

MC/18/1796

Date Received: 13 June 2018

Location: Land South Of Lower Rainham Road Rainham Gillingham Medway

Proposal: Outline planning application (all matters reserved except access) for the development of up to 202 residential dwellings (Use Class C3), open space, landscaping (including Sustainable Urban Drainage), access, up to 455 car parking spaces and associated works.

Applicant Peel Investments (North) Limited,

Agent Lichfields
Miss Beth Evans 14 Regent's Wharf
All Saints Street
London
N1 9RL

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 29th April 2020.

Recommendation - Approved Subject to S106

- A Section 106 Agreement under the terms of the Town and Country Planning Act 1990 being entered into to secure the following developer's contributions:
- i- 25% Affordable Housing on-site: equating to 51 dwellings to comprise 31 units (60%) rented and (20 Units) 40% shared ownership.
 - ii- To improve facilities and equipment at Rainham Library. - £33,360.30
 - iii- Public Right of Way - improvement GB5 and B6 - £5,232.00
 - iv- Green Space; either to make a full contribution of £502,925.46 or to provide a multi-use games area (MUGA) on-site and make a reduced contribution of £194,179.62

- v- Youth provision in Rainham Area - £15,820.64
- vi- Waste and recycling - £34,110.72
- vii- Nursery One or more of: Riverside Primary, Thames View Primary, or Mierscourt Primary - in all cases to expand to 3FE - £271,809.18
- viii- Primary one or more of: Riverside Primary, Thames View Primary or Mierscourt Primary - in all cases to expand to 3FE- £667,167.62
- ix- Secondary One or more of: The Howard, Rainham Girls, Rainham Mark Grammar, or a new free school in the area- in all cases to provide additional classrooms and communal facilities. - 528,619.86
- x- To improve sustainable transport infrastructure - £82,640.44
- xi- NHS Thames Ave Surgery - £124,644.10
- xii- Birds Disturbance Mitigation - £49,603.12
- xiii- To provide off-site ecological improvements (at Berengrave Nature Reserve park) - £192,337.66

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:

PS13584-001 Rev G (site Plan), 140421-03, Access point and sightlines, AC13584-02-22-2H, (Access)

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 202.

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 the landscaping scheme shall include details of strategic planting and open space provision that will be delivered prior to the occupation of the 100th dwelling. These details shall have regard to the Construction Environmental Management Plan required under condition 22 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 and approved in writing by the Local Planning Authority prior to the first 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 any works commencing a detailed reptile mitigation strategy must be submitted to and approved in writing by the Local Planning Authority. It must include the following information:

- Reptile survey of the donor and translocation site (if the existing survey data is over two years old)
- Map of the translocation site
- Details of any enhancements required.
- Proposed translocation methodology
- Timing of the proposed works
- Details of on- going monitoring.

The plan must be implemented as agreed.

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

15 Within 6 months of construction commencing an ecological enhancement and management plan must be submitted to and approved in writing by the Local Planning Authority. It must include the following information:

- Site plan clearly showing the management areas
- Details of what management is required
- Timings and frequency of the management
- Details of ecological enhancements to be incorporated in to the site.
- Details of management plan reviews
- Details of who will be carrying out the management.

The works must be implemented as detailed within the approved plan.

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

16 The access shall not be used until vision splays 120 metres x 2.4 metres as shown by drawing 140421-03 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.

17 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.

- 18 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 measures set out in the approved travel plan shall be implemented thereafter

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

- 19 The Reserved Matters application layout shall include the details of vehicular link with at least a footway at the application site's Western boundary. There shall be no land constituting a ransom strip between the application site as showing in drawing and the land to AC13584-02-22-2H the west.

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

Prior to commencement of development, the timescale for making the vehicular and pedestrian link from the western boundary to become operational shall be submitted and agreed in writing with the Local Planning Authority. The vehicular and pedestrian link shall be made operational in accordance with the agreed timescale.

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.

- 20 Prior to the first occupation the applicant shall under section 278 of the Highways Act 1980 submit details of works relating to access and creation of pedestrian crossings between the development site and the public rights of ways on the north side of Lower Rainham Road to facilitate connection of the application site to public right of ways. The crossing details shall be submitted to and approved in writing by the Local Planning Authority.

Prior to commencement of development a timetable for implementation of the S278 highway works shall be submitted and agreed in writing. The pedestrian crossing shall be implemented in accordance with the agreed timetable.

