

planning
transport
design
environment
infrastructure

Planning Statement for
Taylor Wimpey UK Ltd and FD Attwood & Partners

In respect of a Reserved Matters Application for Phase 1 of
development at Land at East Hill, Chatham

January 2023 LW/OK/17038



Contents

1	INTRODUCTION	2
1.1	Purpose of the Document	2
2	SITE CONTEXT	4
2.1	The Wider Site	4
2.2	Application Site	4
2.3	Planning History	5
2.4	Pre-Application Consultation & Engagement	6
3	THE PROPOSALS	8
3.1	Introduction	8
3.2	Access & Layout	8
3.3	Housing Mix	9
3.4	Scale	9
3.5	Appearance	9
3.6	Energy Efficiency	10
3.7	Open Space & Biodiversity	11
3.8	Parking	12
3.9	Drainage	12
3.10	Levels	12
4	PLANNING POLICY	14
4.1	Overview	14
4.2	Development Framework: Medway Local Plan	14
4.3	Other Material Considerations	17
5	PLANNING APPRAISAL	19
5.1	Introduction	19
5.2	Principle of Development & Phasing	19
5.3	Site Access	19
5.4	Layout	19
5.5	Amount of Development	21
5.6	Housing Mix	22
5.7	Appearance	23
5.8	Scale	24
5.9	Residential Amenity	24
5.10	Noise	25
5.11	Energy Efficiency	25
5.12	Parking	26
5.13	Open Space & Landscaping	27
5.14	Ecology	28
5.15	Drainage & Levels	29
5.16	Sustainability	29
6	SUMMARY AND CONCLUSION	31

1 Introduction

1.1 Purpose of the Document

- 1.1.1 This Statement has been prepared by DHA Planning on behalf of Taylor Wimpey UK Ltd and FD Attwood and Partners in relation to an application seeking approval of Reserved Matters (RM), for Phase 1 of the development at East Hill, Chatham submitted to Medway Council (MC). This RM is pursuant to the grant of Outline planning permission ref. MC/19/0765 (allowed at appeal under ref. APP/A2280/W/21/3280915) for the following:

"Outline application (with all matters reserved except access) for the erection of up to 800 dwellings with a primary school, supporting retail space of up to 150 square metres and a community or nursery facility, with an associated road link between North Dane Way and Pear Tree Lane, and other road infrastructure, open space and landscaping"

- 1.1.2 The application was approved with all matters reserved except access. The access points into the development are therefore fixed as confirmed by Condition 5.
- 1.1.3 Following the grant of the Outline consent, the permission has been subject to a non-material amendment (ref MC/22/2346), making minor modifications to some of the planning conditions. In line with the Outline permission, Condition 7 (Phasing) and 8 (Archaeology) have been discharged prior to submission of this RM application.

Phasing & Phase 1

- 1.1.4 Condition 7 of the Outline planning consent requires the submission of a phasing plan indicating the sequencing of development across the entire site; the indicative amount of development in each phase; and what infrastructure each phase will deliver. The condition was discharged on 30 December 2022 (ref MC/22/2727). A copy of the approved phasing plan is provided at Appendix A.
- 1.1.5 This RM application accords with that phasing plan and covers Phase 1 residential. The description of development is as follows:

"Reserved matters application for Phase 1 pursuant to outline permission ref. MC/19/0765 for the erection of 91 homes, including affordable housing together with associated access, parking, landscaping, open space, equipped play, infrastructure and earthworks"

- 1.1.6 The RM application is made up of a suite of plans and technical assessments which satisfy the requirements of the Outline permission and also MC validation requirements as set out in the table below.

Table 1.1: Application Information	
Information Submitted	Notes
Application Documents	
Layout Plans	Includes information on house typologies, parking, building heights, tenure, refuse and materials. Parking

	information is provided in accordance with Conditions 15, 16 & 31
House Pack, including street scenes and elevations	
Section drawings	Included in the Design & Access Statement
Hard and Soft Landscape Details	Includes details as required by Conditions 13 & 14
Highway Technical Note	Brings together tracking, parking, visibility, indicative lighting information and adoption information together
Southern Roundabout Access Details	Whilst the access is approved the information provided confirms how the proposed layout dovetails with the access arrangement.
Drainage Strategy Details	Required by Condition 19
Details of Existing and Proposed Levels	Required by Condition 11
Tree Impact Assessment & Method Statement	Required by Conditions 26
Daylight & Sunlight Assessment	Required by Condition 32
Noise Assessment	Separately submitted to discharge Condition 28
Supporting Information	
Design & Access Statement	Includes details of crime prevention energy efficiency and refuse management, as required by Conditions 30, 31, 32 & 34
Planning Statement	Also addresses Condition 9 & 34
Statement of Community (SCI)	Prepared in accordance with MC SCI

- 1.1.7 This Statement is written in support of the RM proposals and provides:
- An overview of the Site and its context;
 - Summarises the relevant planning history;
 - Describes the development proposals;
 - Identifies relevant National and Local planning policies, and other relevant guidance; and
 - Assesses the proposals against the identified planning policies and guidance.
- 1.1.8 It should be read alongside the Design & Access Statement (DAS) and Statement of Community Involvement (SCI).
- 1.1.9 This statement concludes that the proposals deliver a high quality and sustainable development that accords with adopted planning policy and thus should be approved without delay in accordance with the NPPF (**Paragraph 11c**).

2 Site Context

2.1 The Wider Site

- 2.1.1 The wider development site is generally linear in form and is defined to the west by North Dane Way, beyond which is the main urban area of Chatham, extending west and north. To the north, the wider site is bounded by existing residential development, with Hale, Capstone Country Park and farmland to the east and south.
- 2.1.2 The development area is segmented by Shawstead Road which runs broadly from east to west off North Dane Way running through the centre of the site and curving south so it also defines part of the site's eastern boundary. It also provides access to Capstone Household Waste Site.
- 2.1.3 There are Public Rights of Way (PROW) and other undesignated routes which cross the wider site. PROW routes include RC32 in the north, running through Phase 2 and RC9 in the south running through Phase 1. Both routes run east to west across the site and are identified on the Phasing Plan (Appendix A).
- 2.1.4 The entire wider site is in arable use mainly comprising three large fields, the boundaries of which are defined by roads, woodland blocks (including Ancient Woodland), trees and hedge belts. The total site area is circa 49.47ha.
- 2.1.5 The site straddles the flat-topped East Hill ridgeline and runs from north to south parallel to North Dane Way, reaching a maximum height of 105 metres above sea level. The ground falls away steeply to the west of the road and into the Capstone valley to the east where the lowest part of the site lies below the 40-metre contour.
- 2.1.6 The East Hill ridge edge slopes away steeply towards Hale with the general fall running from west to east with the low point being in the Capstone valley floor.

2.2 Application Site

- 2.2.1 The application site (hereafter referred to as "the Site") forms part of the wider development area and as identified in the appended Phasing Plan (Appendix A) comprises the mostly southerly parcel of land, known as Phase 1. Phase 1 is circa 8.3ha.
- 2.2.2 To the west the Site is bound by North Dane Way, beyond which lies residential properties forming part of the wider settlement of Chatham. To the southern and eastern boundaries lie further agricultural land and Ancient Woodland also defining the southern boundary of the Site (this runs concurrently with a TPO). The eastern boundary is further defined by Shawstead Road beyond which lies Capstone Country Park.
- 2.2.3 The Site forms part of a larger agricultural field. There is no natural boundary forming the northern edge, but as identified in the Phasing Plan (Appendix A) this will later form the edge to the "School Phase", beyond which there will be Phase 3 residential.

