

MC/21/0564

Date Received: 26 February 2021
Location: Upper Mount Old Road
Chatham ME4 6BP
Proposal: Outline application with some matters reserved (appearance, landscaping) for construction of a 3-storey block and a part 3 storey/part 2 storey block comprising of 19 apartments (ten 1-bedroom and nine 2-bedroom) with associated parking (13 spaces- including one accessible parking space), communal garden and infrastructure together with the provision of 25 public parking spaces.
Applicant Agent: Medway Development Company (Land and Projects) Ltd
DHA Planning
Emma Hawkes Eclipse House
Eclipse Park
Sittingbourne Road
Maidstone
ME14 3EN
Ward: Chatham Central Ward
Case Officer: Wendy Simpson
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 12th January 2022.

Recommendation - Approval subject to:

- A. Section 106 agreement to secure the following:
- Contribution of £4757.41 towards the provision of migrating bird disturbance mitigation measures.
- B. And the following conditions:
- 1 Details of the appearance and landscaping, (hereinafter called "the reserved matters") for all or a part of the site shall be submitted to and approved in writing by the Local Planning Authority before any development takes place and the development shall be carried out as approved.

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

- 2 The development to which this permission relates must be begun no later than the expiration of 2 years from the date of approval of the last of the reserved matters to be approved.

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

- 3 Application(s) for approval of the reserved matters relating to the development shall be made to the Local Planning Authority no later than three years from the date of this permission.

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

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

Received on 26 February 2021:

PL-A-0001 Rev P01 Site Plan
PL-A-0002 Rev P01 Site Location Plan/Boundary Plan

Received on 1 November 2021:

LBY-1076-0004 Rev P02 Proposed Site Layout
LBY-1076-1001 Rev P02 Proposed Floor Plans
LBY-1076-2001 Rev P02 Proposed Sections A-A, B-B
LBY-1076-2002 Rev P02 Proposed Sections C-C, D-D
LBY-1076-3001 Rev P02 Proposed Elevations NE and SW
LBY-1076-3002 Rev P01 Proposed Elevations SE and NW

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

- 5 No development shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The Construction Environmental Management Plan shall show consideration regarding matters of controlling noise that may affect nearby residents, hours of work, dust suppression and the prevention of the escape of pollutants. 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: Required prior to commencement to ensure that the works on the site do not harm the amenities of neighbours in accordance with Policies BNE2 of the Medway Local Plan 2003.

- 6 No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written specification and timetable

which has been submitted to and approved by the Local Planning Authority. The works shall be carried out in accordance with the approved written specification and timetable.

Reason: To ensure that features of archaeological interest are properly examined and recorded in accordance with Policy BNE21 of the Medway Local Plan 2003.

- 7 No development shall commence until an acoustic assessment has been 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.

Reasons: Required prior to commencement to ensure future residents are protected from road noise to comply with Policy BNE2 of the Medway Local Plan 2003.

- 8 No development shall take place until an Air Quality Emissions Mitigation Assessment and Statement has been submitted to and approved in writing by the Local Planning Authority. The Mitigation Assessment and Statement shall be prepared in accordance with the Medway Air Quality Planning Guidance, and shall specify the measures that will be implemented as part of the development to mitigate the air quality impacts of the development on related road transport emissions. The total monetary value of the mitigation to be provided shall be demonstrated to be equivalent to, or greater than, the total damage cost value calculated as part of the Air Quality Mitigation Assessment. The Mitigation Statement shall include full details of all mitigation to be provided, and this shall include 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: Required prior to commencement to ensure the development suitably mitigates and improves impact on the adjacent AQMA in accordance with Policy BNE24 of the Medway Local Plan 2003.

- 9 Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until conditions 10 to 12 have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified in writing by the Local Planning Authority until condition 13 has been complied with in relation to that contamination.

Reason: To ensure that the development does not contribute to contamination or result in risk to human health or the natural environment by contamination to accord with Policy BNE23 of the Medway Local Plan 2003.

- 10 An intrusive contaminated land 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 desk study, investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report shall be submitted to and approved by the Local Planning Authority prior to the commencement of development. The report of the findings must include:

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

(ii) an assessment of the potential risks to:

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

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

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

Reason: To ensure that the development does not contribute to contamination or result in risk to human health or the natural environment by contamination to accord with Policy BNE23 of the Medway Local Plan 2003.

- 11 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: To ensure that the development does not contribute to contamination or result in risk to human health or the natural environment by contamination to accord with Policy BNE23 of the Medway Local Plan 2003.

- 12 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: To ensure that the development does not contribute to contamination or result in risk to human health or the natural environment by contamination to accord with Policy BNE23 of the Medway Local Plan 2003.

- 13 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 10, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 11, which is subject to the approval in writing of the Local Planning Authority.

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

which is subject to the approval in writing of the Local Planning Authority in accordance with condition 12.

Reason: To ensure that the development does not contribute to contamination or result in risk to human health or the natural environment by contamination to accord with Policy BNE23 of the Medway Local Plan 2003.

14 No development shall take place until a surface water drainage scheme based on sustainable drainage principles, has been submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority. The scheme shall include (where applicable):

- i. Details of the design of the scheme (in conjunction with the landscaping plan where applicable).
- ii. A timetable for its implementation (including phased implementation).
- iii. Operational maintenance and management plan including access requirements for each sustainable drainage component.
- iv. Proposed arrangements for future adoption by any public body, statutory undertaker or management company.

