with a mixture of scrub/hedgerow and tussocky grassland.

We are satisfied that if established and managed appropriately this will help minimise/reduce impacts on the LNR.

The plans demonstrate that there is direct access from the proposed development to the LNR and therefore it is likely that there will be an increase in the recreational disturbance. The applicant should be asked to make a contribution to the ongoing management of the LNR. This should be agreed as part of the current planning application s106 legal agreement.

Management Plan

The proposed development will result in an increase in habitats which will provide ecological mitigation and enhancements and there is a need to ensure that the habitats will be established and managed. An appropriate condition in this regard is recommended.

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 2019 and are considered to conform.

Planning Appraisal

Background

The application site is a rectangular area of land measuring about 3.88 hectares. It has been used as a grazing land/paddock since the 1950s. The site has vehicular access onto Lower Rainham Road which forms the northern boundary of the site, from the west the site is enclosed by the Berengrave Nature Conservation site and an allotment, from the south by a housing estate, from the east by paddocks and associated stables and houses fronting Lower Rainham Road.

The land rises from north to south and due to its use for grazing purposes has no special landscape feature.

Principle

Paragraph 47 of the NPPF and 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.

Paragraph 11 of the NPPF sets out a clear presumption in favour of sustainable development. For decision making this means approving development that accords with an up to date development plan or (paragraph 11d) where the policies in the development plan are out of date because the LPA cannot demonstrate a 5 year supply of deliverable housing sites, assessing proposed sites in terms of their sustainability.

Paragraph 8 of the NPPF sets out the 3 overarching objectives of sustainability – economic, social and environmental.

The application site is outside of the built confines of Rainham and within an Area of Local Landscape Importance. Policies BNE25 and BNE34 of the Local Plan therefore apply. Those elements of the policies which seek to control the supply of land for housing are considered to be out of date, as the LPA cannot demonstrate a 5 year supply of deliverable housing land. However, those parts of the policies which seek to set out particular landscape characteristics that should be protected are relevant.

Taking the 3 objectives of sustainable development in turn:

Economic – the proposal will provide employment during construction and will bring new people into the area with additional spending to help support existing services and facilities. In relation to the impact on existing infrastructure, including roads and services

such as schools and health, these will be considered in detail in later paragraphs but in principle can be addressed through S106 contributions.

Social – the proposal will provide much-needed market and affordable housing. In principle, a well-designed and healthy scheme can be provided but the details will be considered in later paragraphs.

Environmental – While the site is outside of the built-up area of Rainham and within an Area of Local Landscape Importance (ALLI) and there is an important local nature conservation area along the western boundary of the site, the proposed indicative layout shows that a substantial landscaping buffer can be provided along the east, west and northern boundaries of the site in order to enhance the local landscape and ecology of the area. In addition, a financial contribution will also be made toward ecological enhancement and management of the Nature Reserve site.

It is considered that the proposal could help to enhance the local ecology and landscape.

In traditional sustainability terms, the site could connect pedestrian, cycle and vehicular access through the land to the east to connect Station Road to Lower Rainham in order to reduce traffic flow and potential congestion at the Station Road/ lower Rainham Road roundabout while also improving access to public transport and Rainham Town Centre facilities.

The Landscape Visual Impact Assessment submitted as part of the application assesses minor adverse effects on local landscape character is inevitable. However, the impact will decrease over time as landscaping on the site over time would establish and mature.

It is therefore considered that having regard to the above the proposal in this location is capable of forming a sustainable development that would be in accordance with NPPF guidance and acceptable in principle.

In recognising that the site and proposal represents sustainable development and is acceptable in principle, the key planning issues are considered to be design, visual impact and landscaping; density of the development (including whether the site can suitably accommodate 64 dwellings); affordable housing and other contributions; residential amenity; access/highway safety, including capacity of the local highway network; ecology; flood risk, surface water management and drainage.