- 2.2.4 The topography of the Site follows a similar pattern to the wider site, with land sloping from a high point to the west of the scheme and dropping down into a valley to the east. PROW RC9 runs from east to west across the bottom third of the Site.
- 2.2.5 In the south, the Site is well contained by trees. Combined with the sloping typography, the southern half of the Site is largely invisible within the immediate vicinity (unless using the PROW) but is visible in part from longer views from the north-east (looking back towards the Site) where the Site is more open from Shawstead Road. Views are further truncated by the tree belt that runs centrally (north-to south) in the southern part of the Site.
- 2.2.6 In contrast, the northern part of the Site is more open, being visible from Shawstead Road, which the Site drops towards.
- 2.2.7 The Site is not subject to any ecological designations and lies within flood zone 1. It is also outside any National landscape designations but lies within an Area of Local Landscape Important (ALLI) as identified in the Adopted Medway Local Plan 2003.

2.3 Planning History

- 2.3.1 Table 3.1 below summarises the relevant recent planning history of the Site.

Table 3.1: Planning History		
Reference	Proposal	Decision
MC/19/0765	Outline application (with all matters reserved except access) for the erection of up to 800 dwellings with a primary school, supporting retail space of up to 150 square metres and a community or nursery facility, with an associated road link between North Dane Way and Pear Tree Lane, and other road infrastructure, open space and landscaping.	Appeal allowed February 2022.
MC/21/1520	Outline planning application with some matters reserved (appearance, layout, scale and landscaping) for construction of up to 650 dwellings, primary school, supporting retail space of up to 150sqm with associated road link between North Dane Way and Pear Tree Lane and other road infrastructure, open space and landscaping Re-submission of MC/19/0765.	Withdrawn
MC/22/2346	Application for non-material amendment to planning permission - Appeal ref APP/A2280/W/21/3280915 (MC/19/0765).	Granted 25 November 2022
MC/22/2727	Details pursuant to condition 7 (phasing plan)	Granted 30 December 2022
MC/22/2781	Details pursuant to condition 8 (archaeology report)	Granted 16 Jan 2023

2.3.1 Of most relevance is the Outline planning application allowed at Appeal which establishes the principle of development on the Site. As part of this wider Outline application, the following infrastructure is secured:

- 800 new homes of which 25% affordable homes including a proportion of M4(2) and M4(3) homes;
- Site for a new primary school (min 3ha);
- 150sqm retail floorspace;
- Community facility or nursery;
- New link road between Capstone Road and North Dane Way, which will accommodate pedestrians, cycles and buses;
- New open space not less than 19ha, including 2 equipped play areas, neighbourhood area of play and trim trail;
- 20% Biodiversity Net Gain (BNG);
- Improved cycle and pedestrian links;
- New roundabout from North Dane Way to serve Phase 1;
- Access to the west of the site via an improved roundabout junction on the existing North Dane Way and Princes Avenue;
- Access to the north-west corner of the site via an improved roundabout junction at Capstone Road and Pear Tree Lane;
- Off-site highway improvements; and
- Financial contributions towards a range of services and facilities.

2.4 Pre-Application Consultation & Engagement

2.4.1 Prior to the submission of the application the applicants and the consultant team were engaged in a programme of pre-application discussions with Officers at MC and the general public. To inform discussions with MC Officers the emerging proposals were considered by the Kent Design Review Panel (DRP). Key dates and milestones were as follows:

- 10 November 2022 – Pre-Application meeting with MC Planning, Design and Landscape Officers;
- 22 November 2022 – Site visit with MC Officers to other Taylor Wimpey developments to inform on-going design discussions;
- 09 December 2022 – DRP Presentation; and

- 15 December 2022 – In person public exhibition at Lordswood Sports & Social Club from 3pm- 8pm and an on-line consultation. The on-line consultation ran from 15 December to 6 January 2023.

2.4.2 The supporting SCI and DAS set out in detail the outcome of the pre-application engagement and how the proposals have responded to the design feedback received, which will not be repeated here. However, the main themes from MC Officer and DRP feedback included:

- Establish a clear vision describing the narrative of the place and what the development wants to achieve;
- How do the proposals respond to the Site typography;
- Use housing typologies which respond sensitively to the Site typology;
- What makes the development “distinctive”;
- Engage with the landscape through the design and avoid over-engineering;
- Whilst part of the wider masterplan, accept Phase 1 should be designed as a separate entity where it sits apart from the main site;
- Creation of more variation in the streets; and
- Create more space associated with the PROW to enhance the route.

2.4.3 Alongside the above consultation, MC Highway, Drainage and Open Space Officers have also been consulted on the proposals as they were developed.

3 The Proposals

3.1 Introduction

- 3.1.1 The following section describes the essential elements of the proposals and should be read alongside the accompany DAS. Where appropriate reference is made to conditions, as attached to the Outline permission (ref MC/19/0765), as modified by NMA MC/22/2346.

3.2 Access & Layout

- 3.2.1 Access into the Site is via a new roundabout off North Dane Way. The roundabout is approved under the Outline permission as per Condition 5 with final technical design secured under Condition 35.
- 3.2.2 The northern part of the Site is more visible within the wider landscape and thus development is kept away from the highest points in the Site. From the point of access into the Site, development is kept to the south as the access (Street1) sweeps in and south with the main road then splitting in two, either side of the retained central tree belt. Street 2 to the east and Street 3 to the west.
- 3.2.3 The access into the Site (Street 1) turns south as quickly as possible whilst maintaining the required radii to ensure emergency and refuse vehicles can serve the development.
- 3.2.4 Residential development runs parallel with the roads providing direct access to the majority of the homes which in turn provide surveillance over the streets.
- 3.2.5 To the west of Street 1 is a shared courtyard, which serves the homes fronting the entrance into the Site, as well an internal terrace of homes, which forms its own distinct character area.
- 3.2.6 Served off Street 3, a Shared Drive serves two detached properties which directly address the Capstone Valley and contain the rear gardens of homes fronting Street 1. It also provides access to a sub-station and pumping station which are necessary to serve this phase.
- 3.2.7 Homes have been oriented to back onto the tree belts on the east, west and southern boundaries and the central tree belt. This is to protect residents from noise from North Dane Way, to ensure good levels of natural sunlight and protect the Ancient Woodland to the south, with all homes sitting outside the Ancient Woodland buffer.
- 3.2.8 Street 1 includes a pedestrian path on its southern and western side. On its northern and eastern side is a dedicated 3m footway & cycleway which terminates where it meets PROW RC9 and Street 3. From this point on Street 3 has a more shared street quality, with a pedestrian path provided only on its western side. Street 2 is similarly designed, with the most southerly section comprising a completely shared surface.
- 3.2.9 PROW RC9 is retained on its current alignment and is incorporated into the landscape proposals with seating opportunities provided along its length.

- 3.2.10 Due to the change in levels between Street 2 and 3 it is not possible to connect these via a road in the south whilst achieving a suitable gradient. A pedestrian connection is therefore proposed made up of a series of ramps and steps (or “Stramp”) which provides pedestrian connectivity between the two streets in the south.
- 3.2.11 Open space is concentrated in the more visible parts of the Site to the north of the Site access and to the east of Street 1. Within this space there are opportunities for formal and informal recreation, biodiversity enhancements and SUDs features.
- 3.2.12 Recreational paths cross the open space linking up play opportunities with the residential development and PROW RC9. This includes new cycle and pedestrians links travelling north to link up with future phases of development, including the school phase (immediately north of Phase 1) and the balance of the wider development.

3.3 Housing Mix

- 3.3.1 The proposals comprise a mix of market and affordable homes as set out in Table 3.1 below.

Table 3.1: Housing Mix				
No of Rooms	Market	Affordable		Total
Houses		Rent	Shared Ownership	
2 bed	4	2	3	9
3 bed	30	12	4	46
4 bed	25	-	2	27
5 bed	9	-	-	9
Total	68	14	9	91

- 3.3.2 All homes are NDSS compliant, and all affordable homes will meet M4(2) requirements.

3.4 Scale

- 3.4.1 The majority of the homes are 2 storey with 2.5 storeys in key locations at the entrance into the Site and to break up linear runs of housing. All garages are single storey.