The development shall be undertaken in accordance with the agreed scheme.

Reason: To manage surface water during and post construction and for the lifetime of the development as outlined at Paragraph 169 of the NPPF.

15 None of the dwellings hereby approved shall be occupied (or within an agreed implementation schedule) until a signed verification report carried out by a qualified drainage engineer (or equivalent) has been submitted to and approved by the Local Planning Authority, to confirm that the agreed surface water system has been constructed as per the agreed scheme and plans. The report shall include details and locations of critical drainage infrastructure (such as inlets, outlets and control structures) including as built drawings, and an operation and maintenance manual for the unadopted parts of the scheme as constructed.

Reason: This condition is sought in accordance with paragraph 169 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.

16 No development shall commence until details of a Construction Surface Water Management Plan (CSWMP) detailing how surface water and storm water will be managed on the site during construction (including demolition and site clearance operations) is submitted to and agreed in writing by the Local Planning Authority in consultation with the LLFA. The CSWMP shall include method statements, scaled and dimensioned plans and drawings detailing surface water management proposals to include:

- i. Temporary drainage systems.
- ii. Measures for managing pollution / water quality and protecting controlled waters and watercourses.

iii. Measures for managing any on or offsite flood risk associated with

The CSWMP shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction.

Reason: To manage surface water during and post construction and for the lifetime of the development as outlined at Paragraph 169 of the NPPF.

17 The first application made pursuant to condition 1 shall include revised versions of drawings LBY-1076-2001 Rev P02, LBY-1076-2002 Rev P02, LBY-1076-3001 Rev P02, LBY-1076-3002 Rev P01 including site levels, eaves and roof ridge levels, which are to be submitted to and approved in writing with the Local Planning Authority. Development shall be carried out in accordance with the approved levels.

Reason: To ensure the development accords with the approved development plans for reasons of neighbour amenity in accordance with Policies BNE1 and BNE2 of the Medway Local Plan 2003.

18 Any application made pursuant to condition 1 in relation to the reserved matter of 'Landscaping' shall be accompanied by a report detailing measures to ensure biodiversity enhancement. The report shall include a plan (annotated as relevant) of the existing landscape features on the site, analysis of how the proposed landscaping scheme will provide enhancement of biodiversity on the site, details of other mitigation or enhancement measures to ensure biodiversity enhancement of the site.

Reason: To avoid any irreversible detrimental impact on protected species and in accordance with Policies BNE37, BNE38 and BNE39 Medway Local Plan 2003.

19 The first application made pursuant to condition 1 shall include a Security Measures Statement which shall detail measures to be employed in the development to address the matters raised in the Kent Police representation.

Reason: To ensure the development secures good amenity and security for future occupiers of the development, in accordance with Policy BNE2 of the Medway Local Plan 2003.

20 No development shall take place above ground floor slab level until details of a Parking Management Plan to include: details of allocation or otherwise of residential parking; signage to differentiate between residential and public car parking spaces; measures to ensure residential parking spaces are not used by members of the public. Development shall thereafter be maintained in accordance with the Plan.

Reason: Residential parking must be retained for that use and parking conflict can arise when parking rules are not clear and controlled to comply with Policy T13 of the Medway Local Plan 2003.

- 21 No development shall take place above ground floor slab level until details of the provision of 2 electric vehicle charging points to serve the dwellings hereby approved and 2 electric vehicle charging points to serve the re-provided public parking have been submitted to and approved in writing by the Local Planning Authority. Details shall include the location, charging type (power output and charging speed), associated infrastructure and timetable for installation. The development shall be implemented in accordance with the approved details and shall thereafter be maintained.

Reason: In the interests of sustainability in accordance with paragraph 112E of the NPPF.

- 22 Prior to the first occupation of any of the dwellings hereby approved the approved car parks, shown on drawing LBY-1076-0004 Rev P02 shall be provided, surfaced and drained and maintained as such thereafter.

Reason: To ensure parking provision for occupiers of the development and the public in accordance with Policy T13 of the Medway Local Plan 2003.

- 23 No dwelling hereby approved shall be occupied until details of secure private cycle parking provision in the form of individual lockers for have been submitted to and approved in writing by the Local Planning Authority, based on drawing LBY-1076-0004 Rev P02 (Proposed Site Layout). The cycle parking shall be implemented in accordance with the approved details before any dwelling is occupied and shall thereafter be retained.

Reason: To ensure the provision and permanent retention of bicycle spaces in accordance with Policy T4 of the Medway Local Plan 2003.

- 24 No dwelling hereby approved shall be occupied until details of waste and recycling store(s) have been submitted to and agreed in writing by the Local Planning Authority. The waste and recycling store(s) shall be implemented in accordance with the approved details before any dwelling is occupied and shall thereafter be retained.

Reason: To ensure the provision and permanent retention of suitable waste/recycling facilities in accordance with Policy BNE2 of the Medway Local Plan 2003.

- 25 The windows or doors on the eastern elevation of the eastern block hereby approved shall be allowed unless fitted with obscure glass (impenetrable to sight) and apart from any top-hung light, that has a cill height of not less than 1.7 metres above the internal finished floor level of the room it serves, shall be non-opening. This work shall be completed before the room it serves is occupied and shall be retained thereafter.

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

26 No windows above ground level shall be installed in the staircase towers unless fitted with obscure glass (impenetrable to sight) which is also non-opening. Any such windows shall be retained as such thereafter.

