

**MC/21/2993**

**Date Received:** 14 October 2021  
**Location:** Land West of Station Road, Rainham, Gillingham, Medway  
**Proposal:** Application for the approval of reserved matters (Appearance, Landscaping, Layout, Scale) pursuant to planning permission (MC/19/2898) for the construction of up to 75 dwellings (C3 use class), open space, landscaping (including Sustainable Urban Drainage) with associated infrastructure.  
**Applicant:** McCulloch Homes Ltd  
**Agent:** Tetlow King Planning  
Mr Iain Warner  
32 High Street  
West Malling  
ME19 6QR  
**Ward:** Rainham North Ward  
**Case Officer:** TBC  
**Contact Number:** TBC

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**Recommendation of Officers to the Planning Committee, to be considered and determined by the Planning Committee at a meeting to be held 30 August 2023.**

**Recommendation - Approved subject to the following conditions:**

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

Received 14/10/2021

707-SL01-P2	Site Location Plan
707-PD-905-P2	Proposed Site Sections
5355-LLB-XX-XX-DT-L-0001-S4-P01	Tree Pit Details 1 of 3
5355-LLB-XX-XX-DT-L-0002-S4-P01	Tree Pit Details 2 of 3
5355-LLB-XX-XX-DT-L-0003-S4-P01	Tree Pit Details 3 of 3
5355-LLB-XX-XX-SP-L-0001-S4-P01	External Softworks Specification

Received 12/05/2023.

18-265/100-H	General Arrangement Plan
18-265-101-J	Refuse Vehicle Swept Path Analysis
18-265/102-E	Drainage Strategy Plan
18-265/103-F	Levels Strategy Plan
18-265/104-E	Fire Tender Swept Path Analysis
18-265/105-D	Car Parking Swept Path Analysis

707-PD-810-P3	Schedule of Materials
707-PD-900-P19	Proposed Site Plan
707-PD-910-P4	Plans/Elevations: Plot 17-20, 32&33
707-PD-911-P5	Plans/Elevations: Plot 23-27 & 71-75
707-PD-912-P6	Plans/Elevations: Plot 07,08,13,14,21
22,30,31,63,64	
707-PD-914-P7	Plans/Elevations: Plot 01-03
707-PD-915-P5	GF & FF Plans: Plot 47-54
707-PD-916-P5	SF & RF Plans: Plot 47-54
707-PD-917-P5	Elevations: Plot 47-54
707-PD-918-P6	Plans/Elevations: Plot 41-46
707-PD-919-P1	Plans/Elevations: Plot 04-06
707-PD-920-P2	Plans/Elevations: Plot 09-12,15,16,28
	29,65,66
707-PD-921-P1	Plans/Elevations: Plot 34-38
707-PD-922-P1	GF & FF Plans: Plot 55-62
707-PD-923-P1	SF & RF Plans: Plot 55-62
707-PD-924-P1	Elevations: Plot 55-62
707-PD-925-P2	Plans/Elevations: Plot 39-40
707-PD-926-P1	Plans/Elevations: Plot 67-70
5355-LLB-XX-AA-DR-L-0001-S4-P02	Planting Plan 1 of 3
5355-LLB-XX-AA-DR-L-0001-S4-P03	Planting Plan 2 of 3
5355-LLB-XX-AA-DR-L-0001-S4-P04	Planting Plan 3 of 3

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

- 2 No obstruction of sight, including any boundary treatment, more than 0.6m above carriageway level shall be permitted along the Station Road frontage forward of the forward most wall of any dwelling fronting on to Station Road.

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

- 3 The development herein approved shall incorporate the measures to address energy efficiency and climate change as set out within the Climate Change Statement (Ubique Architects received 14/10/2021). No dwelling shall be occupied until a verification report prepared by a suitable 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 interest of sustainability and to positively address concerns regarding climate change in accordance with paragraphs 154 of the National Planning Policy Framework 2021.

- 4 Prior to the occupation of the 50th dwellinghouse hereby approved, the vehicular link between the application site and the road network to the northwestern side of the boundary as required by condition 21 of outline planning permission MC/19/2898, shall be brought into use. Thereafter the vehicular link shall be maintained unobstructed for use by traffic (vehicular and pedestrian).

Reason: In the interests of highway safety and amenities of the local residents and in compliance with Policies T1, T13 and BNE2 of the Medway Local Plan 2003.

