

MC/20/0347

Date Received: 10 February 2020

Location: Land south of Ham Lane (formerly Gibraltar Farm), Hempstead, Gillingham, Medway

Proposal: Application for approval of reserved matters being appearance, landscaping, layout and scale pursuant to outline planning permission MC/18/0556 (Outline application with some matters reserved (appearance, landscaping, layout, scale) for construction of up to 450 market and affordable dwellings with associated access, estate roads and residential open space (renewal of planning permission MC/14/2395) together with application to discharge conditions 27 (drainage) and 29 (air quality).

Applicant Miss A Tamplin

Agent

Ward: Lordswood And Walderslade Ward

Case Officer: Madeline Mead

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 29 July 2026.

Recommendation - Approval with Conditions

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

Received 14 May 2026:

55-1 Barratt garage details
55-2 Redrow garage details

Received 19 June 2026:

13840_1100 Rev P6	Catchment plan
13840_1600 Rev P5	Drainage layout sheet 1
13840_1601 Rev P5	Drainage layout sheet 2
13840_1800 Rev P4	Levels and contours plan sheet 1
13840_1801 Rev P4	Levels and contours plan sheet 2
13840_1955 Rev P3	Visibility splays sheet 1
13840_1956 Rev P3	Visibility splays sheet 2
54-1	Wall and fence details
54-2	Wall and fence details
54-2 Rev A	Street scenes

Received 22 June 2026:

13840-1750_P1	Deep bore soakaway
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Received 30 June 2026:

13840_1951 Rev P5	Refuse vehicle tracking sheet 1
13840_1952 Rev P6	Refuse vehicle tracking sheet 2
13840_1953 Rev P6	Fire tender vehicle tracking sheet 1
13840_1954 Rev P5	Fire tender vehicle tracking sheet 2

Received 7 July 2026:

13840_1957 Rev P1	Removal van tracking sheet 1
13840_1958 Rev P6	Removal van tracking sheet 2

Received 8 July 2026:

104 Rev E	Materials and boundary treatment plan
Ht-KI	Floor plans and elevations (Kelling)
Ht-Ks	Floor plans and elevations (Kennisham)
Ht-Kw	Floor plans and elevations (Kew)
Ht-Kw-x3	Floor plans and elevations (Kew)
Ht-Kn	Floor plans and elevations (Knightswood)
Ht-La	Floor plans and elevations (Lavenham)
HT-Mr-Kw-x2	Floor plans and elevations (Martham and Kew)
HT-Mr	Floor plans and elevations (Martham)
HTMr-KIx3	Floor plans and elevations (Marwood and Kelling)
HT-Mw-KI	Floor plans and elevations (Marwood and Kelling)
HT-Mw-01 Rev A	Floor plans and elevations (Marwood)
HT-Mw-x3 Rev A	Floor plans and elevations (Marwood)
HT-Mr-Ma	Floor plans and elevations (Martham and Matlock)
HT-Ma-x2 Rev B	Floor plans and elevations (Matlock)
HT-Ma-x3 Rev A	Floor plans and elevations (Matlock)
HT-Mt x4	Floor plans and elevations (Matlock)
HT-Ro Rev A	Floor plans and elevations (Rowan)
HT-Rd	Floor plans and elevations (Redford)
HT-50-x3 Rev A	Floor plans and elevations (YB50)
HT-50-x4-01 Rev B	Floor plans and elevations (YB50)
HT-50-x4-02	Floor plans and elevations (YB50)
HT-52 Rev B	Floor plans and elevations (YB52)
HT-52-x3 Rev A	Floor plans and elevations (YB52)
HT-55-50x4-Eg-Mn-50x2-55-01 Rev A	House type elevations
HT-55-50x4-Eg-Mn-50x2-55-02 Rev A	House type floor plans
HT-YB55-YB52 Rev A	Floor plans and elevations (YB55 and YB52)
HT-YB73 Rev A	Floor plans and elevations (YB73)
FB-A	Floor plans and elevations (Flat block B)
HT-RICH	Floor plans and elevations (Richmond)
HT-OXFO Rev A	Floor plans and elevations (Oxford)
HT-CAMB Rev A	Floor plans and elevations (Cambridge)

HT-CHTR Rev A	Floor plans and elevations (Chester)
HT-OVER Rev B	Floor plans and elevations (Overton)
HT-HARR Rev B	Floor plans and elevations (Harrogate)
HT-WINC Rev B	Floor plans and elevations (Winchester)
HT-HENLP Rev B	Floor plans and elevations (Henley)
HT-HAMP Rev B	Floor plans and elevations (Hampstead)
HT-LETC Rev B	Floor plans and elevations (Letchworth)
HT-STx4 Rev A	Floor plans and elevations (Stamford)
GL_EDLA_ZZ-XX-DR-L-1001 Rev P04	GA Plan 1 of 6
GL_EDLA_ZZ-XX-DR-L-1002 Rev P04	GA Plan 2 of 6
GL_EDLA_ZZ-XX-DR-L-1003 Rev P04	GA Plan 3 of 6
GL_EDLA_ZZ-XX-DR-L-1005 Rev P04	GA Plan 5 of 6
GL_EDLA_ZZ-XX-DR-L-1005 Rev P04	GA Plan 6 of 6

Received 13 July 2026:

13840_1951 Rev P6	Refuse vehicle tracking sheet 1
13840_1952 Rev P7	Refuse vehicle tracking sheet 2
13840_1953 Rev P7	Fire tender vehicle tracking sheet 1
13840_1954 Rev P6	Fire tender vehicle tracking sheet 2
13840/1957 Rev P1	Removal van tracking sheet 1
13840_1958 Rev P1	Removal van tracking sheet 2

Received 14 July 2026:

55-3 Rev B	Bin and cycle details
55-4 Rev B	Cycle store details

Received 16 July 2026:

FB-B-02 Rev C	Floor plans and elevations (Flat block B)
106 Rev E	Refuse and fire tender access plan
105 Rev E	Parking plan
101 Rev A	Site location plan
100-4 Rev F	Overall planning layout
100-1 Rev E	Planning layout sheet 1 of 3
100-2 Rev E	Planning layout sheet 2 of 3
100-3 Rev D	Planning layout sheet 3 of 3
GF -EDLA_ZZ_XX_DR_L_110 Rev P03	Sitewide masterplan
GL_EDLA_ZZ-XX-DR-L-1004 Rev P05	GA Plan 4 of 6

Received 17 July 2026:

FT-B-01 Rev D	Floor plans and elevations (Flat block B)
13840_1602 Rev P6	Drainage layout sheet 3
13840_1802 Rev P5	Levels and contours plan sheet 3

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

- 2 No development shall commence within a construction phase until details of a Construction Surface Water Management Plan (CSWMP) detailing how surface water and storm water will be managed on the site within that phase during construction (including demolition and site clearance operations) has been submitted to and agreed in writing by the local planning authority. The CSWMP shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction within that phase.