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

27 The development herein approved shall incorporate measures to address energy efficiency and climate change as set out within the (Climate Change and Energy Efficiency Statement). The development shall not be occupied until a verification report prepared by a suitably qualified professional has been submitted to and approved in writing by the Local Planning Authority confirming that all the approved measures have been implemented.

Reason: In the interests of sustainability and to positively address concerns regarding climate change in accordance with paragraph 154 of the NPPF.

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

Proposal

The application seeks outline planning permission for access, layout and scale, with some matters reserved (appearance, landscaping) for the construction of a three-storey apartment block (nine 2-bedroom apartments) and a part 3 storey/part 2 storey apartment block (ten 1-bedroom apartments). The access into the site would be via the existing access to the public car park.

The existing car park is in two terraces and the proposed apartments are to be constructed at the upper terrace level. Balconies shown to the frontage of the blocks.

The eastern most block would be two storeys on its eastern half and three storeys on its western half. The western block would be all three storeys. The access to all of the flat would be via a secure communal area to the rear of the units.

To the rear of the block is a high retaining wall and the existing dwellings in Westmount Avenue are at the upper level of the retaining wall. To the rear of the apartment blocks each ground floor unit would have a small private garden area and the secure communal area (secured by wall/railings/gates) through which access to the flats is gained.

Thirteen unallocated car parking spaces (including one accessible parking space) are shown for residents at the lower terrace level, together with 25 public car park spaces within the remaining site area (19 of which would be newly created on existing grass area).

During the course of the application the proposal has been revised as follow:

- The position of the two blocks have been moved forward within the site.
- The eastern block was reduced from three storey to two storey at its eastern end (removing 2 flats).

- The western block has been reduced by a quarter of its original width (removing three flats).
- Private gardens have been introduced to the rear of the block.
- A communal garden has been introduced into the scheme at the western end of the site.
- The rear access area is to be made secure with no vehicle access.
- An access ramp has been introduced and the disabled parking space, bin stores and cycle parking relocated within the site.

Site Area/Density

Site Area: 0.244 hectares (0.60 acres) (less proposed public car park area)

Site Density: 77.9 dph (31.7dpa)

Relevant Planning History

MC/20/3237

Mountbatten House, Military Road, Chatham Medway

Full planning permission for the change of use and conversion of Mountbatten House to provide 108 apartments together with the construction of a 12 storey extension to provide a further 56 apartments with 3no. flexible commercial floorspace at ground floor level, following demolition of the access ramps to/from the former bus station. Change of use and conversion of former bus station to provide car parking for the residential units. Change of use of part of the third floor level roof area of Mountbatten House to provide residential facilities (waste and recycling), cycle parking. Construction of rooftop restaurant on Mountbatten House together with public and residential roof gardens. The construction of a feature entrance to the Pentagon Shopping Centre. Construction/installation of pop up containers for shops, kiosks and cafe outlets in the lower level of the former bus station facing the new public square. Installation of flag/banner facade to taxi rank and former bus station fronting The Brook. Public realm and landscaping works including provision of a public square.

(Approved 29 April 2021)

MC/21/0355

Garages At Berkeley Mount, Old Road, Chatham ME4 6BW

Outline application with all matters reserved for the demolition of garages to facilitate the construction of a block of flats consisting of 4 one-bedroom flats with associated parking
Under consideration

MC/08/1652

20 Old Road, Chatham ME4 6BP

Construction of a three storey block of 7 one bed roomed and 3 two bed roomed self contained flat with associated off road car parking, hard/soft landscaping and boundary treatment
Approved 18.12.2008

MC/06/0660

20 Old Road, Chatham ME4 6BP

Demolition of house, garage and shed, and construction of one block comprising ten 1 & 2-bedroomed self-contained flats with some associated off-road parking

Refused 13 June 2006

Appeal Allowed 7 December 2006

Representations

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

Southern Water, EDF Energy, Southern Gas, Natural England, Kent Police, KCC Archaeology have also been consulted.

Natural England advise that subject to the appropriate financial contribution being secured they are satisfied that the proposal will mitigate against the potential recreational impacts of the development on the site.

Southern Water advise that there is public water infrastructure within the site (trunk sewer, public foul sewer, water distribution main). They provide a plan of their infrastructure approximate locations and advice for work within proximity of their infrastructure.

EDF Energy did not make representation.

Southern Gas did not make representation.

Medway Fire and Rescue – advice is awaited.

Kent Police the rear gardens must have 1.8m high boundary treatment. The accesses to the side and rear of the buildings must have secure gates, gates to the side of the buildings must be flush to the front of the buildings, secure parking is needed for motorbikes, scoots, mopeds etc. Car parking should be in areas with natural surveillance, fully light (not bollard lighting) and with CCTV. Signage is needed to distinguish between residents and public car parking bays. Some security measures for residents parking bays are appropriate. For main doors audio and visual door entry systems are required. Bollard lighting is only appropriate for way finding only and not appropriate for a lighting scheme to provide pedestrian access. Ground floor windows should be laminated glazing. Bin Stores need secure access. Bike stores need secure access. CCTV is advised for entry points and mail delivery areas. Recommendations are made in respect to main delivery.

KCC Archaeology advise that the area has archaeological interest and a condition is required to secure a programme of archaeological works.