- 5 Within 3 months of works commencing on site, details of the location of bat and bird boxes to be erected within the site and buildings including a timescale for implementation, shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the occupation of the relevant dwelling or in accordance with the timescale approved herein and shall thereafter be retained on site.

Reason: To accord with paragraph 179 of the NPPF.

- 6 The car parking and garaging shown on drawings 18-265-100H and 707-PD900-P19 received on 12/05/2023 shall be made available prior to the occupation of the individual dwelling to which they relate and shall be maintained as such thereafter with no development, whether permitted by the Town and Country Planning General Permitted Development Order 2015 (or any order amending, revoking or re-enacting that order). or not obstructing access to the reserved parking or garage spaces.

Reason: In the interest of highways safety and residential amenities and in compliance with Policies BNE2 and T13 of the Medway Local Plan 2003.

- 7 Car parking and garaging shown on drawings 18-265-100H and 707-PD900-P19 received on 12/05/2023 shall be made available prior to the occupation of the individual dwelling and shall be maintained as such thereafter.

Reason: In the interest of highways safety and residential amenities and in compliance with Policies BNE2 and T13 of the Medway Local Plan 2003.

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

## Proposal

The proposed development is a reserved matters application pursuant to planning application MC/19/2898 for the construction of up to 75 dwellings (C3 use class), open space, landscaping (including Sustainable Urban Drainage) with associated infrastructure. The access to the site has been approved as part of the outline application. The matters for consideration as part of this application therefore relate to appearance, landscaping, layout and scale.

## Site Area/Density

Site Area: 2.26 hectares (5.58 acres)

Site Density: 33.63 dwellings per hectare (13.62 dpa)

## Relevant Planning History

**MC/19/2898** Outline planning application with all matters (appearance, landscaping, layout and scale) are reserved except for access for the construction of up to 76 dwellings (C3 use class), open space, landscaping (including Sustainable Urban Drainage) with associated infrastructure.

**Approved 22 December 2020.**

**MC/21/2994** Details pursuant to condition 6 (schedule and samples of materials), condition 8 (levels), condition 11 (landscape management plan), condition 13 (refuse storage), condition 20 (Travel Plan), condition 21 (vehicular access connection to west), condition 22 (surface water), condition 26 (contamination) and condition 32 (Electric charging points) on planning application MC/19/2898 for Outline planning application with all matters (appearance, landscaping, layout and scale) are reserved except for access for the construction of up to 76 dwellings (C3 use class), open space, landscaping (including Sustainable Urban Drainage) with associated infrastructure.

**The application is yet to be determined.**

## Representations

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

**8 letters** of objection have been received from 7 households. The concerns raised within these letters are summarised below:

- The ecological value of the site has not been taken into account.
- The road cannot accommodate more traffic.

- There would be a detrimental impact on air quality.
- Noise and dust from the development
- The proposal would have a detrimental impact upon residential amenity.
- The developers should build housing on brownfield land instead.
- There would be insufficient infrastructure provision for the residents of the new development. Hospitals, surgeries, sewage works etc. are already stretched.
- Proposed dwellings would overlook existing residents.

**Highways England** raised no objection. The M2 will not be materially impacted by the reserved matters application.

**Kent Police** raised no objection but requested a condition be attached to the grant of any planning permission for the site to follow the Secured by Design Homes 2019 guidance. Actions were listed on how to design out crime for the site. These actions, if conditioned, would then meet Local Statutory details under Section 17 of the Crime and Disorder Act 1998.

**Southern Water** advised that the details of the proposed diversion needs to be agreed and approved by Southern Water before implementing on site. The applicant or the developer must submit an application under Section 185(Sewer diversion) of the Water Industry Act 1991.

Southern Water have indicated that they can provide foul sewage disposal to service the proposed development, which would require a formal application to be made by the applicant or developer.

The submitted drawing No. 18-265/102 Rev A indicates permeable paving over the adoptable sewers. This is not acceptable. The design of drainage should ensure that no land drainage or groundwater enters the public sewers network.

## **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 2023 and are considered to conform.

## **Planning Appraisal**

### *Background*

The application site has been granted outline planning approval under reference MC/19/2898 for the erection of up to 76 dwellings and associated landscaping and access.

The application site is an irregular area of land measuring about 2.26 hectares. The site gently slopes northward and is about a metre lower than Station Road. The land has not been used for agriculture since prior to the 1940s. The northern part of the site was used as a paddock with stable buildings along the northwestern corner of the site until recently. The remaining southern part of the site was left fallow for many years and became overgrown before being cleared a few years ago.