3.5 Appearance

- 3.5.1 As identified in the DAS, the wider site is broken into several character areas to support a hierarchy of space, allow different phases of the development to respond to their own characteristics and constraints and create distinctiveness across the development. Phase 1 sits within the “Whites Wood” character area. Phase 1 is defined by the following:

- Large-detached dwellings form the north-western and southern boundaries which sensitively responds to the existing context;

- Predominantly 2 storey with occasional use of 2.5 storey dwellings in key locations to terminate vistas;
- Medium density development can be seen through most of the site especially along the Primary Street with a lower density to the green edges;
- The built form generally consists of semi-detached and terraced units which help create a strong frontage to the Primary Street;
- A mix of different materials and detailing can be found creating a varied street scene; and
- More contemporary approach to the architectural style and treatment of buildings to give the Phase distinctive form and character.

3.5.2 Key features of the development include:

- Use of simple forms and common pallet of materials to tie the Phase together, but provide variation through the use of different building forms and arrangements;
- Use of repeated gable fronted dwellings with brick detailing around the gable to emphasis the feature and add additional interest;
- Vertical grey boarding to houses and garages where appropriate;
- Use of grey windows, doors, downpipes and porches throughout to provide uniformity and give a contemporary appearance to the proposals;
- Use of grey surrounds to windows to emphasis verticality and provide visual interest;
- Use of alternating brickwork between windows as a contemporary design detail which adds interest;

3.5.3 Whilst the proposals only comprise 91 homes a wide variety of house types have been used to provide variation in form and appearance.

3.6 Energy Efficiency

3.6.1 All homes on Phase 1 will be designed to comply with Parts L & F and include the following:

- Photovoltaic Panels (PV) to all roofs – quantum to vary per house type and orientation, however, these will reduce homeowners take from the grid with any surplus electricity either being stored or returned to the grid;
- Triple glazing to all windows and French doors.
- Hi-thermal lintels (to replace steel lintels), which will deliver much improved thermal performance at the window and door heads;

- Wastewater Heat Recovery (WWHR) to recover heat from the warm shower wastewater before going into the drainage system.
- 100mm cavity between brick and blockwork filled with high quality blown fibre insulation. This maximises the fabric first approach, providing a very comfortable living and working environment, significantly reduces fuel bills and does not require behavioural change of occupants;
- Low energy lighting used throughout;
- Installation of energy efficient appliances; and
- Electric vehicle charging point to on curtilage parking and to 10% of parking spaces within communal areas.

3.6.2 All gas fired boilers installed in the dwellings shall meet a minimum standard of <40mgNOx/kWh or higher where the standard is exceeded by the requirements of Building Regulations.

3.7 Open Space & Biodiversity

3.7.1 Open space on the Site covers approximately 4.8ha (57% of the phase) and comprises three-character areas:

- Parkland: Made up of informal recreational open space including SUDs, NEAP, kick about area and recreational routes;
- Pocket Parks: Positioned on east-west connections along route RC9 and in the south of the Site on the route of "Stramp"; and
- Tree Lined Streets: Runs concurrently with Streets 1-3.

3.7.2 Different landscape approaches and treatments are proposed which will enhance the form and function of these spaces and contribute to making a distinctive environment.

3.7.3 The soft landscaping has been designed to enhance the biodiversity value of the Site, through the provision of more varied habitats that support existing wildlife as well as new species, providing greater variation and interest in terms of flora and fauna. Alongside this, the proposals maximise the opportunity for residents and visitors to engage with the landscape through the incorporation of playable landscapes, exploratory and educational features such as interpretation boards.

3.7.4 A variety of planting species are proposed contributing to achieving 20% BNG across the wider development site, reinforce the characters areas and provide seasonal variation. Other enhancements are also included such as bird, bat and insect boxes, hedgehog highways and log piles.

3.7.5 The hard landscaping treatment of the public realm compliments the different character areas providing variation in the use of materials, reinforcing their distinctiveness.

3.8 Parking

- 3.8.1 Total 178 allocated parking spaces are proposed (excluding garages) and 20 visitor spaces, equating to an average of 2.1 spaces per dwelling. Of the spaces proposed 46 of these meet M4(2) requirements in terms of meeting the enhanced width for wheelchairs.
- 3.8.2 Allocated parking is predominantly provided on plot, within the curtilage to either the front of dwellings, with individual bays and/or garages set back from the building line, to allow ease of access.
- 3.8.3 Where parking is provided on street, either in parallel or perpendicular bays, these have been laid out such they are broken up by landscaping.
- 3.8.4 Garages are provided to the largest properties, totalling 47 and will be 3 wide x 6m length.
- 3.8.5 Cycle parking is provided either within garages or appropriately sized sheds in the rear garden.

3.9 Drainage

- 3.9.1 The topography of Phase 1 is particularly challenging in achieving a functional drainage design. A range of drainage solutions have therefore been incorporated, including maximising opportunities for incorporating SuDs and permeable paving.
- 3.9.2 The key drainage features have been sensitively and collaboratively integrated into the landscape design to ensure these are both functional and attractive features, adding to the character of the development and also support opportunities for BNG.
- 3.9.3 The principal SUDs feature lies within the Parkland, in the north-east of the Site. This comprises a 2m deep infiltration basin located at the 92m contour to ensure drainage is directed away from the steepest part of the Site. The design incorporates 2.8m high retaining vegetated wall on the western edge of the basin.
- 3.9.4 In addition, swales have been incorporated within the development to better manage any exceedance flooding. Swales have been incorporated into the open space around the central tree belt, on the eastern boundary and within Street 3, where they have been used to provide additional character and interest.
- 3.9.5 In addition to the above, the drainage strategy also deploys deep bore soakaways and crates.

3.10 Levels

- 3.10.1 As detailed in the supporting DAS, the levels across the Site have been formative to the design approach to ensure the functionality of roads and drainage and ensuring accessibility standards are met to meet Building Regulation requirements for M4(2) and refuse etc.
- 3.10.2 The existing typography of the Site slopes between 1 in 12 and 1 in 5. As detailed in the DAS numerous site layout options were considered to determine the best

way of addressing levels whilst minimising the use of retaining structure and providing as close as possible a balance on cut and fill. The RM application is accompanied by levels plans which detail the location of retaining structures which vary from 0.25m retaining brick walls to 2.9m vegetative walls in rear gardens. Where possible the maximum height of retaining walls has been minimised through rear gardens being stepped. Orientating the roads in a north-south direction with plots facing east-west has also provided a solution for reducing the number and height of walls across much of the phase.

- 3.10.3 Consideration has not only been given to the levels strategy for the development area but also the open space layout, with the kick about area and NEAP positioned in the flattest parts of the site, and the footpaths to the south being used to help step down levels to the east.

4 Planning Policy

4.1 Overview

- 4.1.1 Under the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the Local Planning Authority is required to determine planning applications and other similar submissions in accordance with the Development Plan in force unless material considerations indicate otherwise.
- 4.1.2 The Development Plan currently in force in this area is the Medway Local Plan 2003.
- 4.1.3 The National Planning Policy Framework and the associated National Planning Practice Guidance are important material considerations.

4.2 Development Framework: Medway Local Plan

- 4.2.1 The Development Plan comprises the 'Saved' Policies of the adopted Medway Local Plan (MLP) adopted in March 2003 and sets out the planning strategy and policies for the plan period 1996-2006.
- 4.2.2 Medway Council assessed the Saved Policies of the MLP against the policies of the NPPF (2012) in 2014 in a report called '*Compliance with the National Planning Policy Framework*' (2014) approved by Medway Planning Committee on 19 February 2014. The Council has not reassessed their policies against the latest version of the NPPF (2021) or the 2019 version. The Report found policies to be either consistent, not consistent or partially consistent.
- 4.2.3 Policies found to be 'not consistent':
 - BNE3: Noise Standards;
- 4.2.4 Policies found to be "partially consistent" and relevant to this application included:
 - BNE2: Amenity Protection;
 - BNE4: Energy Efficiency;
 - BNE8: Security and Personal Safety;
 - BNE34: Areas of Local Landscape Importance;
 - BNE37: Wildlife Habitats;
 - BNE38: Wildlife Corridors and Stepping Stones;
 - L4: Provision of Open Space in New Residential Developments; and
 - L10: Public Rights of Way.
- 4.2.5 The remaining policies were considered by Medway Council to be consistent with the NPPF.
- 4.2.6 The relevant policies are summarised below.
- 4.2.7 **Policy S2: Strategic Principles** - The implementation of the development strategy set out in policy S1 will focus on:

- (i) Maintaining and improving environmental quality and design standards.
- (ii) A sustainable approach to the location and mix of new development, to provide local communities with a range of local facilities, (including transport measures to serve development and sensitivity in the use of energy and natural resources).
- (iii) The adoption of a sequential approach to the location of major people and traffic attracting forms of development, including retailing, leisure, educational and health facilities.