Layout, scale and Design

NPPF Chapter 12 states ‘Achieving well-designed places’ reinforces that design is a key aspect of sustainable development and indivisible from good planning and should contribute positively to making places better for people. Chapter 12 also confirms that high-quality design includes consideration of individual buildings, public and private spaces. Policies and decisions should ensure that development responds to the local character and history and reflects the identity of local surroundings and materials, to

create distinctive places, with a consistent and high-quality standard of design. However, the level of detail and degree of prescription should be tailored to the circumstances in each place and should allow a suitable degree of variety where this would be justified.

The application is in outline form with all matters reserved except for the means of access. As such the drawings in term of layout submitted is illustrative and designed to show that the proposed 64 dwellings could be accommodated on the site. The indicative plan and the submitted Design and Access Statement have been prepared which establishes an envelope within which the future detailed proposal will be brought forward. The indicative plan is intended to be flexible enough to allow the detailed design to be reserved for subsequent approval, whilst defining the key parameters and principles of the development in enough detail to allow the likely significant effects on the environment to be assessed.

The Illustrative Masterplan demonstrates how the proposed residential development could be accommodated on the site with an indication of the potential development structure, (i.e. the framework and the layout of streets and pedestrian routes), and the urban grain, (i.e. the location, arrangement and design of the development blocks, plot arrangement, and green infrastructure). The street hierarchy could be used to provide interest and variety in the scheme, to create a sense of place, and to establish a safe and accessible community.

The indicative plan shows a range of 2 to 5 bed dwelling houses on varying plot sizes which gives varied density across the site. Furthermore, although the application site is 3.44 hectares, only about 1.7hec of the site will be developed for housing and given the quantum of the 64 dwellings proposed, this would represent a density of about 37dph which is considered appropriate in this location.

A variety of different house types, sizes and tenures including 25% affordable dwellings would be provided within the development in order to create a diverse and mixed community. Buildings would be designed to have a variation in their scale, form and massing that would provide a high quality street scene. Dwellings houses would have a variation in height from ground to ridge or eaves (up to 2.5 storey) and the arrangement of buildings within a plot would seek to ensure subtle changes in height to create a varied roof line across the development and add visual interest to the street scene.

The affordable dwelling units would ideally be pepper potted throughout the site (subject to agreement with a registered provider) and be externally indistinguishable from the market units in form and appearance.

The indicative plan shows that the remaining 1.74 hectares (over 50% of the land) would be identified for landscaping, ecology area, LEAP play area, surface water attenuation measures and off street car parking for the 8 houses along the Lower Rainham Road.

Having regard to the above it is considered that the site would be capable of satisfactorily accommodating the number of dwellings proposed and the development would relate well

to the character, density and appearance of the wider surrounding. In principle, therefore, the development could comply with Policy BNE1 of the Local Plan.

Amenity

The detailed layout of the scheme is not known at this outline stage, however, the proposed dwellings will have to be located at such a distance so that they comply with guidelines and legislation. This will ensure that outlook is not significantly or unacceptably impacted and an overbearing impact is avoided completely. The nearest residential properties to the site are along the southern boundary and northeast corner of the site. Therefore future reserved matters application would need to be designed to ensure that the amenities of these properties and other local residents including the relationship of the houses within the development are protected and comply with Policy BNE2 of the Local Plan. A condition is recommended seeking the submission of a Construction Environmental Management Plan (CEMP) prior to the commencement of development, which would seek to mitigate against harm to residential and local amenity during the construction phase of the development.

Air Quality

Air pollution has a wide-ranging impact on human health and new development can have an adverse impact on air quality through increased transport movements and congestion.

On the basis that an air quality management plan will be implemented, details of which will be secured by condition, the proposed development will not generate adverse air quality effects and would comply with Local Plan policy BNE24 and paragraph 181 of the NPPF. A damage costs assessment has been carried out in accordance with the requirements of the Medway Air Quality Planning Guidance. The value of the damage costs should be used as the basis for developing a development specific air quality mitigation scheme. In line with our guidance, this should include the following standard air quality mitigation measures:

- Installation of low NO_x gas fired boilers
- Installation of electric vehicle charging points at the rates detailed in the guidance
- Construction phase mitigation in accordance with the referenced IAQM guidance.