29 letters have been received raising the following objections:

- Overbearing/dominant for neighbours in Westmount Avenue
- Loss of outlook for neighbours in Westmount Avenue
- Loss of privacy to Westmount Avenue from stairwells and rear facing windows
- Overshadow properties in Westmount Avenue, Hazel View and The Mount
- Loss of privacy to properties in the New Road Conservation Area from forward facing windows and balconies looking straight into gardens and windows
- Loss of daylight to dwellings on New Road
- Increased noise and disturbance to dwellings on New Road and The Mount
- The 'Home Zone' to the rear of the building could attract crime and antisocial behaviour
- The refuse bins to the front of the development will be unsightly
- The flats only achieve the minimum floor areas required
- The existing car park is much used and is an overflow to the Old Road Car Park (commuter car park)
- Reducing car parking for the town will adversely affect the economy of Chatham
- The proposal with habitable forward-facing windows/balconies are contrary to the Planning Inspector's decision for 20 Old Road flats (Hazel View)
- Is the principle acceptable for these being offsite affordable flats for Mountbatten House development? Is segregationist
- Due to the 'size and scope' of the development it will have a significant negative impact on the New Road Conservation Area
- The visual impact of the buildings will completely destroy the benefit of the quality of space for properties in Westmount Avenue
- Increase air pollution
- Loss of existing planting and wildlife habitat
- The scale and density of the proposal is not in keeping with the character of the area
- Loss of the quiet enjoyment of gardens in Westmount Avenue
- The Home Zone will be in shadow for the greatest part of the day and will not receive any sunlight
- Ground floor units in the proposed flats will be facing a retaining wall
- Insufficient car parking is to be provided for future residents of the flats
- The car park is used by residents of Westmount Avenue as there is insufficient street parking due to double yellow lines on one side of the street. Withdrawing this facility will seriously impact local residents
- There is insufficient doctors surgery provision already and the flats will increase this pressure
- There is insufficient public parking for the church that uses the car park which will cause indiscriminate parking to the detriment of resident in The Mount
- Loss of light and privacy to properties in Hazel View, Old Road
- The site is too small for the proposal

- The reduction in car parking will affect local businesses
- Increase in traffic due to the development in the area
- For surrounding residents, the development will cause a sense of feeling claustrophobic due to the size and imposing nature of the development
- The position of the bin stores and the arrangements for refuse collection are not acceptable
- The proposal is incommensurable with the historic character of the Conservation Area
- The scale of the development on the sloped land will dwarf properties on New Road
- The communal garden will be permanently in shadow

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 2021 and are considered to conform.

Planning Appraisal

Background and tenure

Planning permission was granted 29 April 2021 for the conversion and extension of Mountbatten House, Military Road, Chatham under ref MC/20/3237 to provide 164 apartments and commercial floorspace.

At the time of the consideration of that application the applicant proposed to provide 17 shared-ownership units on the site and 24 affordable-rented units off site. At that time no off-site site was identified. The cumulative provision of affordable housing units on-site and off-site, is considered to comply with the Policy H3 requirement of the Local Plan to provide 25% affordable housing units in the development.

A viability assessment was submitted in support of the application to jointly cover the Mountbatten House development and an off-site development of 24 units. That viability assessment concluded that no other obligations, other than the 25% affordable housing and the cumulative Bird Mitigation payment, could be secured and the development be viable to commence. This was agreed by an independent assessor.

Due to reasons of site land ownership at that time the Mountbatten House affordable development had to be secured by condition rather than S106. Condition 42 of MC/20/3237 reads:

“No development shall commence until details of an Affordable Housing Scheme has been submitted to the Local Planning Authority for the provision of 25% affordable housing units in accordance with tenures and types of affordable housing to be agreed in advance with the Local Planning Authority. That Affordable Housing Scheme shall be agreed in writing with the Local Planning Authority. In the case of there being any off-site provision of affordable housing units those off-site units shall be practically complete prior to the first occupation of any of the dwellinghouses hereby permitted.”

Timings for the delivery of the on-site affordable housing units and future management shall be agreed within the Affordable Housing Scheme. The affordable housing units shall thereafter be delivered in accordance with the approved Affordable Housing Scheme.

Reason: To ensure the development provides affordable housing in accordance with Policies H3 and S6 of the Medway Local Plan 2003.”

Although these units are intended by the applicant as off-site affordable housing for the Mountbatten House development, the current planning consideration itself is not assessing its tenure. For 19 flats there is no requirement for the provision of affordable housing under the Local Plan policies. If the developer wishes for these to be occupied as affordable-rented units, perhaps secured as affordable-rented housing related to the Mountbatten House development, that is a matter for the discharge of planning condition 42 of MC/20/3237.

No planning condition or S106 obligation is required under this proposal to secure the future tenure of these units as affordable-rented or any other specific tenure.

Additionally, there are two adjacent sites for which an understanding of the applications is appropriate.

Firstly, there is a current outline planning application immediately adjacent to the site, under planning application MC/21/0355 (Garages At Berkeley Mount, Old Road, Chatham) for the construction of a three storey apartment block. During the course of the application there have been conversations between the applicants for the two adjacent current applications. As a result of these conversations the applicant for this application removed three units from the western end of the block.