The site has a field vehicular access with farm gates off the Station Road. There is a large mature tree just outside the northeast corner of the site, on the edge of the highway. The southeast corner of the site is enclosed by the curtilage of a bungalow.

The Bakersfield phase 1 and 2 housing development for 108 dwellings are situated to the East across Station Road.

The land to the west of the application site benefits from full planning consent granted under ref MC/20/1800 for 79 dwellings by Bellway Homes and which is currently under construction.

### *Proposal*

This application seeks approval for the reserved matters for 75 dwellings, access and associated landscaping provision. The application has been amended since submission in order to address comments raised by officers relating to the quality of the design and the necessity to provide a high-quality layout and built form.

The application was submitted in 2022, with amendments received earlier this year (2023) – with further consultation undertaken at the point of submission of the amendments.

The layout (as shown in the image) is fairly regular in character, with the building lines of a formal nature, reflecting the road hierarchy, and also responding to the character and appearance of the development to the west (the Bellway site) which is of a similar form.



Access to the site is as per the agreed outline consent, with the sole means of vehicular access from Station Road, but with a pedestrian access provided to the 'Bellway' site to the west.

The proposal also includes traffic calming along Station Road, which will be assessed within the main body of the report.

The properties are of a fairly traditional form, being of brick construction with tiled roofs, and proportions and form that reflect the more traditional properties within the locality – although it is noted that the properties fronting on to Station Road are of a more contemporary form that reflect the development to the east. A variety of different house types, sizes and tenures including 25% affordable dwellings is proposed to be provided within the development.

Landscaping is to be provided through the centre of the site – along the main access spine, as well as within an area at the rear of the site, which links to the landscaped area at the periphery of the ‘Bellway’ 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.

The Council have approved the outline planning application for up to 76 residential units within the site and has therefore agreed the principle of development at this location, and for the proposed number of units. This application seeks to agree matters of detail, with the following report assessing these in turn.

### *Appearance*

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.

Chapter 12 also confirms that policies and decisions should ensure that development responds to the local character and history and reflects the identity of local surroundings and materials, to create distinctive places, with a consistent and high-quality standard of design. However, the level of detail and degree of prescription should be tailored to the circumstances in each place and should allow a suitable degree of variety where this would be justified.

Medway Local Plan policy requires for all new housing construction, extensions, rebuilding or conversions to provide a satisfactory standard of accommodation and

make a positive contribution to the public realm, particularly in terms of design and materials used. Policy BNE1 sets the general principles for built development and requires for development to be satisfactory in terms of scale, mass, proportion, details materials, layout and siting, and to respect the character and appearance of the locality. The policy also refers specifically to the provision of high quality public open space.

This assessment seeks to draw together all of these elements and summarise how the proposal has sought to comply with the policy requirements.

In terms of the context of the site, the streets surrounding the development site are of a varied character with examples of more traditional properties offset with those of a more contemporary form. The properties within the immediate area are predominantly two storeys in their design and are made up of a mix of terraces, semi-detached and detached dwellings.

The proposed dwellings within the application site are of a suitable size and scale and of a relatively traditional design. The image (right) shows one of the proposed pairs of semi-detached properties which would be provided with a barn-hip roof and canopy above the ground floor. The design and proportions of this design are considered acceptable within the context of the site. This house type is typical of the form and character of the properties within the application, although there is a degree of variety, particularly on corner plots that responds to the layout of the development.



The appearance of the scheme has been designed to create a gradual visual transition between the architecture of the 'Bakersfield' development to the east and the 'Bellway development to the west. This has been achieved by making reference to the Station Road street scene (of more contemporary dwellings) set by the Bakersfield development across the site frontage through the use of 'house type 6' (right); utilising features such as recessed front doors, bay windows, parapet party walls, soldier courses and matching brickwork.



As one moves westwards through the site, the transition towards a more traditional architecture, similar to that of the Bellway development. Key design features are present such as canopies, dormer windows, comparable window sizes and matching brickwork.



A palette of traditional materials are proposed (found within the submitted Schedule of Materials, ref. PD-810-P3). This includes a range of contrasting brickwork in buff, grey and red mix for dwellings within the development site and grey cladding for the Station Road frontage dwellings. Blue/black slate tiles are proposed for the roofs. The material colour tones are varied across the site, in conjunction with the varied fenestration, articulation of balconies and overall building form to create visual interest and a high-quality environment for this new community. The materials are therefore considered to be acceptable in accordance with Policy BNE1 of the Local Plan.