The final mitigation scheme can be agreed at the detailed design stage subject to including an appropriate condition on any permission.

Noise

The site is a low risk in noise terms. Lower Rainham Road has moderate traffic flows, and whilst average noise levels are not expected to be particularly high, single max levels events at night are likely to be the most significant issue. The illustrative masterplan shows that the properties closest to Lower Rainham Road are set back from the road a fair distance which will provide natural attenuation of noise from the road.

There are no other significant sources of noise in the vicinity of the development site, and the development itself is unlikely to result in a significant change to existing road traffic noise levels, therefore in view of the above, a noise assessment is not required at the outline application stage.

It is still recommended that appropriate noise criteria are imposed as a condition of any permission.

Archaeology

A full archaeological investigation in accordance with a pre-agreed specification can be reasonably secured by a condition as recommended by the KCC Archaeology Officer and on that basis no objection is raised in relation to archaeology.

Contamination

Desktop Phase 1 Geo- Environmental reports have been submitted with the application. The report recommends phase 2 intrusive investigation to be undertaken due to the potential contamination from the nearby sources. It is therefore recommended that appropriate contamination conditions be added to any permission. Subject to this the application complies with the contamination policy in the Local Plan.

Flood Risk

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 the attenuation pond should be encouraged, however, it is desirable to see more SuDS across the site such as permeable paving where possible.

If any further SuDs are proposed, it should be ensured that there is a maintenance schedule in place for the lifetime of the development to maintain any SuDs which serve it. There will need to be a plan of the frequency of maintenance based on guidance in the CIRIA SuDS Manual as well as details of who will be carrying out the maintenance. Appropriate conditions to deal with the above issues are recommended and subject to these the development is considered acceptable in surface water drainage terms.

Affordable Housing

The application seeks outline planning permission for up to 64 dwellings. In compliance with the Local Plan Policy H3, the development would need to deliver 25% affordable units, equal to 16 dwellings. Also in compliance with the Council's developers' contribution guide, 60% of the 16 units would need to be for social rent and 40% for shared ownership. This will be secured through the S106 agreement proposed and the applicant has agreed to this.

Highways

The Transport Statement (TS) submitted with the application summarises the relevant sections of policy from the NPPF, NPPG, Medway Local Plan, the emerging Medway Local Plan (2012 - 2035) and Medway's Interim parking standards for both car and cycle parking.

Existing Conditions.

With regard to pedestrian provision, a narrow footway is provided along the southern side of Lower Rainham Road to the west up until Berengrave Lane and to the east, there is a short narrow footway which then transfers over to the northern side of Lower Rainham Road.

It is noted that the applicant intends to provide a footpath connection into Berengrave Nature reserve, this connection is welcomed as it provides an alternative route for pedestrians travelling to the west and would be a betterment over the existing situation.

In relation to cycling provision, there is National Cycle Route 1 (Dover – John O'Groats) and this provides connectivity to Higham and Gravesend to the west and the Sittingbourne, Faversham and Canterbury to the east.

In terms of service for public transport, the closest bus stops to the site are "West Motney Way" and "The Angel", but it is considered that the level of bus provision and service frequency is poor within this location.

The closest railway station is Rainham, which is located approximately 1.2km to the south of the site by road. From this station, regular train services depart to a range of destinations including London St Pancras International via Gravesend and Ebbsfleet International, Faversham, Margate, Ramsgate, Deal, Dover Priory, and Maidstone West. Direct train services to and from London run six to eight times per hour during peak periods, with High-speed journey times of just 35 minutes available.

Accessibility

With regard to accessibility, it is noted that the majority of attractions are within 'acceptable' walking distances as set out in the publication 'Guidelines for Providing for Journeys on Foot' (CIHT 2000). It is considered that whilst the development is not ideally located, it is accepted that there is potential for the residents to walk and cycle to local amenities.