Secondly, in representations received reference has been made to an appeal decision at 20 Old Road, which was granted planning permission under reference MC/06/0660. The matter raised was the requirement by the inspector that *‘many windows in the front elevation of the proposed building would face the rear gardens of properties fronting New Road.... (the inspector) consider that the privacy of the adjacent occupiers could be adequately safeguarded through the obscure glazing...in tandem with restrictions on the means by which the windows could be opened.’*

The main matters for consideration are:

- Principle of the Development
- Matters of Layout/Scale and Design
- Amenities
- Heritage
- Archaeology
- Air Quality
- Contamination
- Flood Risk/Drainage
- Matter of Access and Highway/Parking
- Ecology
- Bird Mitigation/Appropriate Assessment

- Section 106
- Climate Change
- Local Finance Considerations

Principle of the development

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The Development Plan for the area comprises the Medway Local Plan 2003 (the Local Plan).

Local and National Policies are generally supportive of residential development in the urban area and the re-use of previously developed land.

The site does not meet the definition of 'previously developed land' in the Annex 2 of the National Planning Policy Framework, but a key element of national housing policy is to minimise the loss of greenfield sites for residential use by making the best use of development opportunities within existing urban areas.

Policy S1 of the Local Plan sets out the development strategy for the plan area. It states that the development strategy is to prioritise re-investment in the urban fabric, which will include the redevelopment and recycling of under-used and derelict land within the urban area. Policy H4 of the Local Plan sets out certain development that will be permitted within the urban area including re-use of vacant buildings no longer required for non-residential use.

The matter of the loss of some of the existing public car park area is considered under the parking/highway matters.

In this case, the site is in a sustainable location close to Chatham Town Centre, and within a reasonable walking distance to Chatham train station and Chatham bus station.

The proposal is for high density housing close to the town centre, public transport and local facilities. In these locations Policy H5 of the Local Plan says that low density housing will not be permitted. The NPPF and NPPG's encourage higher densities around nodes of public transport such as bus and railway stations.

Overall, the principle of the delivery of high-density residential development on part of this site, and the re-provision of some public car parking, is in accordance with the Local Plan. However, matters of the details of the proposal need to be assessed also.

Matters of Layout/Scale and Design

Local Plan Policy BNE1 'General Principles for Built Development' requires the design of development to be appropriate in relation to the character, appearance and functioning of the built and natural environment. The Government attaches great importance to the design of the built environment. Paragraph 127 is key to the achieving well designed places.

The height of the proposed buildings is two and three storey which reflects the height of surrounding development. Whilst being two larger scale blocks the roof form shown assists with the reference to terraced dwellings, as does the change in the number of storeys. The careful use of materials can also assist to break up the block form.

It is accepted that the layout of the site is not traditional, and the proposed blocks do not front the street. The blocks are set significantly into the site, which is a site shared by public car parking and accessed by a relatively narrow shared access from Old Road. The flat blocks are however separate somewhat from the publicly accessible area by their location on the upper terrace of the site with the public areas restricted to the lower levels.

However, whilst the layout of the site does not reflect a traditional street layout, as seen more widely in the area, it should be noted that there are other existing developments also accessed through the car park as the proposed flats would be. Houses in The Mount, adjacent to the eastern end of the site, are accessed through the site. Therefore, the proposal cannot be considered to be out of character to the area.

As such the layout, scale and illustrative design, in as much as they relate to the character of the area, are considered to be acceptable under Policy BNE1 of the Local Plan.

However, part of the matter of 'layout' will also relate to the impact of the development on the amenities of neighbours and future occupiers in this development. These matters are considered further in the report below.

Amenities

Policy BNE2 relates to the protection of the amenities of future occupiers of the development and of neighbours in terms of privacy, daylight, sunlight, noise, vibration, heat, smell, airborne emissions. Paragraph 130 of the National Planning Policy Framework 2021 requires that development functions well over its lifetime and provides a high standard of amenity for existing users.

The application site is surrounded on all sides by existing development. During the course of the application the proposal has been revised by: the position of the two blocks have been moved forward within the site; the eastern block was reduced from three storey to two storey at its eastern end (removing 2 flats); the western block has been reduced by a quarter of its original width (removing three flats); private gardens have been introduced to the rear of the block; a communal garden has been introduced into the scheme at the western end of the site; the rear access area is to be made secure with no vehicle access; an access ramp has been introduced and the disabled parking space, bin stores and cycle parking relocated within the site.

Impact on Neighbours

To the north of the site is linear development along New Road. The flat blocks would be directly behind a church, a takeaway, an office supply shop and a doctors surgery. To the closest part of the rear boundary of the closest of those (the doctors surgery)

is about 24.5m. These properties are of a non-residential nature. There does appear to be a flat related with the takeaway unit. This is situated in excess of 25m from the front elevation of the proposed flats.

No. 66 New Road is a residential property and is offset from the proposed western block. The distance from the closest part of the front elevation of the proposed block would be approximately 23m and the rear elevation of that property a distance of approximately 26.3m minimum. These are significant distances, and no harm would therefore arise in terms of a loss of privacy, daylight, overshadowing or in respect to outlook.

Due to the separation of the proposed blocks from the New Road properties, notwithstanding the proposed balconies, no harm will arise to the amenities of occupiers of New Road dwellings.

To the west of the site is Hazel View, Old Road, which is set about 25.7m from the western flank of the proposed western block. Hazel View is also somewhat skewed in orientation from the proposed blocks and consequently, due to the separation of the proposed blocks from Hazel View properties and this offset relative angle, no harm will arise to the amenities of the occupiers of those dwellings in terms of a loss of privacy, daylight, overshadowing or in respect to outlook.