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 acceptably to the character, density and appearance of the wider surrounding. Therefore, the development is considered to comply with Policy BNE1 of the Local Plan.

### *Landscaping*

The landscaping scheme submitted with the planning application identifies the level of planting and the species that are proposed. These species are largely indigenous, although there are some proposed that would not be native, and as such, it is recommended that they be replaced (and this can be dealt with via informative).

As one enters the site, the proposal would see a tree lined avenue that would contain four *Corylus colurna* (Hazel) which would be set at regular intervals. These trees are not native to the area, and it is suggested that these be replaced by *Tilia cordata* (Lime) trees which would be native and would also have enhanced air quality benefits. These trees would be relatively compact and would complement the remainder of the planting.

The two *Carpinus betulus* (Hornbeam) at the very front of the site are considered acceptable, and would site comfortably, and provide a high-quality focal point at the street entrance.

It is proposed that underneath these trees, a flowering grassland be proposed, which would provide an attractive entrance, as well as providing some biodiversity gain. Again, this approach is considered appropriate.

At the western end of the site would be an area of informal open space, which would contain a variety of tree species, including *Carpinus betulus* (Hornbeam), *Malus 'Evereste'* (Crab apple) and *Malus 'Rudolph'* (Crab apple). These species are all considered to be acceptable within this location and would provide a high standard of open space. This open space would link in to the 'Bellway' development to the west, and the planting proposed here would not be dissimilar to that seen on that development.

Internally, negotiations have taken place that would see a greater level of tree planting now provided, which would seek to break up the areas of hardstanding (parking) and also provide vertical emphasis throughout. Much of the planting proposed would be ornamental, and not necessarily native, however this is due to the constraints of the site, and the necessity for this planting to be more compact.

The submission is also accompanied by a Landscape Management Plan (LMP) which identifies the objectives of the scheme, linking with the submitted planting plans and outlines the management schedule for the soft landscaping features and also general maintenance measures. This has been reviewed and is considered appropriate and will be controllable via condition 11 of the original outline permission.

On balance, it is considered that the landscaping proposed is acceptable, and would ensure that there would be both a good level of amenity within the site, as well as enhancements to biodiversity. The proposal is therefore considered to comply with Local Plan policy.

### *Layout*

The general layout of the proposed development, when considered in relation to the outline application, broadly follows agreed parameters and indicative layout shown at that time. Some amendments have been made to the overall layout as a result of discussions with the Council, including the increased connectivity to the adjoining development sites, incorporating the connectivity of amenity spaces; the proposed widening of Station Road to 5.5m and the introduction of additional speed bumps and a raised speed table at the entrance to the both the site and the Bakersfield development site to the east. These changes were requested as it was considered that the initial submission did not meet the design standards expected.

The proposal would see the creation of a central access point from Station Road bounded by a corridor of green open space leading to a further 3 roads that serve the dwellings. The central section of road links the amenity area from the Bakersfield development to the amenity area proposed to the west of the site via a shared surface. This would ensure that the proposal would not be car dominated and would provide a comfortable pedestrian environment. This access road, in turn is then connected to the amenity space to be provided on the Bellway Homes site. The western section of road provides a vehicular and pedestrian link between the site and the adjoining Bellway Homes site as required by condition within the outline planning permission.

Within the site the road network is to be in part shared surface, creating a permeable network of streets to encourage walking and cycling. Whilst the layout appears somewhat 'regular' with an angular approach, this in itself is not uncommon within the locality. The 'Bakersfield' development opposite is in this form, as are the Mid-20<sup>th</sup> Century developments that sit between this site and the village centre. As such, no objection is raised.

The overall layout of the development is considered to be acceptable and would provide an attractive development of a density that would be expected within this edge of settlement location.

### *Scale*

The development proposes two storey dwellings with suitable separation distances between properties and the street to reflect the scale of surrounding development. The properties fronting on to Station Road would be the largest of the development but would also have the greatest degree of separation, reflecting the different character of this location, and the more linear form of development along the road.

Houses are set back from the highway to provide space for private drives and garden space which helps to create a sense of space within the development. A variety of mono-pitch and dual pitch roofs are proposed used in various combinations to stagger the height of the street scenes. No 3 storey dwellings are proposed; the apartment blocks proposed as part of the outline application have been removed with the development now solely consisting of dwellings – which is more in keeping with the locality. The development is therefore considered to be of a suitable scale that would comply with Policy BNE1 of the Local Plan.