Reason: Required prior to commencement to manage surface water during construction and for the lifetime of the development as outlined at Paragraph 181 of National Planning Policy Framework 2024.

- 3 No development shall take place within a construction phase until details of the measures to address climate change and energy efficiency for that phase have been submitted to and approved in writing by the Local Planning Authority. No dwelling within the relevant construction phase shall be occupied until a timetable for the submission of a verification report, prepared by a suitably qualified professional, has been submitted to and approved in writing by the Local Planning Authority. The verification report shall confirm that all approved measures to address climate change and energy efficiency have been fully implemented for each building within that phase.

Verification reports shall thereafter be submitted to the Local Planning Authority in accordance with the approved timetable, and the approved measures shall be retained thereafter.

Reason: In the interests of sustainability and to ensure that the development positively addresses climate change in accordance with paragraph 164 of the National Planning Policy Framework 2024.

- 4 No development about slab level on any construction phase shall take place until details of any footpath/cycleway through the site linking to North Dane Way as shown on illustrative drawing 109 (Illustrative footpath and cycleway), has been submitted to and approved in writing by the Local Planning Authority. The details to be submitted shall include a scaled drawing showing the footpath/cycleway, tree survey plan, tree retention plan and details of a no dig construction through the Ancient Woodland and Ancient Woodland buffer. The footpath/cycleway shall be provided in accordance with the approved details prior to the first occupation of any dwelling herein approved and shall thereafter be retained.

Reason: To ensure that reasonable measures are being taken to protect the Ancient Woodland in line with Policy BNE41 and BNE43 of the Medway Local Plan 2003.

- 5 Prior to the first occupation of any dwelling within a construction phase, details of the areas for equipped play facilities together with the play equipment and safe surfacing (within that phase or sub phase) to be provided within that phase shall be submitted to and approved in writing by the Local Planning

Authority. The play area(s) shall be provided in accordance with the approved details prior to the first occupation of any dwelling within the phase or sub phase herein approved and shall thereafter be retained.

Reason: To ensure the satisfactory provision of play equipment in accordance with Policy L4 of the Medway Local Plan 2003.

- 6 Prior to occupation of the 400th dwelling, the pedestrian links as shown on drawings GL_EDLA_ZZ-XX-DR-L-1003 Rev P04 and GL_EDLA_ZZ-XX-DR-L-1005 Rev P04, through to the future Lidsing development, shall be provided and surfaced in accordance with these approved drawings. Once implemented the pedestrian links shall remain unobstructed and available for use and thereafter be retained.

Reason: In order to provide active travel links to the future development site and the wider area.

- 7 No flat hereby approved shall be first occupied until the cycle storage for that flat as shown on drawing numbers 55-3 Rev B and 55-4 Rev B has been provided in accordance with the approved plans. The cycle storage provision shall thereafter be retained.

Reason: In the interest of providing suitable and secure cycle storage provision.

- 8 No dwelling within a construction phase 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 in writing by the Local Planning Authority to confirm that the 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 181 of the National Planning Policy Framework 2024 to ensure that suitable surface water drainage scheme is designed and fully implemented so as to not increase flood risk on site or elsewhere.

- 9 No dwelling within a construction phase shall be occupied until the area shown on the submitted layout as vehicle parking to serve the relevant dwelling has been provided, surfaced and drained. Thereafter it shall be kept available for such use and no permanent development, whether or not permitted by the Town and Country Planning (General Permitted Development) Order 2015 (or any order amending, revoking or re-enacting that Order) shall be carried out on the land so shown or in such a position as to preclude vehicular access to this reserved parking space.

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

- 10 Prior to any handover of the maintenance of the public landscape areas to a management company, there must be a site visit undertaken to include the Local Planning Authority, the proposed landscape management company and the developer. The site visit will include a review of the site area proposed to be transferred to the management company and will assess whether the landscape plans have been implemented as approved, the condition and maintenance of all planting and what measures are necessary prior to the handover to the management company. The results of the site visit/walk over shall be submitted to and approved in writing by the Local Planning Authority and any agreed requirements in terms of re-planting/maintenance shall be undertaken prior to any hand over to the management company.

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

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

Proposal

This proposal follows the approval of an outline planning permission (MC/18/0556) for the construction of up to 450 market and affordable dwellings with associated access, estate roads and residential open space. This application is a reserved matters application pursuant to the outline application for the details of appearance, landscaping, layout and scale of the development, along with details for the discharge of conditions 27 (drainage) and 29 (air quality), of that outline planning permission.

The current proposal builds upon the principles established as part of the outline approval, design development and review of the wider context. The proposals mainly accord with the principles established by the approved parameter plans, however, since the outline planning application in 2018, comments from Design Review Panel and pre application advice, the land parcel mainly to the western most point of the development has increased slightly to accommodate the dry valley that runs north to south through the development. A non-material amendment application has been approved, to amend the illustrative masterplan to accord with the proposed development.

The site has an overall area of 23.94ha, of which 13.32ha would be residential, 03.10ha woodland planting, 00.79ha existing woodland and 00.14ha highway infrastructure. The residential land would have a gross density of 19 dph and net density of 34 dph. The majority of the dwellings proposed would be 2 storeys with the use of 2.5 and 3 storey buildings used to define key routes and spaces.