To the east are properties in The Mount. From the rear boundaries of those properties the eastern flank of the proposed eastern block would be about 8.25m with the distance to the main body of Mill Cottages a minimum of 19.5m. The indicative unit layout is such that only bathroom windows would be located in the eastern flank of the proposed flats, which can be fitted with obscure glazing. The balcony position in the indicative layout does not allow for an overlooking of gardens to the east. Additionally, the proposed bin store and location of the pedestrian access away from the boundary with Mill Cottages would keep pedestrians away from the rear boundary of those cottages. Due to the relative orientation and position of the flats to Mill Cottages no overshadowing of the gardens of Mill Cottages would arise, from the two-storey element of the proposed flats, to an extent or duration that would warrant the refusal of the application.

To the south of the site are dwellings in Westmount Avenue. The closest point of the two-storey section of the eastern block would be about 17m from the single storey rear extension of the property no. 59. From the three-storey part of the eastern block the distance between the proposed rear window of the flats (not stairwell) to the rear of no. 55 Westmount Avenue would be approximately 24.5m. From the same point on the rear of the three-storey block to the rear boundary of the same property would be approximately 10.4m.

Clearly the location of any building to the rear of Westmount Avenue will be a significant change for the occupiers of those dwellings as they currently have unrestricted views across the Medway valley. However, 'views' are not a material consideration in planning policy and guidance, and as such a change in this way is not able to be accounted for in the consideration of this application.

The matter of 'outlook' is a material consideration and relates to the proximity and scale of the development relative to the existing dwellings and the sense of how that would feel from those dwellings (e.g. dominant or overbearing or enclosing). This however must be further considered in the light of the current Nationally Described Space Standards (NDSS) and given the differences in levels between the application site and Westmount Avenue.

The Medway Housing Standard (interim) was adopted in November 2011 and is a material planning consideration. Matters of balcony size and garden size are the subject of this document. (Internal layout guidance within this document has been superseded by the NDSS). In relation to garden size these should have a minimum garden depth of 10m. Therefore, if the proposal were for two storey houses being built on a level plane to the rear of Westmount Avenue then they could be located in the same position or slightly closer than the footprint for the proposed flats.

Although the proposed flats are part three storey and part two storey, they are at a much lower ground level than the Westmount Avenue properties. The two-storey element would be built a storey lower than the Westmount Avenue sites, and the three storey blocks would be slightly more than a storey below the adjacent Westmount Avenue sites.

As such the Westmount Avenue properties adjacent to the two storey part of the block will be facing similar to a single storey property (bungalow) in terms of impact and those adjacent to the three storey sections will be facing similar to a two storey dwelling. With a separation from the rear habitable room windows in the flats to the rear boundary of the Westmount Avenue properties that exceeds the minimum 10m equivalent to a 'garden depth', and an overall window-to-window separation of much greater than 20m, which is the Housing Design Guide minimum, there are no grounds to conclude that the proposed flats would be unacceptable in terms of outlook from or loss of privacy to the dwellings in Westmount Avenue in this urban situation.

In terms of overshadowing Westmount Avenue is to the south of the application site and as such the proposed development will not overshadow the site. In terms of daylight the separation is such that, with the three storey section being a minimum of about 24.5m separation from the Westmount Avenue properties, no loss of daylight will occur to those properties.

It is also noted that there is a planning application currently submitted at the Lower Mount garage site, Old Road. That application is currently under consideration. No determination of that application has been reached at the time of writing however the applicant has taken account of that application in the redesign of this proposal and would not affect the living conditions of the future occupants of that residential block should planning permission be granted. It is noted that the rear stairwells would be less than 10m from the boundary with Westmount Avenue properties in places but as the stairwell is not habitable space and windows could be non-opening and obscure glazed or sited on western or eastern elevations or excluded in the stairwells. This could be controlled under the Reserved Matters application for 'Appearance' and a condition is recommended to secure this.

Future occupiers of the development

The proposed units in the illustrative layout plans all meet the minimum floor areas within the NDSS and the balconies meet the required sizes within the Medway Housing Guidance (Interim) 2011, and as such are acceptable in their size.

In addition to the balconies the flats would have access to a private communal garden space. A bike store would be provided at the upper level of the application site and a waste/recycling store that complies with the current standards and is accessible for waste collection. During the course of the application the council's waste contractor has advised that currently the bin lorries reverse into the site to collect waste and recycling from properties in The Mount and they would continue in this way to collect waste and recycling from the proposed flats.

It is however evident that there is a balance in respect to the development and the access to all of the flats being via steps, ramp to a private 'homezone' area to the rear of the blocks. This 'homezone' space is enclosed by the retaining wall to Westmount Avenue and the rear elevation of the blocks. Secure walls/railings/gates are proposed to ensure private access only to this area. The ground floor units are all proposed with small garden areas access by glazed doors in addition to windows. This additional glazing seeks to mitigate the otherwise low daylight available to those rear rooms and also to compensate for the limited outlook by the provision of a small private garden and the garden will also ensure increased privacy and security for the ground floor units.

Kent Police have also provided detailed advice in respect to the proposal such as: the rear gardens must have 1.8m high boundary treatment; the accesses to the side and rear of the buildings must have secure gates; gates to the side of the buildings must be flush to the front of the buildings; car parking should be in areas with natural surveillance, fully light (not bollard lighting) and with CCTV; signage is needed to distinguish between residents and public car parking bays; for main doors audio and visual door entry systems are required; a lighting scheme (not bollard lighting) to provide pedestrian access; ground floor windows should be laminated glazing; bin stores need secure access; bike stores need secure access; CCTV is advised for entry points and mail delivery areas. It would therefore be appropriate that a schedule for a package of security measures should be submitted with the Reserved Matters application.