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 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 Assessment Report, Revision 2 dated 26th April 2018 prepared by HOARE LEA. 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 $40\text{mgNO}_x/\text{kWh}$;
- 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.

- 22 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.

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

- 23 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 to 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 to which the approved measures relate 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.

- 24 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.

- 25 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.

- 26 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.

- 27 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 25, and where remediation is necessary a remediation scheme must be prepared

in accordance with the requirements of condition 26, 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 26 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 26.

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.

- 28 No development shall commence until details of a multi-use games area (MUGA) shall be 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 MUGA facility. The MUGA shall be implemented in accordance with the approved details prior to the occupation of the 100th 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.

- 29 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 dwelling houses herein approved shall remain in use as a dwelling house 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.

- 30 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.

- 31 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.

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 application with all matters reserved except for the means of access for the development of up to 202 residential dwellings (use class C3), open space, play area, landscaping (including sustainable urban drainage). An illustrative plan has been submitted which shows in terms of parameters how the development could be accommodated on site but it is only the means of access onto Lower Rainham Road that is for detailed consideration.

Site Area/Density

Site Area: 9.22hectares (22.78 acres)

Site Density: 21.9dph (8.86dpa)

Relevant Planning History

Bakers Field phase 2

MC/18/1307 18, 3 bedroom houses with associated car parking spaces with the vehicle and pedestrian access to the development through Bakersfield residential development and its access to Station Road.

Resolved to grant subject to section 106 legal agreement and planning condition.

Bakers Field

MC/17/1820 Approval of reserved matters (access, appearance, landscaping, layout and scale) pursuant to condition 1 of MC/14/0285 (APP/A2280/W/15/3002877) for outline planning permission with all matters reserved for future consideration, ref Outline application with all matters reserved for residential development comprising 90 dwellings.
Granted 2017

MC/14/0285 Application with all matters reserved for future consideration, ref Outline application with all matters reserved for residential development comprising 90 dwellings
Decision Refusal 18/07/2014
Appeal Allowed with Conditions 07/12/2015

Representations

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

74 letters have been received raising the following comments:

- There is inadequate infrastructure (schools, doctor surgery, roads) to cope with additional developments.
- The existing road cannot cope with the additional traffic already approved and this development will add to the volume of traffic.
- The proposal will add to the queues at both the Otterham Quay Lane and its junction with A2; also Lower Rainham Road with a number of pinch points.
- The northern end of Station Road with cars parked on one side of the road also has a pinch point and cannot cope with any additional traffic. The proposal is against local plan policy T1.
- The development will detract from the rural community.
- Additional traffic will impact on the air quality of the area.
- Loss of trees, hedges and will harm local habitat and wildlife
- The site is very close to the Medway estuary and Marshes SPA, Ramsar and SSSI
- The site is a flood plain
- The site is not a brownfield site
- Loss of agricultural land forever
- The development should be built to high sustainability standards.

Kent Police

Have asked for an informative to be added to any permission inviting the applicant to discuss their design scheme with them to deal with site-specific Crime Prevention in detail.

Swale Borough Council

Have liaised with the ward councillors (John Wright and Gerry Lewin) for the ward adjoining the boundary with the Medway Council area, namely Hartlip, Newington and Upchurch Ward, and both object to the proposal. A summary of their comments is as follows:

- More traffic onto the A2 going between Rainham and Sittingbourne;
- Potential adverse impact on air quality in the AQMAs along the A2, including in Newington;
- Cumulative impacts with other approved and currently proposed housing development in the Rainham area;
- Extra pressure on open space and rural roads in Swale;
- Rubbish and extra litter;
- Adverse impact on local services such as doctors' surgeries; and
- Adverse impact on public transport services, including at Rainham Station.

Highway England

The Transport Assessment submitted provides information on the volume and distribution of trips generated by the proposals on the Strategic Road Network (SRN). Trips have been distributed using Census travel to work data, which is agreed is appropriate. Whilst we do not necessarily agree with all of the assumptions made, our own investigations and assessment result in a similar scale of additional trips at each of the SRN junctions.

We are satisfied that the proposals will not materially affect the safety, reliability and/or operation of the existing SRN. Therefore we do not offer any objections or requirements relating to the proposal and enclose our HEPR form to this effect.