### *Conclusion to reserved matters*

In conclusion, it is considered that the appearance of the proposed development is acceptable and will respect the character and appearance of the wider area. The proposed dwellings are of a suitable size and scale with a design that would be in keeping with the mixed character of the area. The proposal is in accordance with the outline parameters and with Policy BNE1 of the Local Plan and paragraphs 126 and 130 of the NPPF.

### *Access, parking and servicing*

#### Access

Vehicular access is taken from Station Road with the access having been approved under the outline application. The access is shown on drawing 18-265/100H and is designed to be a 6.0m wide carriageway with a 2.0m footway on both sides, narrowing to 5.5m in width within the site. This connects to the proposed 5.5m carriageway and 2.0m footway from the adjacent Bellway development, as required by the planning conditions associated with each development.

Station Road is proposed to be widened to 5.5m along the site frontage and would include a raised speed table and additional speed bumps like those located north of the site, to help lower vehicle speeds at the site entrance.

Some concerns have been raised regarding the dwellings that are being served directly off Station Road and the principle of vehicles reversing onto the carriageway. It has been noted that the dwellings of the adjacent Bakersfield development have an on-plot turning head, and it has been suggested that a similar layout could be adopted here.

The applicant has submitted a Highways Technical Note (18-265-14B) in response to this matter. It sets out that the speed limit on this section of road is 30mph, changing to a 20mph speed limit, approximately 35m north of the proposed site access and that the associated traffic calming measures (both existing and proposed) serve to keep vehicle speeds low. It also makes the case that where existing dwellings along Station Road have been originally provided with a turning space, this area is often used for additional parking and therefore many residents still reverse on and off their driveways.

There are no recorded collisions on this section of Station Road in the last 5 years and the applicant has agreed to keep all vegetation along the frontage below 600mm to allow for driveway visibility. Given the above, it would be hard to sustain an objection to vehicles entering and leaving these properties in this manner, and it is therefore considered to be acceptable.

### Parking

In line with Medway Interim Parking Standards, 1 car parking space should be provided for every 1-bedroom dwelling, 1.5 parking spaces for every 2-bedroom dwelling and 2 spaces for every 3+ bedroom dwelling. Based on the information provided within the application, this will lead to a requirement of 158.5 parking spaces (including 19 visitor spaces). The proposed development complies with the parking standards.

In addition to this, some of the larger detached properties also have private garages, but because it is common for occupiers not to use garages for cars, the applicants have not included the garages in their parking space calculation.

Space has been provided on plot in the form of a garden shed to provide cycle storage.

### Servicing

The applicants have provided swept path analysis for larger vehicles, demonstrating that these can track through the site with no issues.

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.

## *Amenity*

There are two main amenity considerations, firstly the impact of the proposed buildings on neighbours and secondly the living conditions which would be created for potential occupants of the development itself. Policy BNE2 of the Local Plan and paragraph 130 (f) of the NPPF relates to the protection of these amenities.

### Neighbouring Residential Amenity

The nearest residential properties to the site are along the southern boundary. With regard to privacy, outlook, sunlight and daylight the scheme, by virtue of the siting, size and scale of the development and the distance and relationship to neighbouring properties, the development would not result in an unacceptable loss of privacy, overlooking, loss of light or overbearing to neighbouring occupiers. There would be an appropriate level of separation between the proposed properties and any rear garden of neighbouring properties – it is also noted that there is an extensive tree/shrub belt along the southern boundary that would ensure that existing privacy would be maintained.

The potential impact from noise and dust during construction is previously dealt with by a condition for a Construction Environment Management Plan (CEMP).

### Future Occupier Amenities

The proposed dwellings have been considered against the Nationally Described Space Standards dated March 2015 (the national standard) and are considered to be acceptable. All double bedrooms meet the national standards area and width requirements, and all habitable rooms would also be provided with suitable outlook.

As guidance, the Medway Housing Standards (interim) November 2011 (MHDS) states that gardens should ideally be 10m in depth and 7m when constraints exist. The proposed depth of the gardens would measure between approx. 10m and 15m and therefore no objection is raised.

The proposed development is considered acceptable in terms of the impact on the amenity of the future occupiers of the proposed dwellings in terms of daylight, sunlight, outlook and privacy and as such the application accords with Policy BNE2 of the Medway Local Plan 2003 and paragraph 17 of the NPPF.

## *Affordable Housing*

The proposed development provides 25% affordable housing units, equating to 19 dwellings (plots 25-33). The scheme provides 11 of these as 2-bed units with the remaining 8 units as 3-bed units.