Overall, therefore, subject to conditions discussed above the proposal is considered to comply with Policy BNE2 of the Local Plan.

Heritage

Policy BNE12 of the Local Plan states that special attention needs to be paid to the preservation and enhancement of the character and appearance of Conservation Areas. Policy BNE18 relates to the setting of Listed Buildings and states that development that would adversely affect that setting will not be permitted.

The proposed development is located adjacent to the New Road Chatham Conservation Area and in close proximity to a number of Grade II Listed Buildings, notably 52-54, 58 and 60 New Road, Chatham.

Due to the topography of the site and area and the distance between the buildings in the conservation area and the proposed blocks, there will be a visual separation between the site and the buildings (including those that are Listed) of New Road within the Conservation Area.

The proposed development would form a backdrop to the heritage assets when viewed from across the valley at Fort Amherst and the Great Lines, and from New Road, limited to the junction with Old Road.

Consideration has been given to the design and indicative use of materials in the proposed development to help mitigate the visual impact in these views through *“incorporating a terraced house design with staggered pitch roofs to add character”* (Planning Statement) and the indicative use of brick as the primary material (as used in the Conservation Area), creating a modern take on the attractive terraces that characterise the Conservation Area.

It is important that a Reserved Matters stage the matter of ‘appearance’ ensures a suitable approach is secured in this regard. As such, it is considered that while there is potential for a limited amount of harm to the heritage assets (noted above) through the evolution of the design, steps have been taken to minimise this harm therefore meeting the requirements of paragraph 195 of the NPPF 2021. It is also considered that the delivery of 19 homes (especially in an affordable housing tenure as intended) can be considered to be a public benefit, outweighing the limited harm identified, as per paragraph 202 of the NPPF 2021.

Archaeology

Policy BNE21 of the Local Plan seeks to account for and protect/mitigate from harm/record findings at archaeological sites, from and during development, as do paragraphs 189 and 192 of the NPPF.

Whilst the site lies within an Area of Archaeological Potential an Archaeological desk-based assessment has been submitted with the application.

The Kent County Council Archaeologist considers that the desk-based assessment provides a good account of the site’s archaeological potential and concludes that *“the Site is situated within a landscape of archaeological interest”* and that *“there is potential for the Site to contain features and finds of evidential archaeological interest. That interest is confined to a potential for early prehistoric activity and later prehistoric settlement activity, as well industrial and agrarian activity (prehistoric to post-medieval), and settlement activity dating to the 19th and 20th centuries”*. He agrees with this conclusion and notes that the site’s early Prehistoric potentially includes deposits of Pleistocene date which might include Palaeolithic artefacts and/or faunal (or other) palaeo-environmental remains.

The county archaeologist therefore advises that a planning condition be used to secure a programme of archaeological works.

Subject to a suitably worded condition the proposal is considered to comply with Policy BNE21 of the Local Plan.

Air Quality

Policy BNE24 of the Local Plan relates to air quality and states that '*Development will not be permitted when it is considered that unacceptable effects will be imposed on the health, amenity or natural environment of the surrounding area, taking into account the cumulative effects of other proposed or existing sources of air pollution in the vicinity*'. Paragraphs 174 and 186 of the NPPF 2021 relates to air quality and that planning decisions should take account of improving air quality and mitigating identified impacts, taking into account the presence of Air Quality Management Areas.

The site lies adjacent to the Central Medway Air Quality Management Area (AQMA). To mitigate any negative impact of the development on air quality in the area a planning condition would be required for the submission and agreement of an Air Quality Emissions Mitigation Assessment and Statement.

Subject to the submission and agreement of such a report, and the commissioning of any mitigation measures agreed, the proposal is considered to comply with Policy BNE24 of the Local Plan.

Contamination

Policy BNE23 of the Local Plan requires that proposals for development of land likely to be contaminated be accompanied by the findings of a site examination, which identifies contaminants. Policy BNE23 of the Local Plan and paragraphs 183 and 184 of the NPPF 2021 require that decisions should ensure that new development is appropriate for its location and takes account of the likely effects of pollution on health, living conditions and the natural environment.

A Phase 1 desktop study has been submitted in support of this application. The study found that there will be soil contamination risks and recommends an intrusive study of the site is conducted. As such the standard suite of planning conditions related to investigation, remediation, verification and dealing with unexpected contamination is required if planning permission is granted.

Subject to the use of a suitably worded conditions the proposal complies with Policy BNE23 of the Local Plan.

Flood Risk/Drainage

Paragraphs 159 to 164 and 169 of the NPPF 2021 relate to flood risk and that new development should be both directed away from the areas at highest risk of flooding and should not increase flood risk elsewhere.

In support of the application have been submitted a drainage strategy document.

The application site is within Flood Zone 1 and as such no Flood Risk Assessment is required to be submitted with the application. The site does not suffer risk of surface water flooding.

The microdrainage calculations in the drainage strategy will need updating to account for climate change in the final design of the surface water drainage scheme but this can be controlled as part of a planning condition for the surface water drainage scheme. Conditions are also required related to verification of the installed drainage scheme and the agreement of a Construction Surface Water Management Plan to mitigate harm during the construction period.