Southern Water

Our initial investigations indicate that Southern Water can provide surface water disposal to service the proposed development. Southern Water requires a formal application for a connection to the public sewer to be made by the applicant or developer.

Southern Gas

There are high-pressure pipelines in the vicinity of your proposed work area. SGN formally object to this planning application until such time that detail consultation has taken place.

For safety reason, it is essential that no work or crossing of this high-pressure pipeline is carried out until a detailed consultation has taken place.

UK Power Network has no objection

Health and Safety Executive does not advise, on safety grounds, against the granting of planning permission in this case, as there are less than 30 houses within the middle zone at a density of less than 40 per hectare.

KCC Archaeology

The site lies in an area of archaeological potential. The desk-based assessment suggests that a programme of archaeological works would be appropriate to mitigate the development's impact on the site's archaeological interest.

I would suggest that such an approach would provide a reasonable response to the site's archaeological potential. A relevant condition is therefore recommended.

KCC Ecology have the following comments to make:

Reptiles

An updated reptile survey has been carried out and confirmed that common lizard and slow worms are present on site. The original ecological survey advised that an onsite receptor site could be used but following concerns raised in our previous response the submitted information has confirmed that an offsite receptor site will be identified and an appropriate condition is recommended.

Breeding Birds

The information submitted details that no ground-nesting birds were recorded during the site visits and due to the regular use of the site by dog walkers it is unlikely they will use the site. Based on this information we are satisfied that it is unlikely that ground-nesting birds will utilise the site and further surveys are not required.

Medway Estuary and Marshes SPA, Ramsar and SSSI

The site is within 300 meters of the Medway Estuary and Marshes SPA, Ramsar and SSSI and the applicant will need to make the usual SAMMS contribution.

Biodiversity and ecology enhancements

The application provides opportunities to incorporate features into the design which are beneficial to wildlife and this is in accordance with Paragraph 118 of the NPPF “opportunities to incorporate biodiversity in and around developments should be encouraged”. The report has made a number of recommendations to enhance the site for biodiversity and we advise that if planning permission is granted a simple ecological enhancement and management plan is submitted.

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 2018 and are considered to conform.

Planning Appraisal

Background

The application site is a semi-rectangular area of land measuring about 9.22 hectares. The site is overgrown and has been used for car boot sales in the past. The site has vehicular access onto Lower Rainham Road which forms the northern boundary of the site. The other three sides of the site are enclosed by existing residential properties.

The Bakersfield site housing development for 90 dwellings and Bakersfield phase II are beyond the western boundary.

The land gently rises from the north towards the south. There are trees and intermittent hedgerow along the eastern, southern and part of western boundary of the site.

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.

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.

The presumption of sustainable development, as set out in the NPPF 2019 therefore applies.

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

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 power 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. In addition, a financial contribution will also be made toward green space provision and play area within and outside the application site to facilitate and enhance social interaction for all. Moreover, vehicle and pedestrian link connection along the western boundary with the Bakersfield site is proposed to be provided to enhance connectivity and community cohesion.

Environmental – While the site is outside of the built-up area of Rainham and within an Area of Local Landscape Importance (ALLI), the proposed indicative layout shows that a substantial landscaping buffer can be provided along the northern, eastern and central parts of the site to enhance the local landscape, comply with HSE requirements and contribute to ecology of the area.

It is considered that the proposal would enhance the local ecology and landscape.

In traditional sustainability terms, the site could connect pedestrian, cycle and vehicular access through the land to the west to connect Station Road to Lower Rainham in order to reduce traffic flow and potential congestion at the northern end of Station Road while facilitating access to public transport and Rainham Town Centre facilities. This link would provide positive environmental benefits.

It is considered that while the proposal would result in the loss of open countryside and some adverse impact on the character of the local landscape character; the impact will be limited and will be diminished overtime as new landscaping will gradually establish and mature across the site.

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 represent a sustainable development and is acceptable in principle, the key planning issues to consider would be: design, visual impact and landscaping; density of the development (including whether the site can suitably accommodate 202 dwellings); affordable housing and other contributions; residential amenity; access/highway safety, including the capacity of the local highway network; ecology; flood risk, surface water management and drainage.

Layout, scale and Design

NPPF Chapter 12 ‘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.