Road Safety

Personal Injury Accident data has been obtained for the latest three year period available, the proposed development would not materially exacerbate the existing highway safety record and therefore no objection would be raised. In addition, it is considered that by providing onsite parking to serve the existing dwellings on Lower Rainham Road, this will remove on street parking, which currently causes both congestion and a potential highway danger. This is seen as a positive enhancement to highway safety and will be supplemented by a TRO (Traffic Regulation Order).

Access & Offsite works

Drawing P17054-001D has been produced to demonstrate the vehicle access proposed is acceptable. The access arrangements propose removing the current speed cushions adjacent to the proposed access and inserting a raised table.

With regard to the new pedestrian crossing towards the north east of the site, the applicant has provided a suitability drawing to deal with this issue.

In regard to the highway connection from Lower Rainham Road to Station Road, this would help to alleviate pressure on the Lower Rainham Road/Station Road roundabout, which would provide a wider benefit to the function of the highway network within the vicinity. It is recommended that a condition be attached to secure this link through the neighbouring land to the east. The highway would need to be constructed to the Highway Authority adoptable standards.

It is considered that the proposed arrangements and off-site works are acceptable in principle. In order to implement the arrangements, it will be necessary for the applicant to enter into a Section 278 Agreement.

Internal Layout

It is noted that this application is in outline, however, comments have been provided on the indicative layout.

If the site is to be offered for adoption, details should be submitted showing the limits of the adoption and if shared surface areas are proposed, in line with Manual for Streets, a clear change in the material should be made and be clearly demarked.

Drainage details should be submitted to and approved by the Planning Authority before the start of construction as measures should be put in place to prevent surface water running onto the public highway or neighbouring sites.

The future reserved Matters application would need to comply with the Medway's Interim Parking Standards in order to accord with Policy T13 of the local plan.

Development Trip Generation and Impact

The level of trips that will be generated by the proposed development has been estimated by reference to the TRICS database. The assessment has estimated the proposed development would generate a total of 37 vehicular trips in the AM peak and 35 vehicular trips in the PM peak with the potential to generate in the region of 300 vehicle trips across the 12-hour weekday. It is considered that the assessment carried out is reasonable and reflective of the likely travel demand that will be generated by the development.

The applicant has provided a capacity assessment for the access and the nearest junctions/roundabouts (Station Road /Berengrave Lane). The assessment outlines that with regard to Berengrave Lane the development would only add an additional 2.8% in the AM peak and 2.6% in the PM peak to the current traffic flows. In relation to Station Road, it is noted that an additional 1.3% and 1.84% in PM peak would be added. It is therefore considered that this minimal increases to the traffic flow would not be considered severe as outlined in the NPPF and therefore no objection is raised.

Work on the emerging Local Plan includes a Strategic Transport Assessment. While plugging in this site would not result in unacceptable severe highway capacity issues, it is likely that improvements will need to be undertaken to the Grange Road roundabout and accordingly a request for a contribution to pay for the design work for future alterations to the roundabout is considered appropriate.

Travel Plan

The applicant has provided an Interim Residential Travel Plan Statement (TP) and in principle the statement appears acceptable. An appropriate condition is recommended requiring a detailed travel plan to be submitted before the first occupation of the proposal.

Further to the proposal to provide parking for the adjacent terrace on Lower Rainham Road, whilst in principle no objection would be raised to this additional parking, careful consideration would need to be taken regarding the management and security of this parking area during the reserved matters application.

The application is considered to be acceptable in respect of the transport and parking policies T1, T2 and T13 of the Medway Local Plan 2003 and paragraph 109 of National Planning Policy Framework 2018.

Loss of Grade II agricultural land

The proposal would result in the development of Grade II (very good quality) agricultural land. However, there is no record that since the early 1950s the land has been used for farm and food production. Also, the site is relatively small. It is therefore considered that its loss to housing would not have a detrimental impact on the local or national agricultural production.