A housing mix of 1-, 2-, 3-, 4-and 5-bedroom dwellings and apartments are proposed with a variety of designs.

A total of 113 (25%) of dwellings would be provided as affordable housing, with a breakdown of 68 (60%) being provided as affordable rented units and 45 (40% as shared ownership). These affordable dwellings would be indistinguishable from market dwellings in terms of appearance and will be dispersed within the development parcel to the west of the site.

Relevant Planning History

MC/26/1133	Application for non-material amendment to planning permission MC/18/0556 to change Condition 6 and 8 to update the wording of the conditions to the updated Illustrative Masterplans and Illustrative Landscape Masterplan. Decision: Approval with conditions Decided: 13 July 2026
MC/25/2020	Application for a Non-Material amendment on planning permission MC/18/0556 - to add phasing to conditions and amend highways plan reference number in relevant conditions. Decision: Approval with conditions Decided: 30 April 2026
MC/21/1296	Outline Application (with all matters reserved except access) for the erection of up to 450 market and affordable dwellings, nursery and supporting retail space up to 85sqm, with provision of main access to Ham Lane; estate roads; cycle and pedestrian routes; residential and community open space and landscaping; new junction for Lidsing Road/Hempstead Road and realignment and widening of Lidsing Road. Off site related highway works to Westfield Sole Road, Shawstead Road, Hempstead Road, Chapel Lane, Hempstead Valley Drive, Hoath Way roundabout, Hoath Way and M2 Junction 4 - Re-submission of MC/19/0336. Decision: Approval with conditions Decided: 26 March 2025
MC/19/0336	Outline Application (with all matters reserved except access) for the erection of up to 450 market and affordable dwellings, nursery and supporting retail space up to 85sqm, with provision of main access to Ham Lane; estate roads; cycle and pedestrian routes; residential and community open space and landscaping; new junction for Lidsing Road/Hempstead Road and realignment and widening of Lidsing Road. Off site related highway works to Westfield Sole Road, Shawstead Road, Hempstead Road, Chapel Lane, Hempstead Valley Drive, Hoath Way roundabout, Hoath Way and M2 Junction 4. Decision: Refusal Decided: 21 January 2021

Appeal decision: Appeal dismissed
Appeal decided: 25 March 2022

- MC/18/3139 Town and Country Planning Act (Environmental Impact Assessment) Regulations 2017 request for a screening opinion for the erection of up to 450 market and affordable dwellings, provision of access and estate roads and incidental open space.
Decision: EIA required
Decided: 3 December 2018
- MC/18/0556 Outline application with some matters reserved (appearance, landscaping, layout, scale) for construction of up to 450 market and affordable dwellings with associated access, estate roads and residential open space (Renewal of Planning Permission MC/14/2395).
Decision: Approval with conditions
Decided: 26 September 2018
- MC/14/2395 Outline application with some matters reserved (appearance, landscaping, layout, scale) for construction of up to 450 market and affordable dwellings with associated access, estate roads and residential open space.
Decision: Refused
Decided: 29 January 2016
Appeal decision: Appeal allowed with conditions
Appeal decided: 6 May 2017
- MC/14/0324 Town and Country Planning Act (Environmental Impact Assessment) (England and Wales) Regulations 2011 - request for a screening opinion as to whether an Environmental Impact Assessment is necessary for a Residential Development of up to 500 market and affordable dwellings with provision of access, estate roads and incidental open space.
Decision: EIA not required
Decided: 24 February 2014

Representations

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

Natural England, Rochester Airport Limited, KCC Archaeology, KCC Biodiversity, Maidstone Council, Southern Gas Networks, UK Power Network and Southern Water Services, National Highways, Royal Society for the Protection of Birds, Natural England, Kent Wildlife Trust, Medway Fire Service, National Grid, Kent Police and Chatham World Heritage have also been consulted.

Original submission

This reserved matters application was originally submitted in 2020, by the original owner of the land and the following representations were received in relation to that scheme.

329 letters of representation were received from neighbouring residents with the following concerns:

- North Dane Way and Surrounding areas/villages are unable to support the increase of around 800 cars and the impact could cause gridlock, particularly as many surrounding roads are narrow lanes;
- Increase in traffic at junction 2,3, and 4 of the M2 and traffic on the A2;
- Emergency services will struggle to access the development due to country roads and congestion;
- Proposed traffic calming on Hempstead Road could increase congestion;
- Byway should be retained and clearly signposted;
- Bus provision within the area is not adequate;
- Distance from site to nearest bus stop is over 15 mins away;
- Impact on local railway infrastructure which may become overloaded;
- Road safety issues;
- Car dependent development;
- Lack of footpath and lighting on Ham Lane;
- Inadequate parking provision per dwelling;
- Impact on local services, schools, doctors, hospital, leisure facilities;
- Increased demand for refuse collections;
- Increase of pressure on local sewerage systems;
- Need for more electric car charging points;
- Impact on water supply services;
- Loss of valued countryside walks;
- Increase in air pollution from increased traffic;
- Loss of the 'green lung' between Hempstead and Lordswood;
- There will be intrusion to green belt land and a gradual infill of open space;
- Impact on surrounding ancient woodland;
- Increase in noise, light and air pollution;
- Loss of hedgerows, trees and habitat for local wildlife as well as impact on flora and fauna. Negative impact on birdlife and insect wildlife;
- Loss of agricultural farmland;
- Risk of flooding increased from surface water runoff, also increased due to loss of trees;
- Development on an Area of Local Landscape Importance;
- Does not meet national carbon reduction goals;
- Loss of space for sporting facilities;
- Loss of visual amenity from large scale development;
- Loss of privacy;
- Loss of amenity space;
- Coalescence of Hempstead and Lordswood;
- Not in accordance with Medway local plan or NPPF;
- Not sustainable development;
- Not an allocated site in the local plan;

- Design of properties not in keeping with the area;
- Loss of footpaths and PROW;
- Development will be overbearing in the context of the local area;
- Housing density too high;
- Proposed cladding on houses not in keeping with the area.