The Council's Lead Local Flood Authority advise the proposal is acceptable subject to conditions related to the agreement of a surface water drainage scheme, a verification report for the surface water drainage scheme, a Construction Surface Water Management Plan (CSWMP).

Subject to suitably worded conditions no objection is raised to the proposal under the relevant paragraphs of the NPPF.

Matter of Access and Highway/Parking

Policy T1 of the Local Plan relates to the highways impact of new development. Policy T13 relates to the council's adopted vehicle parking standards. Paragraph 130 of the NPPF requires that new development functions well within the area in which it is situated. Paragraph 111 states that '*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*'

The revised Design and Access Statement and revised site layout proposes parking for residents at 0.6 spaces per dwelling in this site close to the town centre. 1 cycle space per flat will be provided in individual secure lockers.

The site is close to Chatham Train Station and the Town Centre, with the bus station nearby, as such this is a highly sustainable location. A Transport Statement has been submitted as part of this application which conclude that an under provision of parking spaces would be acceptable in this location.

It is considered that the parking provision for the residential units of 13 spaces, whilst below standards, taking into account the sustainable location and parking controls in place within the vicinity is acceptable.

The NPPF 2021 has put sustainable development as a central core and paragraph 112E outlines that development should provide electric charging facilities. Electric Vehicle charging is required at 10% of any parking provision for flats. The applicant advises that 2 EV charging points are to be provided in the residents' parking area. This can be secured by planning condition. Additionally, the applicant intends to provide 2 EV charging points in the public car park area.

For the public car parking area, a total of 25 parking spaces are proposed. This number reflects the applicant's parking accumulation assessment and is acceptable.

A parking management plan is required to manage the details of how the public and

residents parking are to be controlled within this site. Kent Police also make comments in this regard.

Subject to suitably worded planning conditions the proposal is acceptable in respect of the transport and parking policies T1, T2 and T13 of Local Plan and paragraphs 111 and 112E of the NPPF.

Ecology

Policy BNE39 of the Local Plan states that *"Development will not be permitted if statutorily protected species and/or their habitats will be harmed" and requires conditions or obligations to be attached to permissions to "ensure that protected species and/or their habitats are safely guarded and maintained"*.

Paragraph 180 of the NPPF 2021 states that *'d) opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity...'*

The existing site is primarily hardsurface with some amenity grass (to be removed to provide public parking spaces) and some perimeter planting and planting between the two terraced levels. Landscaping is a matter for the Reserved Matters application and there is also the requirement for the development to enhance biodiversity over the current situation. The proposal does include a communal garden. The applicant advises that a record will be made and submitted of existing vegetation and planting on the site and this will be submitted with the reserved matter 'Landscaping' along with the proposed planting scheme, which will enhance the biodiversity on the site, in accordance with policy requirement. This can be secured by a planning condition.

In respect to breeding birds generally an informative can be used to remind the applicant to clear and scrub and trees outside of bird breeding season if not first advised to be clear of nests by an ecologist.

Subject to the use of a suitably worded planning conditions the proposal is considered to comply with Policy BNE39 of the Local Plan and paragraph 180 of the NPPF 2021.

Bird Mitigation/Appropriate Assessment

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 £250.39 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 by S106 and as such no objection is therefore raised under Paragraphs 180 and 181 of the NPPF 2021 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 into 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 NPPF says that it is for the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at application stage. In this case a viability assessment report was produced jointly for Mountbatten House and any off-site affordable housing. The applicant has advised that they intend for this development to provide off-site affordable housing related to the Mountbatten House development. The viability assessment was verified by an independent development consultant at the determination of the Mountbatten House application. For the two developments the applicant accepts a profit of a maximum of 13.925% on Gross Development Value [GDV] to enable the developments to commence. This is a significantly lower return than would be expected from a market developer for development to commence. At such a return on GDV for the combined sites, the proposal is able to provide for the contributions set out below.

- Bird mitigation for the Mountbatten site
- Bird Mitigation for the off-site affordable rented housing.

No other obligations are considered to be viable for this development and no objection is made to the proposal having regard to the submitted viability assessment.

Local Finance Considerations

No local finance considerations.

Conclusions and Reasons for Approval

Planning policies and guidance seeks that new development be directed to urban, sustainable locations and in the first instance on previously developed land or underutilised sites. This site is located in an urban and sustainable location and is suitable for redevelopment whilst re-providing an amount of public car parking.

Although the site is constrained it would impact on the view from neighbouring properties the layout and scale of the development is such that, subject to conditions, no harm would arise to neighbouring occupiers living conditions and the living conditions of future occupiers of the proposed flats would be acceptable.

The proposed development would not cause harm to the character of the area, would not have a detrimental impact on parking or highway.

Matters of Appearance and Landscaping have been reserved for later consideration.

Subject to conditions, the proposal is considered to comply with policies related to design (layout and scale), amenities, heritage, archaeology, air quality, contamination, flood risk/drainage, access, highways and parking, ecology under Policies S1, S6, H4, H5, BNE1, BNE2, BNE12, BNE18, BNE21, BNE23, BNE24, BNE35, BNE36, T1 and T13 of the Medway Local Plan 2003 and particularly paragraphs 111, 112E, 126, 130, 130f, 159 to 165, 169 and 180 of the NPPF.

The application would normally be determined under delegated powers but is being referred for Committee determination due to the number of representations received expressing views 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/>