Whilst the affordable dwelling units would ideally be pepper-potted throughout the site, their arrangement to the south of the site is a mirrored reflection of the market dwellings to the north of the site and therefore would be externally indistinguishable in form and appearance. Given that there would be no discernible difference in appearance, it has been agreed that it is acceptable to locate the affordable units in one location, to assist the Registered Provider maintain the properties more easily.

60% of the units will be social rented and 40% shared ownership, as secured through the S106 agreement.

### *Climate change and energy efficiency*

The applicant has indicated that the proposal scheme has been developed using sustainable design principles to reduce the need/demand for energy consumption and highlight that the proposed building layouts, orientation and form were developed with the aim of optimising the building footprint, providing adequate day light and natural ventilation and minimising overheating in summer and heat loss in winter.

The applicant has expanded on how the development aims to tackle the climate change emergency through the submission of a Climate Change Statement. The statement sets out the measures that will be implemented across the site and include the following:

- Improvements over and above the Building Regulations part L1A standards, regarding the fabric, heating system, solar gain and natural shading.
- Glazing will be thermally insulated gas filled with solar control glass to reduce overheating of the dwelling.
- Dwellings constructed using traditional methods/materials using local suppliers.
- Materials sourced from environmentally accredited suppliers and sources.
- Materials with an Environmental Product Declaration (EPD) shall be chosen.
- Only insulants with a GWP of less than 5 will be utilised.
- Primary source of heat will be a Class 5 Boiler to BS EN 297:1994, 98% efficient gas combination boiler.
- A Dwelling Emission Rate reduction on current Building Regulations.
- Kingspan or similar PIR insulation, utilising the supplier's new scheme to collect off cuts in suitable bags for re-use to prevent it being sent to landfill.
- All internal light fittings will be 100% LED lighting throughout.
- External security and space lighting will have day/night and movement sensors.
- All white goods / appliances to be installed will be A+ rated as a minimum.
- New planting/landscaping to achieve net gain in biodiversity.
- Installation of bat and bird boxes to create biodiverse habitats.
- Installation of water meters, provision of water butts and specification of low water use fittings to conserve water.
- Ensure building designs provide adequate interior and exterior space for storage and segregation of waste, including home composting units; and
- Provision for EV charging points.

## *Drainage*

The applicant has submitted a Drainage Strategy Technical Note dated November 2022 and Drainage Strategy drawing (18-265/102-E) which confirms that parts of the site will adopt infiltration for surface water disposal whilst other parts of the site will discharge to the existing public sewer. The Note sets out that surface water run-off will be treated through permeable paving, with additional treatment for those areas adopting infiltration.

The proposed foul water drainage strategy adopts the principles established in the preliminary drainage strategy submitted in support of the outline application, connecting into the existing public sewer network with the proposed sewer diversion.

Southern Water have made representations on this matter and advise that permeable paving proposed over adoptable sewers is unacceptable. However it is understood that the part of the sewers in question are proposed to be diverted as part of the proposals. The applicants have been advised to discuss this further with southern water and an appropriate informative is recommended.

Southern Water advise that details of the proposed diversion needs to be agreed and approved by Southern Water before implementing on site, by way of an application made under Section 185(Sewer diversion) of the Water Industry Act 1991.

Southern Water also advise that they can provide foul sewage disposal to serve the proposed development and that a formal application for a connection to the public foul and surface water sewer need to be made by the applicant.

## *Contamination*

The outline application was accompanied by a Phase 1 Geo-Environmental report which recommended the need for a Phase 2 intrusive investigation.

A Phase 2 intrusive investigation undertaken by GES Limited in October 2018 has been submitted with this application which confirms that that no contaminants were found to be present that would result in harm from the end development.

The report advised that a watching brief be implemented on the site during enabling works and should any potential contamination or potentially contaminative sources be discovered during the proposed enabling works, all site works would cease, and suitable competent consultants/engineers will attend site to agree a formal remediation strategy.

## **Conclusions and Reasons for Approval**

The proposed residential scheme would create an attractive development that would reflect the character and appearance of the wider area and provide an acceptable level of future occupier amenity. The proposal would not result in a detrimental impact to neighbouring residential amenities or highways safety. The proposal is in accordance with Policies BNE1, BNE2, T1, T2 and T13 of the Medway Local Plan 2003 and paragraphs 111, 112(e), 126, 130, 130(f) 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 a view contrary to officer's recommendation.