Boxley Parish Council objected and reiterated its objections to the proposed development of the site and raised the following concerns:

- Improvements need to be carried out to Westfield Sole Road to cope with additional traffic. Extra traffic would lead to congestion, possible crashes and injuries;
- Unacceptable increase in traffic on Walderslade Woods and already over capacity Junction 3 of the M2;
- Increase in traffic through Boxley Village. The single road through the village is unclassified and any additional traffic would have a severe and direct impact on the residential properties that line the road as it is a linear village;
- Objects on highways grounds to this development, specifically the impact on the health and safety of road users and the impact on the local highway infrastructure on Lidsing Road, Forge Lane, Westfield Sole Road, Yelsted Lane, Harp Farm Road, Walderslade Woods, The Street (Boxley village) and Junction 3 of the M2.

Bredhurst Parish Council objected to the application for the following reasons:

- The roads surrounding the proposed development site are not fit to support a vast increase in traffic movements which the development of 450 houses is likely to generate;
- Public byway RC29 which runs through the proposed development and exits onto Ham Lane/Shawstead Road is an existing legitimate and legal route for vehicular use, residents would be able to use this to exit the site which would give easy access to Bredhurst, Hempstead, Rainham, Parkwood and Maidstone;
- Increased traffic volumes along Forge Lane which has no footpath and, like the rest of the village, is unlit;
- Inadequate public transport;
- The proposed development site is on the edge of the Kent Downs AONB, is a Site of Nature Conservation Interest (SNCI) and is an Area of Local Landscape Importance. Any construction will seriously impair and materially harm the landscape character and function;
- Coalescence of Lordswood/Princes Park and Hempstead;
- Incongruous and out of character incursion of built development into undeveloped countryside;
- Loss of agricultural land;
- Destruction of ancient woodland;
- Detrimental to the rural character of the village;
- Impact on wildlife;
- Impact on overburdened doctors and hospital;

- No schools within walking distance and those nearby do not have the capacity to accommodate hundreds more children.

Hempstead Residents Association objected due to the access into the site which will never be available to purchase and, therefore, makes the development unattainable.

Southern Gas Network provided an extract from their mains records for the proposed work area. They advised that a low/medium/intermediate pressure gas main is near the site and that no mechanical excavations should take place above or within 0.5m of a low/medium pressure system or above or within 3.0m of an intermediate pressure system and that where required confirm the position using hand dug trial holes.

Southern Water Services advised that they had no objections and could provide foul sewage disposal to service the proposed development. They also advised that formal application for connection to the public sewer will be required.

Highways England (now National Highways) advised that they had no formal comments to make as this is a reserved matters application and the access and the impacts of the site on the Strategic Road Network have been considered under the outline application.

KCC Archaeology advised that they had no comment to make on the matters of appearance, landscaping, layout or scale and that the outline consent included a pre-commencement condition relating to archaeology which is still applicable.

Kent Fire and Rescue Service advised that the access requirements of the Fire and Rescue Service have been met.

UK Power Networks provided a copy of their records which show the electrical lines and/or electrical plant and have provided a fact sheet for use of the plans and working around the equipment.

Kent Police requested that the developers consult the Designing out Crime Officers to address Crime Prevention Through Environmental Design (CPTED) and incorporate Secured by Design (SBD) as appropriate. Site security is required for the construction phase. There is a duty for the principal contractor "to take reasonable steps to prevent access by unauthorised persons to the construction site" under the Construction (Design and Management) Regulations 2007. The site security should incorporate plant, machinery, supplies, tools and other vehicles and be site specific to geography and site requirements.

Environment Agency advised that the drainage proposal is accepted in principle as being suitable for this site setting from a groundwater quality perspective, providing good practice designs are used for all elements of Sustainable Drainage Systems (SuDs) design in relation to pollution prevention measures.

Natural England advised that the proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.

KCC Ecology advised that they accept the submitted landscaping plans have not been changed significantly that the ecological mitigation agreed as part of application MC/18/0556 cannot be implemented. They raise concern that when they commented on planning application MC/19/0336 there were concerns raised about the impact the pedestrian /cycle way (exiting the site in SW of the site) would have on the LWS/AW and RNR. These matters were resolved successfully (as confirmed within our comments for application MC/19/0336 dated 16th July), however, there is a need to ensure that this application will not negatively impact the designated sites. They require confirmation that the same measures agreed as part of MC/18/0556 will be implemented within this application.

Revised submission

The land has now been sold to a developer and a whole new submission of plans and documents have been received. Further consultations have been carried out on the revised scheme and the following comments have been received:

11 letters (3 from the same person) of representation have been received from neighbouring residents with the following concerns:

- Impact on local services and infrastructure including school and healthcare;
- Lack of local amenities means it does not adhere to sustainable planning principles;
- Road networks already overloaded and will not cope with additional vehicles;
- Consideration should be given for traffic calming and crossing facility for pedestrians and cyclists across Lordswood Lane at its junction with Gleaming Wood Drive;
- Several comments from 2025 Design Review Panel have not been implemented;
- There should be improved pedestrian and cycleway access to local amenities, Elm Court and Hempstead Valley Shopping Centre to aid sustainable transport;
- Overdevelopment of site;
- Car dependent;
- Area is already densely populated;
- Impact on local wildlife;
- Loss of green space to local community;
- Increase in noise pollution.

Boxley Parish Council have the following comments to make:

- Concerns regarding the overall density and massing of the development;
- Some elements of the layout appear cramped;
- Development would be car dependant;

- Consideration should be given to the proposed Lidsing spine road and how this would require the road layout to be modified;
- Materials should provide sufficient visual variety and architectural detailing should reflect local character;
- Concern that the proposed landscaping may not be sufficient.