- 4.2.8 **Policy S4: Landscape and Urban Design** - A high quality of built environment will be sought from new development, with landscape mitigation where appropriate. Development should respond appropriately to its context, reflecting a distinct local character.
- 4.2.9 **Policy BNE1: General Principles for Built Development** - The design of development should be appropriate in relation to the character, appearance and functioning of the built and natural environment.
- 4.2.10 **Policy BNE2: Amenity Protection** - All development should secure the amenities of its future occupants, and protect those amenities enjoyed by nearby and adjacent properties, having regard to privacy; daylight & sunlight; noise; smell; emissions and traffic.
- 4.2.11 **BNE3: Noise Standards** – Requires developments to consider noise impacts on both existing and future users.
- 4.2.12 **Policy BNE4: Energy Efficiency** - Energy efficiency measures will be sought within development proposals, providing there is no detrimental impact on amenity.
- 4.2.13 **Policy BNE6: Landscape Design** - Major developments should include a structural landscaping scheme to enhance the character of the locality. Detailed landscaping schemes should be submitted before development commences. Landscape design should take into account manageability; views; landform; services; existing landscape features which should be retained and supporting wildlife.
- 4.2.14 **Policy BNE7: Access for All** - Development should be designed so that access to buildings and external circulation areas meets the needs of people with disabilities, the elderly and people with young children.
- 4.2.15 **Policy BNE8: Security and Personal Safety** - The design and layout of development should seek to maximise personal safety and the security of property.
- 4.2.16 **Policy BNE22: Environmental Enhancement** - Development leading to the protection and improvement of the appearance and environment of existing and proposed areas of development, transport corridors, open spaces and areas adjacent to the River Medway will be permitted.

- 4.2.17 **Policy BNE34: Areas of Local Landscape Importance (ALLI)** - Within the Areas of Local Landscape Importance defined on the Proposals Map, development will only be permitted if:
- (i) It does not materially harm the landscape character and function of the area.
 - (ii) The economic and social benefits are so important that they outweigh the local priority to conserve the area's landscape.
- 4.2.18 Development within an Area of Local Landscape Importance should be sited, designed and landscaped to minimise harm to the area's landscape character and function.
- 4.2.19 **Policy BNE37: Wildlife Habitats** – Protects important wildlife habitats.
- 4.2.20 **Policy BNE38: Wildlife Corridors and Steppingstones** - Development should, wherever practical, make provision for wildlife habitats, as part of a network of wildlife corridors or steppingstones.
- 4.2.21 **Policy BNE42: Hedgerow Retention** - Important hedgerows will be retained and protected.
- 4.2.22 **Policy BNE43: Trees on Development Sites** - Development should seek to retain trees, woodlands, hedgerows, and other landscape features that provide a valuable contribution to local character.
- 4.2.23 **Policy H3: Affordable Housing** - Where a need has been identified, affordable housing will be sought as a proportion of residential developments of a substantial scale. A substantial scale is defined as within the urban area, developments which include 25 or more dwellings or where the site area is 1 hectare or more.
- 4.2.24 **Policy H10: Housing Mix** - On sites larger than one hectare, where residential development is acceptable in principle, the provision of a range and mix of house types and sizes will be sought. This will include smaller units of accommodation suited to the needs of one and two person households, the elderly or persons with disabilities and housing that can be adapted for such use in the future.
- 4.2.25 **Policy L4: Provision of Open Space in New Residential Developments** - Where there is a proven deficiency, residential development proposals shall make open space provision, within an agreed timescale.
- 4.2.26 Residential development likely to be occupied by 100 people or more shall include well located local open space for formal recreation on-site at a standard equivalent to 1.7 hectares per 1,000 population and open space for children's play and casual recreation on-site at a standard equivalent to 0.7 hectares per 1,000 population. Provision of some or all of the formal open space off-site or the improvement or extension of an existing off-site facility will be permitted.
- 4.2.27 **Policy L10: Public Rights of Way** - Development which would prejudice the amenity, or result in the diversion or closure, of existing public rights of way will not be permitted, unless an acceptable alternative route with comparable or improved amenity can be provided

4.2.28 **Policy T2: Access to the Highway** - Proposals which involve the formation of a new access, or an intensification in the use of an existing access, will only be permitted where:

- (i) The access is not detrimental to the safety of vehicle occupants, cyclists and pedestrians.
- (ii) Can, alternatively, be improved to a standard acceptable to the council as Highway Authority.

4.2.29 **Policy T3: Provision for Pedestrians** - Development proposals shall provide attractive and safe pedestrian access. In all cases, they should maintain or improve pedestrian routes related to the site.

4.2.30 **Policy T4: Cycle Facilities** - Major trip attracting development proposals should make provision for cycle facilities related to the site. Secure cycle parking and associated facilities will be sought in accordance with the council's adopted cycle parking standards.

4.2.31 **Policy T13: Vehicle Parking** - Development proposals will be expected to make vehicle parking provision in accordance with the adopted standard.

4.3 Other Material Considerations

National Planning Policy Framework (NPPF)

4.3.1 The NPPF sets out the Government's planning policies for England and puts "the presumption in favour of sustainable development" at the heart of the planning system. Those sections of the NPPF which are relevant to the determination of this application include:

- Section 2 – Achieving Sustainable Development;
- Section 4 – Decision Making;
- Section 5 – Delivering a Sufficient Supply of Homes;
- Section 8 – Promoting Healthy and Safe Communities;
- Section 9 – Promoting Sustainable Transport;
- Section 11 – Making Effective Use of Land;
- Section 12 – Achieving Well-Designed Spaces;
- Section 14 – Meeting the Challenge of Climate Change, Flooding and Coastal Change; and
- Section 15 – Conserving and Enhancing the Natural Environment.

4.3.2 Central Government is currently consulting on amendments to the NPPF. Consultation closes on 03 March 2023. Whilst the consultation changes are a consideration, these attract very little weight in the decision making process, because of the stage they are at and the level of objection or support for the changes is currently unknown. Notwithstanding, proposed changes which are relevant to the determination of this application include:

- Emphasis on making sure development densities would not have an adverse impact on the local area;
- Requirement to build "beautiful"; and

- Use of planning conditions, to ensure there is clarity about the design of the development.

Planning Practice Guidance (PPG)

- 4.3.3 The Planning Practice Guidance (PPG) builds on the principles within the NPPF and provides further detailed technical guidance, with reference to relevant legislation and other advice. The PPG is a “living document” and is constantly being updated/reviewed.
- 4.3.4 As well as providing technical guidance, the PPG sets out the importance of good design. It advocates the need for good quality design which it considers as integral to achieving the fundamental objective of sustainable development. The relevant sections of the PPG are listed below:
- Climate Change;
 - Design;
 - Effective Use of Land;
 - Flood Risk and Coastal Change;
 - Housing: Optional Technical Standards;
 - Natural Environment; and
 - Noise.

Supplementary Planning Guidance (SPG)

- 4.3.5 Medway Council has in place a number of supplemental policies and guides. Those relevant to this application include:
- Landscape Character Assessment, 2011
 - Housing Design Standards, 2011
 - Interim Residential Parking Standards, 2014
 - Medway Guide to Developer Contributions & Obligations, Updated April 2022 (provides guidance on affordable housing design)

5 Planning Appraisal

5.1 Introduction

- 5.1.1 The following section appraises the proposals against relevant National and local planning policy. It further considers compliance with requirements of the S106 and planning conditions attached to the Outline permission.