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 are illustrative and designed to show that the proposed 202 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 Master plan 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 submitted parameter plans show that due to the presence of a high-pressure gas pipeline along the eastern and northern boundaries of the application site an easement of over 8 m and 15m respectively must be provided. Furthermore, due to the same gas pipeline, HSE has imposed density restriction of no more than 30dph within a 47m buffer area along the eastern and northern boundaries of the site.

Clearly, these constraints would define the form of the development and associated landscaping across the site.

The indicative plans also propose a range of 2 to 3 storey buildings on varying plot sizes to be built on this site. While up to 2.5 storeys dwellings have been approved on the Bakersfield phase I and phase II sites, the application site is situated on the edge of the countryside. As a result careful consideration should be given to the location of any 3 storey building, keeping them away from the northern and boundaries of the site and should be limited to landmark features buildings and where possible be located on the lowest part of the site in order to minimise over bearing, overlooking and long distance visual intrusion.

Given that the application site is 9.22 hectares, the quantum of the 202 dwellings proposed would represent a density of about just under 23dph across the site which is considered appropriate in this location and comparable with the surrounding density.

A variety of different house types, sizes and tenures including 25% (51) affordable dwellings would be provided within the development 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 and the arrangement of buildings within a plot would seek to ensure subtle changes in height to create a varied roofline 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 a substantial area would be identified for landscaping, ecology, play area provision, and surface water attenuation measures as well as an easement area along the northern and eastern boundaries of the site.

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 area. 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 local and national guidelines and legislation. This will ensure that outlook is not significantly or unacceptably impacted and an overbearing impact is avoided completely, while providing a good level of amenity for prospective occupiers. The nearest residential properties to the site are along the eastern, southern and western boundaries, 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, to ensure the amenities of the local residents are safeguarded 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 NOx 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.

Noise

An acoustic survey report has been submitted with the application. The report has demonstrated that acceptable noise levels should be achievable for the majority of the development site with standard constructions and thermal double glazing.

For properties overlooking Lower Rainham Road, noise exposure is higher, and good performance double glazing will be required. A minimum performance specification has been provided for glazing to living rooms and bedrooms for these properties. It is recommended that bedrooms in these properties are located away from the noisy areas to minimise sound insulation requirements.

It is evident that a natural ventilation strategy (using open windows) for the properties closest to Lower Rainham Road will not be appropriate as the internal noise criteria are likely to be exceeded with windows open. The design solution to this would be to avoid bedrooms from overlooking the road, however where this is not possible, then an alternative means of ventilation will be required. In these circumstances the Council will require the installation of acoustically screened mechanical ventilation.

More detailed design stages will follow at the reserved matters stage, and there will be an opportunity to further refine the layouts of properties.

The construction phase is likely to give rise to noise and nuisance dust issues for existing local residents, it is therefore recommend a condition is included for the submission of a Construction Environmental Management Plan (CEMP):

Archaeology

The site has archaeological potential. A full archaeological investigation in accordance with a pre-agreed specification can be reasonably secured by a condition. Therefore subject to this, no objection is raised in relation to archaeology.

Contamination

Desktop Phase 1 Geo-Environmental reports have been submitted with the application. The report recommends a phase 2 intrusive investigation to be undertaken due to the potential contamination due to previous use of the site. As further investigations are proposed and a detailed remediation scheme will be required no objection is raised in relation to contamination subject to the imposition of appropriate conditions on any approval.

Flood Risk

The submitted flood risk assessment has indicated the site is at a low risk of surface water flooding. The Environment Agency's updated surface water Flood Risk mapping indicates that the site/area of site is actually at high risk of surface water flooding meaning that the chance of flooding in any one year is equal to or greater than 3.33% (1 in 30), not the 1 in 1000 outlined in the FRA. The flood risks should be assessed in relation to the depths expected across the site and the resultant hazard.

Flood resilience should be incorporated to offset these risks, in the form of raised floor levels (a minimum of +300mm above ground level), solid floor construction, and raised sockets if appropriate. Site layout should be careful considered, and where possible properties located within lower risk parts of the development. Land raising/contouring that increases the risk to and from the development will not be permissible.

As outlined in the submitted Flood Risk Assessment and The Building Regulations Requirement H3, surface water should be discharged to one of the following, listed in in order of priority;

- a) an adequate soakaway or other adequate infiltration system,
- b) a watercourse or, where that is not practicable,
- c) a sewer.