Maidstone Borough Council raises objection to the application for the following reason:

The Lidsing Garden Community (LGC) allocation within the Maidstone Local Plan Review requires a road connection linking with the proposed development and onwards to North Dane Way, which would need to run through the development. Whilst an onward road connection to North Dane Way is shown, it has not been clearly demonstrated through the application documents/plans that the link road from the LGC and a roundabout can be accommodated within the proposed layout. It is considered this may be achievable but in the absence of this being clearly demonstrated, Maidstone Borough Council raises an objection on the basis that the proposed application and layout does not demonstrate a suitable road connection is possible with the LGC strategic allocation. In the absence of this, the proposals are considered contrary to paragraph 111(c) of the NPPF and the 'Movement' section of the National Design Guide.

Should Medway Council approve the development it is considered they must be satisfied a link road and roundabout connection can be suitably accommodated and conditions should be attached to ensure that surfaced pedestrian and cycle connections to the LGC site are provided at the appropriate time in order to provide attractive and well-designed walking and cycling networks in accordance with paragraph 111(d) of the NPPF and the 'Movement' section of the National Design Guide.

Kent Police have requested that the developers consult the Designing out Crime Officers to address CPTED and incorporate Secured by Design as appropriate. Site security is required for the construction phase. There is a duty for the principal contractor “to take reasonable steps to prevent access by unauthorised persons to the construction site” under the Construction (Design and Management) Regulations 2007. The site security should incorporate plant, machinery, supplies, tools and other vehicles and be site specific to geography and site requirements.

Kent Fire and Rescue Service have advised that the emergency access appears to be broadly compliant throughout the proposed development. They note that there is a secondary access road proposed from the North at Ham Lane, with ground cover planting and shrubs either side and advise that the applicant should ensure the turning circles and radius for this access route are in accordance with Table 13.1 of ADB, Volume 1, to ensure a fire appliance can effectively manoeuvre into the site effectively.

Environment Agency advise that they have no objection to the discharge of condition 27 (drainage).

National Highways have no formal comments to make.

Southern Gas Networks have advised that there is a high-pressure pipeline in the vicinity of the development and advises that the pipeline is registered with the Health and Safety Executive as a Major Accident Hazard Pipeline.

Medway Council have consulted with the **Health and Safety Executive on line PHADI+ system**, which advises that the proposed development site does not currently lie within the consultation distance (CD) of a major hazard site or major accident hazard pipeline.

Southern Water have advised that condition 27 (drainage) can be discharged. Southern Water has undertaken a capacity check of the impact that the additional foul sewerage flows from the proposed development will have on the existing public sewer network. They advise that the study indicates that these additional flows may lead to a minor increased risk of impact on the sewer network.

Southern Water has completed a capacity assessment of the local network to determine their ability to provide a water supply to service the development. The assessment indicates that additional off-site mains or upgrades to existing infrastructure will be required to provide sufficient capacity.

Southern Water have advised that no habitable rooms should be located within 15 metres to the boundary of the proposed adoptable pumping station, due to potential odour, vibration and noise generated by all types of pumping stations.

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 2024 (the NPPF) and are generally considered to conform. Where non-conformity exists, this will be highlighted and addressed in the appraisal section below.

The Emerging Local Plan has been submitted to the Inspectorate for examination. The policies within this version of the emerging plan have weight in the determination of planning (and associated) applications.

Principle

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. The development plan consists of the relevant saved policies of the Medway Local Plan 2003. The scheme should also be assessed against the Government's National Planning Policy Framework (The Framework), and The Government's National Planning Practice Guidance (NPPG), both of which are important material considerations.

The principle of this application was considered in full at the outline application stage and the appeal was allowed as the Inspector considered that the principle of residential development on this site was acceptable.

This application for reserved matters deals with the design, scale, landscaping and layout. These are dealt with accordingly below.

Design Review Panel

The scheme has been presented to Design South East, who provided a number of suggestions to provide enhancements to the development. The applicants took on board the comments and amended the scheme to address some of these, by reducing the size of the primary loop road and reducing the quantum of woodland on the eastern buffer to allow openings for active travel connections.

Site and Surroundings

The site comprises of 23.94 hectares of cultivated agricultural land and is irregular in shape. Hall Wood Business Park sits within the main body of the site but is excluded from the application site.

Gibraltar Farm is located immediately to the north of the site. The farm sits within the context of the Local Wildlife Site designations of Hook Wood and Holt Wood. A valley which falls gradually south to north between Hall Wood and Gibraltar Farm is a landscape feature of the site.

Hall Wood also forms part of the wider Local Wildlife Site but is largely located within the application site boundary.

Roots Wood is an ancient woodland that sits to the south of the southern tip of the site.

Ham Lane forms the northern boundary from which 2 dwellings known as Gibraltar Cottages are located and these do not form part of the application site.

Elm Court Village, is a light industrial estate, comprising a garden centre, leisure facilities and a variety of small businesses, located to the north of Ham Lane. The western boundary of the application site is arbitrary, defined by the Medway/Maidstone administrative boundary but it has no physical definition on site.

Several existing Public Rights of way cross the site as well as informal trodden footpaths along desire lines. Byway RC29 runs along the north-western boundary through Hook Wood and then continues south-east along the north of Hall Wood, continuing through open fields across the site and beyond towards Lidsing. Footpath RC27 traverses the site diagonally from Ham Lane at Gibraltar Cottages, south-west to the centre of the site, turning south-east to join RC29. RC28 splits off of RC29 in a south eastern direction.

To accommodate the development parcels within the site footpaths RC27 and RC28, would need to be slightly re-aligned. The applicants have submitted applications to realign these footpaths.

Design and Appearance

The site has an overall area of 23.94ha, of which 13.32ha would be residential. The residential land would have a gross density of 19 dph and net density of 34 dph. The majority of the dwellings proposed would be 2 storeys with the use of 2.5 and 3 storey buildings used to define key routes and spaces. 450 dwellings are proposed providing a range of 1 and 2 bed apartments and 2-, 3-, 4- and 5-bedroom houses.

The application site would be delivered by two house builders - Redrow and Barratt. In terms of layout, the Redrow development site would mainly be made up of larger detached dwellings and these would be located to the east of the site to provide an appropriate transition to adjacent open spaces and the Barratt development site would have a mix of detached, semi-detached, terrace houses and flat blocks.