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 £239.61 per dwelling (excluding legal and monitoring officer's costs, which separately total £550) should be collected to fund strategic measures across the Thames, Medway and Swale Estuaries. The strategic measures are in the process of being developed, but are likely to be in accordance with the Category A measures identified in the Thames, Medway & Swale Estuaries Strategic Access Management and Monitoring Strategy (SAMM) produced by Footprint Ecology in July 2014. The interim tariff stated above should be collected for new dwellings, either as new builds or conversions (which includes HMOs and student accommodation), in anticipation of:

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

The applicants have agreed to pay this tariff and have agreed that this is included in the S106 process. No objection is therefore raised under Paragraphs 109 and 118 of the NPPF and Policies S6 and BNE35 of the Local Plan.

S106 Matters

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, 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:

A Section 106 Agreement under the terms of the Town and Country Planning Act 1990 to secure the following developer's contributions:

- i. Secure 25% affordable dwelling units (equal to 16 dwellings).
- ii. Education contribution
 - Nursery: £86,117.76 towards expansion at one or more of Riverside Primary, Thames View Primary, or a new free school in the area.
 - Primary: £211,379.84 towards expansion at one or more of Riverside Primary, Thames View Primary, or a new free school in the area.
 - Secondary: £122,821.25 towards Expansion at one or more of Rainham Mark Grammar School, Rainham Girls School, The Howard School, or a new free school in the area.
- iii. Contribution of £4,890.88 towards youth provision to support young people in the Gillingham area, to access computer training for skill improvements.
- iv. Contribution of £15,052.12 towards sport facilities to improve swimming pool and associated changing area.
- v. Contribution of 159,342.72 towards open space and outdoor formal sport
 - To enhance open space facilities within the vicinity of the development including Berengrave Nature Reserve and/or Riverside Country Park and/or Berengrave Chalk Pit Allotments.
- vi. Contribution of £53,000 towards ecological and public access provision management at Berengrave Nature Conservation site.
- vii. Contribution of £3,200 towards surface improvement and signposts of the nearby PROWS GB5, GB6, GB44, GB1 to mitigate additional footfall.
- viii. Contribution of £39,491.20 to support the reconfiguration and equipping of the Rainham Healthy Living Centre to support new models for the provision of Local Care.
- ix. Contribution of £10,500 towards local public transport infrastructure.
- x. Contribution towards the design of alterations to the Grange Road roundabout
- xi. Contribution of 15,335.04 towards bird mitigation measures

Local Finance Considerations

None relevant

Conclusions and Reasons for Approval

The development at this site would extend the urban boundary of Rainham further to the north and west. The development would provide 64 new dwelling units of which 25% would be affordable housing.

Whilst the development would have an impact on the local ecology and open character of the area, it is not considered that this would be significant having regard to the mitigations proposed and developer's contribution agreed. In addition to this, the lack of a 5 year housing land supply and the resultant NPPF requirement to grant permission on sustainable sites holds significant weight which outweighs the harm.

The site is in a sustainable location where there is access to public transport facilities as well as a number of other services and facilities. The development would conform to the

aspirations of the NPPF.

The proposed development due to its countryside location is contrary to Policy BNE25 of the Local Plan. However, because of the lack of 5 years housing land supply, the NPPF states that planning applications for housing development should be considered in the context of the presumption in favour of sustainable development and for the above reasons the development is considered to be sustainable.

This proposal will deliver a much-needed mix of market and affordable dwellings of different sizes, types and tenure required to meet the needs of a mixed community in a quality an attractive environment and will assist in delivering and enhance infrastructure in the locality. The proposal is considered to be in compliance with Policies S1, S6, BNE1, BNE2, BNE3, BNE6, BNE21, BNE22, BNE23, BNE24, BNE25, BNE37, BNE39, BNE43, BNE48, H3, H10, L2, T1, and the NPPF 2019.

The application would normally be determined under delegated powers but is being referred for Committee determination due to the number of representations received expressing a view contrary to officer's recommendation.

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/>