5.2 Principle of Development & Phasing

- 5.2.1 This application seeks approval for Phase 1 of the development permitted pursuant to Outline permission MC/19/0765. Through the granting of the Outline permission the principle of development has thus been established as acceptable and does not require further consideration in this statement.
- 5.2.2 The extent of Phase 1 further accords with the approved Phasing Plan (Appendix A), as approved pursuant to Condition 7 (application ref MC/22/2727).
- 5.2.3 The approved Phasing Plan is accompanied by a Phasing Table which confirms that Phase 1 shall comprise the following:
- Circa 100 homes;
 - NEAP;
 - Improvements to PROW RC9;
 - Woodland improvements and habitat creation;
 - Enhanced links to Capstone Country Park;
 - Road layout, pedestrian and cycle networks; and
 - Informal kickabout.
- 5.2.4 How the proposals incorporate the above requirements is addressed throughout this section.

5.3 Site Access

- 5.3.1 Access into Phase 1 is already approved under the Outline permission as detailed at Condition 5 and is therefore not a matter for determination under this RM, representing a fixed point on the layout. Final detailed design of the roundabout access is secured under Condition 35, which will be subject to a separate submission. The layout considered further below has however been developed to ensure that it dovetails with the approved access arrangements as also demonstrated in the supporting Technical Note prepared by Velocity.
- 5.3.2 The development proposals therefore provide an acceptable access into the Site, which satisfies the requirements of MLP Policies T2, T3 and T4, with regard to the formation of new accesses and the provision of pedestrian and cycle facilities.

5.4 Layout

- 5.4.1 As demonstrated in the DAS the Site layout has been shaped by a number of opportunities and constraints, specifically the topography of the Site which has mostly informed the general arrangement to achieve a suitable drainage solution, adoptable roads and meet accessibility requirements. Where possible the layout

has worked with the typography of the Site with houses moving down the slope as it falls from north to south. Streets 2 and 3 are then stepped either side of the central tree belt to address the fall from west to east. This stepping of the streets has reduced the height of retaining features, which are unavoidable owing to the level changes.

- 5.4.2 Houses have been oriented to address open spaces and streets to ensure street frontages are active whilst providing passive surveillance. How houses address the streets vary throughout the phase and reflect a hierarchy of routes and spaces. For example, plots 1-4 are the only homes which are served from the rear, to ensure a verdant site entrance.
- 5.4.3 Due to the established tree belts on the boundaries of the residential area, development backs onto these boundaries to ensure houses achieve good levels of daylight and sunlight. Boundaries to rear gardens to plots 5-46 further provide protection from noise from North Dane Way.

Circulation & Accessibility

- 5.4.4 The layout provides for good levels of accessibility for vehicles, pedestrians and cyclists, through the provision of dedicated routes and shared spaces forming part of a hierarchy of movement across the Phase. This Phase is too small to be serviced by a bus route. However, bus routes can be accessed via North Dane Way which the layout connects with. Further footpath/cycle connections are also provided in the open space and will eventually provide connections to the north and future phases of development, including the link road providing further access to public transport opportunities.
- 5.4.5 Roads have been designed to adoptable standards and routes within the open spaces have been carefully designed to ensure path gradients are suitable for all to use. The "stramp" in the south of the Site is the only route not fully DDA compliant, because a fully ramped solution is too steep owing to the change in levels between Streets 2 and 3. However, on balance this is considered acceptable because of the design benefits of delivering the connection and the availability of other DDA compliant routes connecting the streets.
- 5.4.6 PROW RC9 is positively addressed and forms part of a linear pocket park bisecting the Site providing green relief and an area of transition between the north and south of the development area. Homes are oriented to front onto this space. Where this is not possible in respect of plots 11,14, 85 and 91 (where they also address other streets), side windows are provided.
- 5.4.7 The supporting Technical Note prepared by Velocity provides additional swept path analysis confirming that the Site is accessible and safe for vehicles and is serviceable for refuse collection (also addressed below). It further confirms that the roads are designed to support low traffic speeds (15mph) to ensure a safe environment for all users.

Crime Prevention Measures

- 5.4.8 As required by Condition 30 the DAS sets out measures that have been incorporated which contribute to creating a safe place to live. Key attributes include:

- Buildings have been generally orientated back-to-back or back onto existing woodland to ensure rear gardens are enclosed and protected, providing private rear amenity space for all dwellings;
- Public open spaces are well overlooked by the surrounding built form;
- All routes are necessary and serve a specific function or destination;
- The need for rear alleys has been minimised, with the majority of homes provided with side rather than rear access to gardens;
- The ownerships and responsibilities for external spaces is clearly identified and the proposals facilitate ease of maintenance and management;
- Natural surveillance is promoted wherever possible; and
- Architectural details which promote natural surveillance and the active overlooking of spaces are included in the proposed dwellings, not only through window positioning, but also through the size of windows in key locations, offering further angles of natural surveillance.

Refuse Collection

- 5.4.9 In accordance with Condition 31, the DAS includes a Site Waste Management Plan (Refuse Strategy) and the RM submission is accompanied by a Refuse Strategy Plan. As detailed in the DAS, majority of roads are designed to be adopted and thus suitable for refuse vehicles (also see Velocity Highway Technical Note for the indicative adoption plan). Only the most southerly section of Street 3 serving plots 73-75 is not proposed for adoption.
- 5.4.10 All dwellings are provided with either a garage or shed in the rear garden where bins can be stored if required. Where bins are stored in sheds in the rear gardens, these can be pulled forward to the front of the house by side gates or alleys for kerb side collection. In respect of plots 73-75 where carry distances are over 25m a collection point is provided.

Ancient Woodland Buffer

- 5.4.11 As demonstrated on the layout, built development is positioned outside the 15m buffer to the Ancient Woodland.
- 5.4.12 The proposals deliver an appropriate layout for the Site, having had regard to the built and natural environment and will secure a safe setting, in accordance with the principles set out in MLP Policies BNE1 and BNE8. It ensures suitable provision is made for an integrated network of routes which support a variety of modes of transport as sought by MLP Policies T2-T4. Allied to this, due regard has been given to the Ancient Woodland are required by MLP Policy BNE37 and the NPPF (para 180).

5.5 Amount of Development

- 5.5.1 The approved Phasing Plan and Table pursuant to Condition 7, identifies the indicative capacity of this Phase is 100 homes. Through, detailed design analysis

and technical input 91 homes has been determined appropriate, reflecting the Site constraints whilst still making the most efficient use of this greenfield site.

- 5.5.2 The development proposals achieve an average density of just 33dph, which reflects the character of local area, helping to assimilate the proposals into the surrounding environment. Within this average, densities vary across the Site, with higher densities on Street 1 in the north and lower densities in the south. The variation in density supports the creation of distinct character areas, creating a sense of place and reinforcing a hierarchy of routes and spaces.
- 5.5.3 Variation in density allows for the use of different building forms and arrangements, with development being closer together in the north, with a looser form of development in the south, characterised by more detached properties.
- 5.5.4 Having regard to the layout and the other matters considered in this section, the amount of development proposed is assessed as being appropriate, supports the general principles of built development in MLP Policy BNE1, and whilst making the most efficient use of the Site (NPPF, Section 11).

5.6 Housing Mix

- 5.6.1 The proposals provide a mix of housing ranging from 2 to 5 bedroom properties. Positioned in the most southerly extent of the wider site and because of the tight constraints around typography and trees, Phase 1 is not well positioned to include smaller/flatted development, which will be better positioned towards the centre of the wider development and link road. Phase 1 is therefore characterised by housing which is considered appropriate to its context and location as illustrated in the DAS.
- 5.6.2 In accordance with MLP Policy H10 the range of housing proposed provides a good mix of homes including suitable homes for 1 and 2 person households.
- 5.6.3 The mix has been informed by pre-application discussions with Medway Officers and was considered acceptable meeting a range of needs.