The external materials proposed to be used on the dwellings and flat blocks would be:

- Red brick with contrasting brick/plinth finish of dark red brick;
- Buff brick with contrasting brick/plinth finish of buff brick;
- Multi red brick with contrasting brick/plinth finish of red brick.

Render or weatherboarding would be either white render or black weatherboarding.

Roof tiles:

- Rustic red plain tile;
- Brown profiled tile;
- Grey plain tile;
- Grey profiled tile.

The proposed mix of units would comprise 1 to 5 bedroom units with the overall majority being 3 and 4 bedroom dwellings, as set out in the below table.

Number of Bedrooms	Number of Units
1	10
2	96
3	160
4	159
5	25
Total	450

The above mix of dwellings is considered to be suitable at this site, with the larger dwellings being more in character with that expected within a countryside location.

The development proposes a range of dwelling types along with a mix of materials to vary the look of some of the house types so that they do not all look the same.

On the Barratt development site, flat blocks are proposed to frame either side of the Piazza and are located on corners of roads.

All of the buildings would have some form of pitched roof and garages which are located on certain plots would also have pitched roofs.

Overall, it is considered that the design of the dwellings along with the mix of materials proposed are considered acceptable to provide a varied dwelling design that would sit well within its setting and considered to comply with Policy BNE1 of the Medway Local Plan and paragraphs 131 and 135 of the NPPF.

Landscaping and Open Spaces

Following the outline consent, the landscape proposals have continued to develop alongside the site layout as part of the preparations for a Reserved Matters Application.

The northeastern open space proposes a useable attenuation basin, which is shaped to create varied and interesting topographical and playable space. This area would have circulation routes, playable features including rocks, logs, mounds within the attenuation basin, fitness node/trim trail, flexible lawn spaces and tree planting.

Central open space would provide grass terraces on one side, down to the bottom of the attenuation basin, which provides useable space and lawn amphitheatre. Also within this area is a lawn space, formal play spaces, raised boardwalk, seating, fitness node, dense planted areas and community plaza. This area would also incorporate the existing Public Right of Way along with a permeable connection to the future Lidsing development and its proposed open space.

The northwestern open space proposes an attenuation basin with gravel at the bottom of the basin with mountain bike route with jumps, native scrub mix and trees to boundary, feature oak trees and a buffer native hedge to the substation.

The dry valley north proposes an amenity basin which incorporates playable features and routes through the basin with rocks and log elements, seating nodes/viewing areas, feature oak trees, dense hedging and trees to northern boundary, flexible lawn spaces and gravel and rocks through meadows.

The dry valley south would feature oak trees, flexible lawn spaces, main circulation route, playable trail, trim trail/fitness node, seating and part of the Ancient Woodland buffer.

The eastern boundary provides a perimeter walking route, coppice/woodland clusters, flexible lawn space and less dense tree planting to allow for views and pathway links into the future Lidsing development.

The illustrative sections shown within the design and access statement provides detail of how the attenuation basins have been designed to allow for useable spaces within them, providing a range of attractions for use by the future occupants of the development and surrounding existing development.

The site's primary streets are designed as key green corridors, where movement and drainage are carefully integrated through a series of linear rain gardens. These

planted rain gardens run alongside the carriageway, capturing and filtering surface water while introducing seasonal planting, biodiversity, and visual softness to the public realm. The minimum width of the rain gardens is 2m wide but a large proportion of them will be significantly wider.

The proposed areas of open space are set out in general accordance with the approved Illustrative Masterplan. An abundant amount of public amenity space will exceed the minimum requirements set within condition 8 of the outline permission, with a variety of open space typologies across the site to serve all needs.

Hall Wood Ancient Woodland would be retained in its entirety save for some limited clearing to allow the new access to be formed. A minimum 15m buffer to the woodland has been observed, while access to and management of the woodland will be appropriately controlled.

The roads within the development are a mix of primary, secondary shared surface streets and private drives. The main surface material would be tarmac with areas of block paving to soften the development. The private paths and paths to the front of the dwellings would be paving slabs and this will also help break up the hardsurfacing materials. The perimeter footpaths would be provided in self binding gravel.

The main play space would be located either side of the byway to the east of the site and in the future would provide an attractive link into the Lidsing Development. Further large open spaces providing areas to play are proposed to the north eastern corner of the site and along the dry valley and area to the north west of the site. A Local Area of Play (LAP) is proposed to be centrally located within the Redrow development parcel and play on the way routes are provided on the eastern edge of the development, linking through the site and along the dry valley.

Amenity

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 135 of the National Planning Policy Framework requires that development functions well over its lifetime and provides a high standard of amenity for neighbours.

Neighbouring residents

In terms of the proximity of this scheme to the existing neighbours in the surrounding area, it is acknowledged that this varies across the site. The closest properties to the development site would be Gibraltar Cottages, located on Ham Lane. The closest proposed dwellings to Gibraltar Cottages would be between approx. 12m and 15m to the rear boundary fences of these properties. Elevation to elevation distances, from the proposed dwellings to the existing dwellings would be between approx. 45m and 51m. Other existing properties within the vicinity would be over 60m away.

Given the proximity of these existing houses to the proposed development, it is not considered that there would be a detrimental impact to these neighbouring amenities in terms of loss of daylight, sunlight, outlook or loss of privacy.

No objection is, therefore, raised in terms of neighbour amenity under Policy BNE2 of the Local Plan and paragraph 135 of the NPPF.

Future Residents

In terms of the amenity of future occupants the accommodation would meet the requirements of the Nationally Described Space Standard for internal floorspace, except for two dwelling types. The Stamford dwelling type would fall marginally below the standards for the gross internal floor area and the single bedroom floor area. However, this is marginal and, therefore, considered to provide an acceptable level of accommodation for future occupants. The Marten house type would fall below the standards for gross internal floor area by approx. 8m², however, the layout plans do show the rooms with furniture laid out, that appears to provide sufficient useable space. Due to this and that there is only one of this house type proposed on this development, it is considered to provide sufficient useable amenity space for future occupants.