The proposed scheme to attenuate to the surface water network should be improved.

Paragraph 079 of National Planning Policy Guidance Flood and Coastal Change states that when considering major development, sustainable drainage systems (SuDs) should be provided unless demonstrated to be inappropriate. The falling head test submitted in part 2 of the flood assessment has produced results across the site with suitable infiltration rates. As a result, it is recommended that infiltration systems be installed across the site rather than relying on a surface water network, in line with the drainage hierarchy outlined above. However, data from the British geological survey suggests increased infiltration may result in ground instability issues, therefore an appropriate geotechnical survey should be undertaken to explore this further. Based on these principles, the 2 detention basins may be utilised as infiltration ponds. It is also expected that other infiltration SuDs across the site be proposed such as permeable paving where possible.

Further initiatives are also recommended such as the use of rainwater harvesting, grey water recycling and water butts where practicable in order to provide an additional means of surface water attenuation as well as reduced demand on potable water supplies.

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.

Therefore subject to informatives and appropriately worded conditions about surface water and sewerage management of the site and the submission of a verification report the proposal would be acceptable and in compliance with paragraph 103 of the NPPF.

Affordable Housing

The application seeks outline planning permission for up to 202 dwellings. In compliance with the Local Plan Policy H3, the development would need to deliver 25% affordable units, equal to 51 dwellings. Also in compliance with the Council's developers' contribution guide, 60% of the 51 units would need to be for social rent and 40% shared ownership. This will be secured through the S106 agreement proposed and the applicant has agreed to this.

Highways

The Transport Assessment and subsequent Technical Note 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, due to the undeveloped nature of the site, no footpath currently exists along the site adjacent Lower Rainham Road although there is a footway approx. 90m to the east which links to Otterham Quay Lane and the nearby local bus stop.

The applicant intends to provide a footpath along the site frontage to Lower Rainham Road.

In relation to cycling provision, Lower Rainham Road at this point is also the 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 “Ellison 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, and 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, the majority of attractions are within 'acceptable' walking distances as set out in the publication 'Guidelines for Providing for Journeys on Foot' (CIHT 2000 if the link between this development and Bakersfield is constructed.

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.

Access & Offsite works

Access is not a reserved matter but a detailed consideration in the determination of this application. In this respect submitted drawing AC13584-02-22-2H has been produced to demonstrate the vehicle access proposed is acceptable. The arrangement would be a priority junction onto Lower Rainham Road. At this junction, it is proposed to widen Lower Rainham Road on the southern side of the existing carriageway to ensure all vehicles can safely manoeuvre into and out of the new development as well as provide a ghost right turn arrangement. The visibility splays have been calculated using ATC survey data and it is considered the splays would meet the guidelines as set out within technical guidance. However to make sure the visibility splays remain clear an appropriate condition is recommended. The new arrangement has been reviewed by a Road Safety Audit and considered to be acceptable (subject to minor amendments) and therefore no objection is raised.

Final details of the junction would be the subject of a S278 agreement with the Highway Authority. As currently proposed no crossing facilities across Lower Rainham Road are shown which would aid connection of the application site to the public footpath network on the opposite side of the road. This could be achieved with a traffic island/drop kerb and an appropriate condition is recommended.

Internal Layout

This is an outline application and therefore the internal layout shown is purely illustrative. Appropriate conditions are recommended though to control matters coming forward within a reserved matters application such as the provision of electric vehicle charging points and the development will need to meet as a minimum the Council's interim parking standards.

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 113 vehicular trips in the AM peak and 123 vehicular trips in the PM peak with the potential to generate in the region of 1021 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 capacity assessments both in the Transport Assessment and Technical Note. The traffic flows presented have been assessed using the junction models that were developed to review the operation of the assessment junctions under baseline conditions and future year scenarios. The results of detailed modelling analyses that take into account the increases in traffic associated with the proposed development are provided. The modelling demonstrates that impacts would occur and that Lower Rainham Road is now reaching/reached full capacity. However, it is considered that the impact on balance would not be sufficient to warrant refusal of the application to a development of this limited scale.

Since the submission of this application and its technical details, permission has been granted at Land off Lower Rainham Road (West of Station Road) and MC/19/2530 Leigh Academy. Both these applications included this proposal as part of its committed developments and were approved. Therefore it is considered that the proposal is acceptable in terms of impact on the Highway.