Affordable Housing

- 5.6.4 In line with the S106 Agreement, the proposal comprises 25% affordable homes (total 23) of which 60% are social rent and 40% intermediate. The S106, sets an approximate affordable housing mix for the wider site, comprising:
 - 1 bed = 30% (60 homes)
 - 2 bed = 30% (60 homes)
 - 3 bed = 30% (60 homes)
 - 4 bed = 5% (10 homes)
 - 5 bed = 5% (10 homes)
- 5.6.5 The above approximate split will be delivered across the 200 homes delivered by the entire development area. Table 5.1 below confirms the housing mix for Phase 1, which has been agreed as acceptable with MC Officers in pre-application

discussions, taking into account the Site context and is in keeping with the character of Phase 1. The development proposals will therefore significantly contribute to meeting the above identified affordable housing nos.

Table 5.1: Affordable Housing Mix			
	Affordable		Total
No.Beds	Rent	Shared Ownership	
2 beds	2	3	5 (21%)
3 beds	12	4	16 (70%)
4 beds	-	2	2 (9%)
Total	14	9	

- 5.6.6 It is a further requirement of the S106 that 50% of all the affordable homes that 50% will be M4(2) compliant. In this phase 100% compliance has been achieved. The S106 further seeks the provision of M4(3) homes (target 5%). However, owing to the Site constraints, this has not been possible in this phase, but this can be addressed elsewhere across the wider site (the requirement is not on a phased basis).
- 5.6.7 The affordable homes are well distributed across the Phase in three areas, appearing in groups of 6, 7 and 10 homes for reasons of management. As confirmed in the DAS, the houses are designed to be tenure blind.
- 5.6.8 The affordable housing accords with MLP Policy H3, the provisions in the S106 and the design requirements set out in the Medway Guide to Developer Contributions and Obligations.
- 5.6.9 Overall, the development proposals provide a good housing mix that accords with the requirements of MLP Policies H3 and H10. The housing further supports the creation of mixed and balanced communities through the mix of housing typologies and tenures proposed, as advocated in the NPPF (Section 5).

5.7 Appearance

- 5.7.1 Different street typologies and architectural treatments are proposed to provide visual interest and variety, whilst maintaining a coherent design that reinforces a sense of place and character. A detailed design response is set out within the DAS, explaining the rationale for the choice of built form, materials and vernacular detailing. In addition, it details how the proposals have responded to external feedback and input.
- 5.7.2 The architectural style uses a simple pallet of materials which is deployed in different ways through the use of contrasting bricks, brick detailing, grey detailing and horizontal boarding to create a contemporary aesthetic.
- 5.7.3 As explained in the DAS, the architectural approach including the positioning of buildings and how they relate to each other, as well as roads and spaces, reinforces and compliments the road and spatial hierarchy, further aiding legibility and creation of distinctive streets.

- 5.7.4 The DAS demonstrates that the proposals will deliver a high quality and distinctive development which has its own unique character complementing and enhancing the character of the surrounding area. The development proposals thus accord with MLP Policy BNE1 and supports the aims of the NPPF (para 130) to deliver well-designed places which are visually attractive and establish a strong sense of place.

5.8 Scale

- 5.8.1 The Outline application was accompanied by an Environmental Statement (ES), which included a series of parameter plans designed to establish the built envelope of development to minimise environmental effects. This included a heights parameter plan (included in the DAS). Whilst not approved, it continues to provide relevant guidance on the appropriate scale of development across the entire site based on landscape considerations.
- 5.8.2 Phase 1 is identified as an area of two storey development. The development proposals mainly accord with this principle, with 2.5 storey being used in only key locations at the entrance into the Site (plot 89) and in locations to punctuate the street scene/terminate vistas.
- 5.8.3 Where there are 2.5 storey houses, these are mainly concentrated to the south of the PROW where the Site is visually contained by boundary vegetation. To the north of the PROW, 2.5 storey properties look towards Street 1 and North Dane Way and not towards the countryside to the east, from where they will appear 2 storey in form (looking towards the Site from the east).
- 5.8.4 As set out in the supporting DAS, the scale of development is considered entirely appropriate taking into account the Site context and use of slightly taller buildings to enhance legibility and add visual interest. The proposals thus accord with MLP Policy BNE1 and the design objectives of the NPPF (para 130).

5.9 Residential Amenity

Space Standards

- 5.9.1 All homes are NDSS compliant with the homes also meeting M4(2) standards. The proposals satisfy the Council Housing Design Standards 2011 in this regard and meet further enhanced accessibility requirements in line with the aims of MLP Policy BNE7.

Private Amenity Space

- 5.9.2 All homes are provided with good sized rear gardens, providing all residents with private amenity space. All homes also benefit from good access to the wider public open space via shared surfaces, footpaths or cycleways.
- 5.9.3 Due to the linear nature of the layout, there are few back-to-back relationships between houses. Where such instances occur 21m back-to-back distances are achieved to protect the private amenity of residents, in accordance with MLP Policy BNE2.

Daylight & Sunlight

- 5.9.4 In accordance with Condition 32, a full Sunlight & Daylight Assessment, prepared by Right to Light Consulting Ltd, accompanies the RM to demonstrate that the proposed residential dwellings will achieve suitable sunlight and daylight levels in accordance with BRE Guidance.
- 5.9.5 The assessment is based on the submitted layout, engineering layout and tree survey to ensure variances in levels, retaining features and tree canopy cover is taken into account. The assessment confirms that:
- 96% of all habitable rooms tested meet or surpass the BRE minimum winter recommendations, which represents the worst case scenario;
 - The development satisfies the BRE exposure to sunlight guidance; and
 - That 59% or more of the area of each amenity space will receive at least two hours of sunlight on 21 March, exceeding the BRE recommendation of at least 50% of any garden or amenity space.
- 5.9.6 The conclusions of the report are that “it demonstrates that the proposed development design achieves a very high level of compliance with the BRE recommendations. In our professional opinion, the proposed design will provide the development’s future occupiers with adequate levels of natural light.” The proposals therefore enjoy adequate levels of amenity in accordance with MLP Policy BNE2.

5.10 Noise

- 5.10.1 To ensure the Site layout integrated acoustic mitigation measures at the outset, the RM submission is accompanied by a Noise Assessment prepared by Entran. The report has been prepared in accordance with the requirements of Condition 28 which seeks the submission of a scheme that minimises the transmission of noise from identified noise sources. In the case of Phase 1, this comprises vehicle movements travelling along North Dane Way.
- 5.10.2 The assessment confirms that noise levels at dwellings overlooking North Dane Way will fall 10dB below the background noise levels as required by the condition. In addition, through the use of suitable fencing to the gardens which back onto North Dane Way, noise levels within gardens will also be suitable.
- 5.10.3 The proposals thus accord with MLP Policy BNE2 in this regard.
- 5.10.4 Overall, the development enjoys good levels amenity ensuring the residents live in a high quality and pleasant environment.

5.11 Energy Efficiency

- 5.11.1 In accordance with Condition 34, Section 3 of this Statement and the DAS sets out that the proposals will incorporate a range of measures which are designed to both reduce energy consumption and derive energy (in part) from renewable sources and thus reduce carbon emissions. In line with the interim Building Regulations all homes will achieve a 31% reduction in CO2 emissions beyond current regulations. EV charging will further be provided, as set out under the section on “Parking”.

- 5.11.2 As sought by MLP Policy BNE4, the homes incorporate high standards of insulation and incorporate energy efficiency technology including the use of solar panels. As described in the DAS the precise location of solar panels on individual roofs is currently unknown and will be informed by future technical design. The detail of this is therefore proposed to be conditioned.
- 5.11.3 Gas will continue to be used, in accordance with the requirements of Building Regulations which currently continues to allow for its use as the industry moves towards zero carbon. However, as required by Condition 43, all gas fired boilers installed in dwellings shall meet a minimum standard of <40mgNOx/kWh or higher where the standard is exceeded by the requirements of Building Regulations.
- 5.11.4 Policy BNE4 further refers to other design measures to support energy efficiency, including the siting, orientation and form of housing. As already outlined, the levels across the Site have shaped the proposals limited the number of homes which could face south. However, as determined by the Daylight & Sunlight Assessment all homes experience good levels of natural day light.