The garden depths proposed would meet the requirements of Medway Housing Design Standards (MHDS) of either 7m or 10m. The proposal would provide internal and external amenity for its prospective residents.

The proposal is considered acceptable with regard to the residential development element of the proposal both in considering the impact on existing and future occupiers. The proposal is in accordance with Policy BNE2 of the Local Plan and paragraph 135 of the NPPF.

Affordable Homes provision.

The site is being brought forward with two developers - Barrett Homes and Redrow Homes. The affordable housing provision would be located within the Barrett Homes development area to the west of the site. The affordable housing is dispersed in clusters to ensure they are appropriately placed and integrated into the overall site to achieve social integration and cohesion, with clusters further broken down by tenure mix. All affordable houses are M4(2) compliant internally. The breakdown of the housing size mix is as follows:

Number of bedrooms	Number of affordable units
1 bed Flat over garage/underpass	1
2 bed Flat over garage/underpass	2
1 bed flat	9
2 bed flat	36
2 bed house	41
3 bed house	24
TOTAL	113

The S106 for the provision of 25% affordable housing units provides a breakdown of the percentage of the different unit sizes required. The clause states to use reasonable endeavours to procure the size of units. The mix above does not meet the requirement stated within the S106 agreement, however, it does provide a good mix of affordable housing units and as the clause states “use reasonable endeavours” in this case the mix within the table above is considered acceptable.

Highways and parking

The access road into the site was approved at the outline stage, along with a condition for the access road to be constructed in line with the approved plan. Since then, a non-material amendment application has been approved which allowed for slight amendments to this access road. The main access into the site would be from the top of North Dane Way and would utilise the layout of the road, which was constructed a number of years ago and has now become overgrown.

The details provided within this application build on the principles and parameters set out in the outline planning permission. Within the site, the dwellings are served by primary, secondary, shared surface streets and private drives. The majority of the dwellings are accessed off primary and secondary roads with fewer accessed off private drives or shared surfaces.

The primary street consists of a 5.5m carriageway with a 2m footpath, the secondary street connects the primary road to the other street typologies within the development.

Across the primary roads, traffic calming measures are intended to maintain a 20mph speed limit which is in line with DMRB standards. The site does include some shared spaces which appear at dead ends where there will be limited vehicle movement. Where these dead-end roads lead onto secondary or primary roads there are pavements for pedestrians to utilise which are 2m wide. Leading up to the shared surface area a different surface with traffic calming measures before junctions is proposed, to ensure speed is kept minimal when entering. There are also traffic calming measures at junctions to ensure speed is minimal when pulling in/out of roads.

Visibility splay dimensions for internal accesses and driveway accesses are suitable for a design speed of 20mph. All visibility splays should reach the back of the highway and not cut across other resident's land or private land and shall be kept in perpetuity once this has been provided.

A Traffic Regulation Order should be put in place to enforce the 20mph speed limit across the site which may include the enforcement of double yellow lines (DYLs) to prevent cars from parking in close proximity to junctions limiting visibility.

Tactile paving at crossing points should be provided in line with pedestrian desire lines.

Parking Provision

The overall proposed parking provision is in total 954 parking spaces with 113 of those being visitor spaces. The number of visitor spaces is acceptable and is provided in line with Medway Residential Parking standards at 0.25 per dwelling. The development would meet the requirements of Medway Council's Interim Parking Standards and provide a sufficient amount of parking to serve the development.

The parking bays are proposed to be a minimum of 5m x 2.5m which is acceptable.

Garages are proposed to some of the dwellings, however, these do not meet the minimum size requirement to be classed as a parking space and, therefore, have not been counted as parking spaces.

Cycle Provision

The Medway Parking Standards states that a minimum of 1 cycle parking space should be provided per dwelling.

The Parking Plan states that cycle parking will be located within garages or car ports where available. Any cycle parking outside of the garages/car ports should be located within a store with a minimum size of 1.4m x 2m, that can be accessed without going through a dwelling, is sheltered and secure and does not require cycles to be lifted. Side accesses to bring bicycles to the front of dwellings should also be a minimum width of 1.2m. All cycle parking spaces for dwellings located outside of carports/garages should be in line with this.

The cycle stores for the flats have been proposed with larger 'bin & cycle stores' which uses Sheffield stands which is considered acceptable.

Electric Vehicles

The Parking Plan states that all dwellings would be provided with Electric Vehicle (EV) charging facilities. These EV charging points should be provided for each residential unit in line with Building Standards Approved Document S: Infrastructure for charging electric vehicles.

Refuse and Servicing Arrangements

The applicant has provided a Fire Tender Tracking Sheet which provides vehicle tracking and access to all dwellings.

A refuse strategy has been provided showing drag distances to where refuse vehicles will collect from and this is considered to be acceptable. Vehicle tracking has also been provided for refuse vehicles and it is noted that there are instances where the front of the vehicle over sweeps the grass verge beyond the road boundary, however, these movements are to be infrequent and, therefore, no objection is raised.

The development is considered acceptable in highway terms and compliant with regard to Policies T2, T3, T4 and T13 of the Local Plan, and paragraphs 115 and 116 of the NPPF.

Maidstone Council Objection

Maidstone Council object to this application due to the application and layout not demonstrating a suitable road connection is possible with the Lidsing Garden Community strategic allocation and consider that in the absence of this, the proposals are considered contrary to paragraph 111(c) of the NPPF and the 'Movement' section of the National Design Guide.

The Local Planning Authority are confident that suitable land within the proposed site has been set aside, to allow for a roundabout to be constructed and a continued link road into the Lidsing development.

Flood and Drainage – Condition 27 (Drainage)

A Drainage Statement by GTA Civils & Transport, including network calculations and appendices have been submitted with the application. The following is proposed for the development:

- An infiltration-led SuDS strategy via deep-bore soakaways into Chalk, with ponds/swales and areas of permeable paving providing flow attenuation and water-quality treatment;
- Hydrologic design using FEH22, $C_v = 1.0$, 10% urban creep, and storage sized to the 1% AEP (1 in 100-year) event + 45% climate change;
- Exceedance routing predominantly northwest; foul drainage via pumped rising main to Southern Water (not part of C27 but noted).