Furthermore 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, however it is likely that improvements will need to be undertaken and accordingly a request for a contribution to highway improvements along Lower Rainham Road is considered appropriate. This is in relation to removing the pinch point at the junction of Berengrave Lane with the Lower Rainham Road by the nature reserve. In

addition, a contribution is requested towards design improvements to improve highway capacity at A2/Birling Ave and/or A2/Bloors Lane junctions. The total amount for these 2 contributions combined would be J107, 681.71

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.

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, subject to appropriately worded planning conditions in relation to CEMP, Visibility splays, and off site highway works linking to PROWs (public rights of way) to the north.

Climate Change and energy efficiency

This is an outline application and with the exception of means of access all the other matters are reserved for future consideration. As such no details with regard to the design or construction details are available at this stage. However, at Reserved Matters stage, officers will ensure that all dwellings will be designed in accordance with the latest standards within Part L1a of the Building Regulations (2016) in order to ensure use of energy-efficient design and measures. Where appropriate renewable energy systems would be encouraged to be introduced to reduce carbon emissions to the level that satisfies the regulations.

At reserved matters stage the officers will ensure that the layout will be designed to give south-facing orientation and aspect to as many dwellings as possible to enhance sunlight and to capture natural daylight to reduce energy use and create more pleasant environment at micro and macro levels. Capturing sufficient daylight is linked to good design and maximising light gain and minimising heat loss.

To manage surface water on site the reserved matter application will ensure use of permeable surfacing and on site water storage are incorporated into the layout and landscaping design of the development.

It is the intention to ensure that all fixed electric lighting will be energy efficient. All appliances including gas boiler where installed to be at least A-rated further minimising the use of both electricity and hot water. A planning condition (no 21) is proposed to ensure that efficient gas boilers and electric charging points are installed to reduce co2 generation on this site and minimise the impact of the development on the local air quality.

Also as part of the site wide soft landscaping, a substantial number of new trees will be encouraged to be planted to make long term contribution toward carbon capture and also

the use of the balancing pond on the application site for surface water storage will create opportunities for enhancing local biodiversity and ecology.

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:

- i- 25% Affordable Housing on-site: equating to 51 dwellings. To comprise 31 units (60%) rented and (20 Units) 40% shared ownership.
- ii- To improve facilities and equipment at Rainham Library. - £33,360.30
- iii- Public Right of Way - improvement GB5 and B6 - £21,074.00
- iv- Green Space; either to make a full contribution of £502,925.46 or to provide a multi-use games area (MUGA) on-site and make a reduced contribution of £194,179.62
- v- Youth provision in Rainham Area - £15,820.64
- vi- Waste and recycling - £34,110.72
- vii- Nursery One or more of: Riverside Primary, Thames View Primary, or Mierscourt Primary - in all cases to expand to 3FE - £271,809.18
- viii- Primary one or more of: Riverside Primary, Thames View Primary, or Mierscourt Primary - in all cases to expand to 3FE - £667,167.62
- ix- Secondary One or more of: The Howard, Rainham Girls, Rainham Mark Grammar, or a new free school in the area- in all cases to provide additional classrooms and communal facilities. - £528,619.86
- x- To improve sustainable transport infrastructure - £82,640.44
- xi- NHS Thames Ave Surgery - £124,644.10
- xii- Birds Disturbance Mitigation - £49,603.12
- xiii- To provide off-site ecological improvements (at Berengrave Nature Reserve park) - £192,337.66
- xiv- towards design improvements to improve highway capacity at A2/Birling Ave and/or A2/Bloors Lane junctions - £25,041.27

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 J245.56 per dwelling (excluding legal and monitoring officer's costs, which separately total J550) 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 as part of the planning obligations within the S106. No objection is therefore raised under Paragraphs 175 and 176 of the NPPF and Policies S6 and BNE35 of the Local Plan.

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 east. The development would provide 202 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.

It is considered the proposed development is acceptable subject to the section 106 contributions sought and the recommended conditions. No objection is raised under Paragraphs 47, 73, 78, 110, 111, 124, 127, 165, 175, 177 and 178 of the NPPF and Policies S6, BNE1, BNE2, BNE6, BNE23, BNE25, BNE35, BNE37, BNE39, BNE43, H3, H10, T1, T2, T3, T13 and of the Medway Local Plan 2003 and the application is recommended for approval.

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/>