5.12 Parking

- 5.12.1 Table 5.2 below summaries parking provision against policy requirements.

Table 5.2: Summary of Parking Requirements against Provision				
	Minimum Spaces	No Homes	Required Provision	Proposed
2 bedroom	1.5	9	14	178
3 bedroom+	2	82	164	
Total		91	178	
Visitor Parking	0.25 per dwelling		22	20

- 5.12.2 In addition, 47 garages are also provided, however these fall short of the Council's advocated minimum space standards and therefore not counted.
- 5.12.3 As acknowledged in the supporting Technical Note, prepared by Velocity, parking provision falls just short of the Council's parking standards (short by 2 visitor spaces). However, this is considered a very minor shortfall and would not result in overspill parking in the surrounding area. As such the proposals do not give rise to such a conflict with Policy T3, that the development is unacceptable, taking into account the other sustainable transport modes the development supports.
- 5.12.4 As required by Condition 16, the submitted "Parking Strategy" plan and DAS demonstrates that EV charging will be provided at a ratio of 1 per private driveway and one EV per 10% of parking spaces within communal areas, which in this stance applies to the visitor spaces only (there is no other communal parking).
- 5.12.5 Where EV charging is provided on plot, this will be in the form of 7kw charging socket. EV provision for visitors will be provided in the form of a pillar.
- 5.12.6 The provision of EV charging accords with the NPPF (para 112e).

5.13 Open Space & Landscaping

- 5.13.1 Open space makes up a very significant proportion of the Site, accounting for 57% of the Site area.
- 5.13.2 The DAS describes in detail the approach to the open space and landscape design across Phase 1, informed by the ES accompanying the Outline application and the wider landscape framework for the wider site and illustrative masterplan. This established the general distribution of open space across the development, responding to wider landscape considerations and distributing a range of recreational opportunities across the development, including within Phase 1.
- 5.13.3 The landscape strategy for the Site comprises two distinct areas, one for the residential development and one for the recreational open space, concentrated in the north and north-east of the Site. Within these areas, different character areas have been identified, which support the street hierarchy and reinforce the form and function of the open spaces.
- 5.13.4 The DAS demonstrates that the landscape design has been integral to the design approach and will positively contribute to the distinctive character of the development in line with the aims of MLP Policy BNE2 whilst responding to the sensitivities of the wider landscape in line with MLP Policy BNE34.

Equipped Play & Kickabout

- 5.13.5 In line with the wider illustrative masterplan proposals considered under the Outline, it remains appropriate to locate the equipped play and kickabout area adjacent to the entrance into the Site. This is the flattest part of the Site and is easily accessible to future residents of the development as well as the existing neighbouring community.
- 5.13.6 In accordance with the approved Phasing Table (Condition 7) the equipped area comprises a NEAP providing a wide range of recreational opportunities. To ensure children remain safe when using the NEAP, the area is fenced closest to the road.
- 5.13.7 The kickabout area compliments the NEAP and caters for slightly older children providing informal space for football and other grass sports.
- 5.13.8 The equipped play contributes to meeting overall open space requirements across the wider site as required by MLP Policy L4.

Informal Recreation

- 5.13.9 Informal recreational opportunities are further provided through the open space on the east of the Site, which incorporated walking and cycling routes and provides further opportunities for informal play, supplemented by pocket parks positioned in the location of the PROW and "Stramp", inviting residents and visitors to explore and engage with the open spaces within the development.
- 5.13.10 The informal open space further compliments the equipped play to ensure it meets a range of needs, supporting the creation of vibrant and healthy communities (NPPF, Section 8). It also contributes to overall open space requirements as set under MLP Policy L4.

PROW

- 5.13.11 Condition 14, requires that the RM includes details of improvements to PROW RC9. Full details are included in the landscape drawing pack and confirm the route will be upgraded to self binding gravel along most of its length, except where it meets roads and footways, where it will be tarmac. Where the path traverses the residential development, its general environment will be further enhanced through the provision of play and seating opportunities. The path will be retained on its current alignment and thus accords with MLP Policy L10.

Trees

- 5.13.12 In accordance with the NPPF (para 131) trees make an important contribution to the character and quality of urban environments. Planning decisions should ensure that new streets are tree lined, a feature which is evident and present throughout the proposals.
- 5.13.13 Trees have been incorporated through the development and along streets, having regard to the location of future services and facilities as well as lighting. The Highway Technical Note includes an indicative lighting design, which has been formative to the proposals, to ensure the trees proposed can be delivered.
- 5.13.14 The landscape proposals further incorporate opportunities to bolster existing and establish new woodland on the Site, including enhancing the buffer to the Ancient Woodland.
- 5.13.15 It is proposed that a largely native palette will be used in the parkland and open spaces with ornamental species within the residential development.
- 5.13.16 The tree strategy for the Site is designed to compliment the established trees which define the boundaries of the Site and mitigate for any losses which are necessary to facilitate the development. This is as detailed on the submitted Tree Protection Plan prepared by Jago Keen and accompanying Arboricultural Method Statement, which complies with the requirements of Condition 26.
- 5.13.17 The Tree Protection Plan confirms that tree losses will be localised and concentrated at the already approved site access, alongside more limited removals on the Site's eastern boundary. Trees to be removed comprise category B2 trees and their loss will be more than mitigated for through replacement planting across this Phase and the wider site.
- 5.13.18 The proposals satisfy the requirements of MLP Policy BNE34 in respect of trees and meet the requirements of the NPPF (para 131).

5.14 Ecology

- 5.14.1 The Site is an actively managed arable field of limited ecological value due to the monoculture and management processes. However, a range of habitats, including Ancient Woodland, woodland, hedgerows and tree lines are present on and surrounding the Site. All are considered to be of ecological value.
- 5.14.2 The proposals have been designed to retain the habitats of higher ecological value and new landscape features have been included to offset any losses, enhance habitat linkages, and provide new habitats such as wetlands. These created

habitats have been designed specifically to provide new opportunities for a range of species which have been recorded, including dormice and bats which utilise the woodland edges and tree lines for foraging and commuting. There are no reptiles present in Phase 1.

- 5.14.3 Higher-value habitats have been designed within the development to help achieve a 20% BNG increase in the value throughout the Site and wider development. Habitat creation including species-rich grassland, meadow planting, new woodland and scrub habitat, creation of tree lines, hedgerows and wetland habitats provides robust ecological networks supporting landscape linkages ensuring a biodiversity net gain post-development.
- 5.14.4 The woodland and scrub habitat has been designed to provide habitat for dormice as well as a range of wildlife. Management of the proposed grassland will encourage wildflowers, to provide enhanced opportunities for insects and other species. The wetland will offer a new habitat not currently present within the Site and will increase its biodiversity value.
- 5.14.5 The significant enhancements via habitat creation, offsite management enhancements (secured via the S106) and improved management of existing habitat will enhance opportunities for protected species post-development.
- 5.14.6 Other enhancements are also incorporated include bird, bat and insect boxes, hedgehog highways and other features such as log pile homes and hibernacula.
- 5.14.7 The proposals satisfy the requirements of MLP Policies BNE37 and BNE38 and will deliver BNG as required by the NPPF (para 174).

5.15 Drainage & Levels

- 5.15.1 The Site is not within an area of flood risk lying in flood zone 1. The RM submission is accompanied by drainage details which satisfy the requirements of Condition 19.
- 5.15.2 The submitted drainage details demonstrate that the proposals will not increase the risk of flooding on or off the Site and that surface water can be appropriately managed through a range of treatments which have been integrated into the development proposals. The proposals thus accord with the NPPF (para 167 & 169) in this regard.
- 5.15.3 Throughout the description and analysis of the proposals, the approach to levels has been assessed and demonstrated that the design approach will achieve a high quality development, in line with the aims of the NPPF and MLP Policy BNE1.