The proposed infiltration-led SuDS solution and the use of upper-end climate allowances for a long-life residential scheme is considered acceptable in principle. This approach follows the National SuDS Standards (2025) and current best practice for surface-water management.

Although the details submitted are sufficient to discharge condition 27, to ensure assets are delivered and performing as designed and flood risk is managed on site during construction, further conditions are required prior to construction and occupation of the development. These conditions are for a construction surface water management plan and a post construction verification report to confirm the agreed surface water system has been implemented.

Subject to the above mentioned conditions the proposal is in accordance with Policy CF13 of the Local Plan and paragraphs 181 and 182 of the NPPF.

Ecology and Biodiversity

The application site is a recently managed arable field of limited ecological value. However, the site is located adjacent to Ancient Woodland.

The design of the open space of the proposed development will create and enhance suitable habitat for wildlife and details of enhancements are secured by a condition within the outline consent.

The outline consent required the submission of a number of ecology matters via conditions prior to commencement of development on each phase. These are as follows:

- Condition 10: Landscape and Ecology Management Plan;
- Condition 11: Woodland Management Plan;
- Condition 14: Ecological Design Strategy;
- Condition 15: CEMP: Biodiversity;
- Condition 17: Lighting Strategy for Biodiversity.

A discharge of condition application has been submitted to the Council for condition 14 and the remaining conditions would be submitted either prior to commencement/occupation of the development.

The development would be in accordance with Policies BNE37 and BNE38 of the Local Plan and paragraphs 187 and 193 of the NPPF.

Archaeology

At the outline stage of this application a desk top assessment of the application site's archaeological significance was undertaken. The assessment identified that there are no designated archaeological (heritage) assets on the site or within its immediate vicinity. In relation to the potential for as yet to be discovered assets to be found, the site is of a scale for which there is a potential for some archaeological finds arise during the course of the construction works.

A condition on the outline permission requires a programme of archaeological work to be secured and implemented in accordance with a written scheme of investigation. A discharge of condition application has been submitted and fully discharged under ref: MC/25/2504 in February 2026.

Noise

As part of the outline approval, a condition was imposed for no development above slab level to be undertaken on any dwelling until an acoustic appraisal has been submitted. This condition still stands as part of that outline decision.

The proposed development is considered to be in accordance with Policy BNE2 and BNE3 of the Medway Local Plan 2003 and paragraph 187 and 199 of the NPPF.

Contamination

As part of the outline approval, a condition was imposed to deal with any contamination found to be present at the site, during construction of the development. This condition still stands as part of that outline decision.

The proposed development is considered acceptable in terms of contamination and as such is in accordance with Policy BNE23 of the Local Plan and paragraph 197 and 198 of the NPPF.

Climate change and Energy Efficiency

The NPPF identifies that good design “is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities” (paragraph 131). Paragraph 139 in particular refers to great weight being given to outstanding or innovative designs which promote high levels of sustainability.

In planning for climate change, plans should take a proactive approach to mitigate and adapt to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures; in line with the objectives of the Climate Change Act 2008. In order to support this, paragraph 164 of the Framework states that new development should be planned for in ways that:

- a) Avoid increased vulnerability to the range of impacts arising from climate change; and
- b) Can help to reduce greenhouse gas emissions, such as through its location, orientation and design.

The Government are introducing significant changes to Building Regulations as part of its commitment to reducing the UK’s carbon consumption to net zero by 2050.

Carbon reduction in house building is to be achieved through a staged approach in order to allow the industry time to adapt to what are considerable changes and challenges. This will be achieved in two stages:

The reserved matters application submitted, does not provide a climate change and energy efficiency statement that details how the development would address these and, therefore, a condition is recommended for details to be submitted prior to commencement of development within a phase and for a verification report to be submitted.

With the above-mentioned recommended conditions the development would be in accordance with paragraphs 161 and 164 of the NPPF.

Compliance with original Design and Access Statement

Condition 6 of the outline consent requires all reserved matters applications to be submitted with a statement demonstrating how the submitted reserved matters comply with the Design and Access Statement and in indicative masterplan documents.

The application has been submitted with a design compliance statement. This statement demonstrates compliance with the approved drawings and design and access statement at the outline stage. Where the detailed proposals deviate slightly

from approved parameters and strategies, through pre application discussions these are highlighted and justified within the statement.

It is acknowledged that the drawings and design and access statement approved at the outline application stage, were carried forward from the 2014 appeal decision application and, therefore, through the passage of time it is understandable that some deviations to these documents would need to take place. The alterations and deviations that have occurred since this initial decision have been discussed and examined and are considered accepted.

Bird Mitigation and S106

Both the bird mitigation and Section 106 payments in relation to this development were agreed within the outline application stage. These aspects do not, therefore, form part of the consideration at this stage.

Conclusions and Reasons for Approval

The principle of residential development was considered and accepted at the outline stage. This application has been considered in relation to the design, layout, landscaping, open space and impact on existing neighbouring amenity and future occupiers' amenity. Recognising that the principle of development was accepted on appeal, It is considered that the proposed construction of 450 homes with associated car parking, open space and landscaping and infrastructure would be a suitable development within this area and result in a development that would sit comfortably within the wider residential area and have an acceptable impact on the landscape. The proposal is, therefore, considered acceptable in relation to Policies BNE1, BNE2, BNE3, BNE37, BNE38, CF13, T1, T2, T3, T4 and T13 of the Medway Local Plan 2003 and relevant paragraphs of the National Planning Policy Framework 2024. The application is accordingly recommended for approval.

Details relating to the discharge of Condition 27 of MC/18/0556 has also been submitted as part of this application. It is considered that the details for this condition are acceptable and, therefore, condition 27 of MC/18/0556 is discharged. In order to fully comply with the above condition, the development must be implemented in accordance with the details herein approved.

The application would normally be determined under delegated powers but is being referred to Planning Committee for determination due to the number of objections received contrary to the 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 on Medway Council's Website <https://publicaccess1.medway.gov.uk/online-applications/>.