5.16 Sustainability

- 5.16.1 Having regard to the assessment undertaken and three objectives of sustainable development, "Economic", "Social" and "Environmental" as defined in the NPPF (para 8), the proposals will contribute to the delivery of sustainable development thought:
 - **Economic:** Delivering housing in a sustainable location supporting growth by securing housing to support jobs and businesses alongside providing job

opportunities over its delivery period. As part of the wider development it will further secure local infrastructure such as a site for a new primary school, community facility/nursery and link road. Jobs will also be created through the provision of new retail floorspace.

- **Social:** Deliver much needed housing including affordable housing meeting a range of needs. Setting the development in significant areas of open space which provides a high-quality setting and supports healthy and social communities. Providing a well-designed development that feels safe and is accessible to all.
- **Environmental:** Makes the most efficient use of a greenfield site and improving its biodiversity. Incorporating measures that will mitigate and adapt to climate change, including reducing CO2 emissions through incorporating renewable energy technologies and, enhancing energy efficiency of homes. Other measures include specifying resilient planting, incorporating SuDS which allow for climate change and supporting sustainable travel.

5.16.2 The proposals are therefore assessed contributing to the delivery of sustainable development.

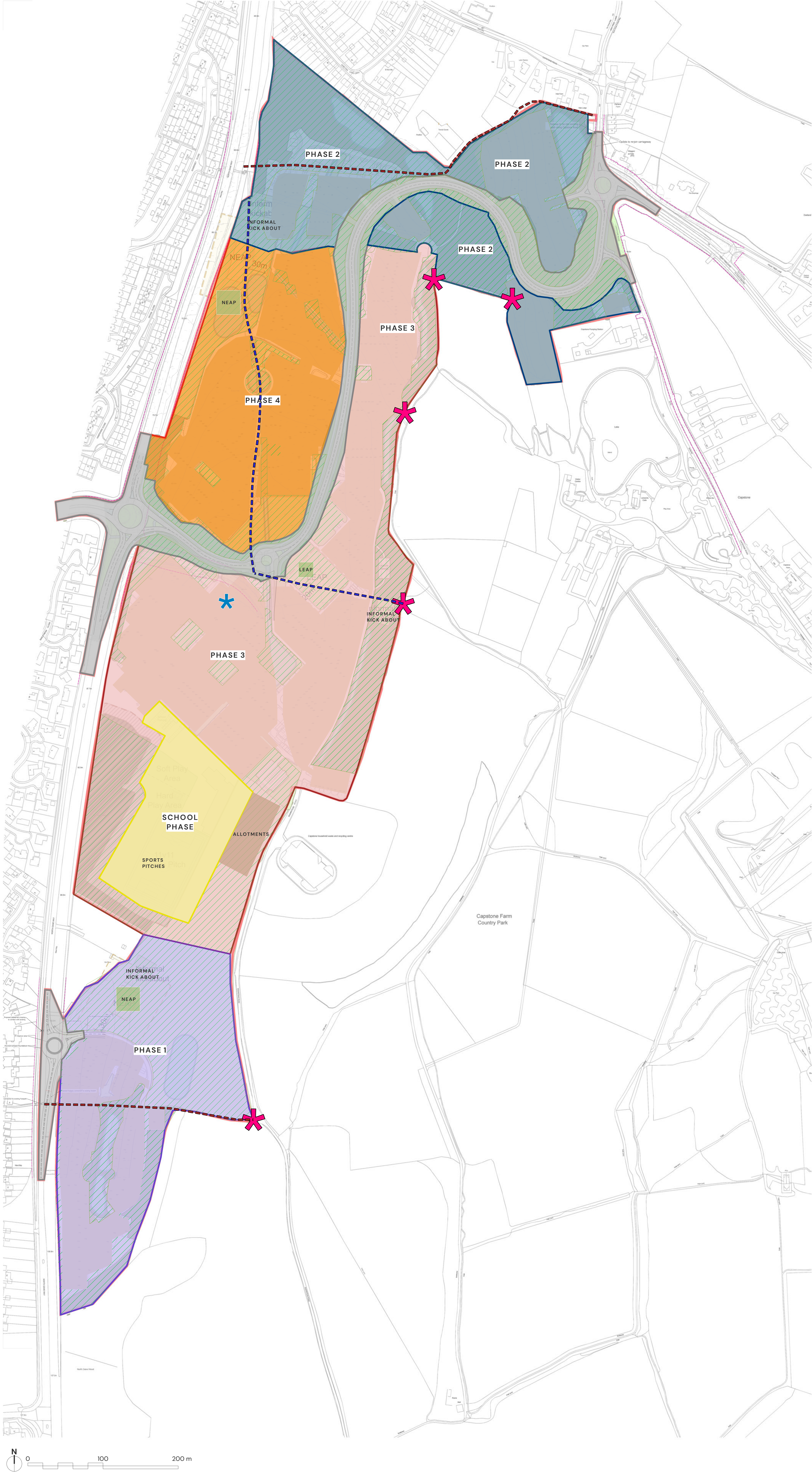
6 Summary and Conclusion

- 6.1.1 A reserved matters (RM) application has been submitted to Medway Council by DHA Planning on behalf of Taylor Wimpey UK Ltd and FD Attwood and Partners in relation to Phase 1 of the development at East Hill. The RM is pursuant to the grant of Outline planning permission ref. MC/19/0765 (allowed at appeal under ref. APP/A2280/W/21/3280915).
- 6.1.2 Reserved matters permission is sought for
- "Phase 1 pursuant to outline permission ref. MC/19/0765 for the erection of 91 homes, including affordable housing together with associated access, parking, landscaping, open space, equipped play, infrastructure and earthworks"*
- 6.1.3 The principle of development is already accepted in the Site. The RM simply seeks approval for the final form and arrangement of development of this Phase, together with the associated open space.
- 6.1.4 Phase 1 accords with the boundaries and infrastructure requirements as identified on the approved Phasing Plan and Table approved pursuant to Condition 7.
- 6.1.5 Phase 1 is the first phase of a multi-phased development delivering up to 800 homes, site for a new primary school, community or nursery facility, new link road and retail floorspace. The proposals have been informed by pre-application consultation with Officers at Medway Council, Kent Design Review Panel and community engagement.
- 6.1.6 As demonstrated through this statement and the supporting documents, the proposals will deliver an attractive and distinctive development that respond to its setting, whilst creating an environment with its own unique character that will complement the local area. The proposals will offer high quality and sustainable living conditions and accommodation, responding positively to the local vernacular and context.
- 6.1.7 The proposals satisfy all relevant conditions of the Outline permission, S106 Obligations in respect of affordable housing and is demonstrated to accord with relevant Local and National planning policy.
- 6.1.8 It is the conclusion of this Statement that the proposals deliver a high quality and sustainable development that accords with adopted planning policy and thus should be approved without delay in accordance with the NPPF (Para 11c).

APPENDIX

A





KEY:

- ACCESS INFRASTRUCTURE PHASE (VIA CONDITION 36)
- RMA HOUSING PHASE 1 (CIRCA 100 DWELLINGS)
1 x NEAP
1 x Informal kickabout area
- RMA HOUSING PHASE 2 (CIRCA 100 DWELLINGS)
- RMA HOUSING PHASE 3 (CIRCA 400 DWELLINGS)
1 x LEAP
1 x Informal kickabout area
3 x Retail units on ground floor of apartments
- RMA HOUSING PHASE 4 (CIRCA 200 DWELLINGS)
1 x NEAP
1 x Informal kickabout area
- SCHOOL PHASE (MINIMUM 3 HA)
To include a multi-use games area/ 11 v 11 sports pitch.
- INDICATIVE LOCATION OF RETAIL UNITS (UP TO 150 SQ M)
- ALLOTMENTS
- INDICATIVE GREEN INFRASTRUCTURE (MINIMUM 19.53 HA)
(Includes open space, play areas, woodland improvement and habitat creation. Play areas to be delivered as part of phase.)
- PUBLIC RIGHTS OF WAY
- UNDESIGNATED FOOTPATHS
- POTENTIAL CONNECTIONS TO CAPSTONE COUNTRY PARK (SUBJECT TO LEVELS AND DETAILED DESIGN)

NOTE: Drainage infrastructure to be delivered alongside each phase.