

Planning Committee – Supplementary agenda

A meeting of the Planning Committee will be held on:

Date: 14 March 2018

Time: 6.30pm

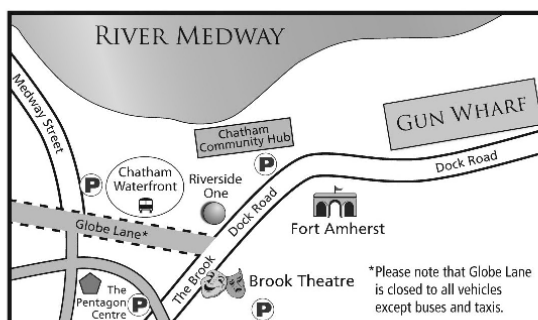
Venue: Meeting Room 9 - Level 3, Gun Wharf, Dock Road, Chatham ME4 4TR

Items

- 18 Additional Information - Supplementary agenda advice sheet (Pages 3 - 12)**

For further information please contact Ellen Wright, Democratic Services Officer on Telephone: 01634 332012 or Email: democratic.services@medway.gov.uk

Date: 14 March 2018



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A summary of this information can be made available in other formats from **01634 333333**

If you have any questions about this meeting and you want to speak to someone in your own language please ring **01634 335577**

বাংলা 331780
中文 331781

ગુજરાતી 331782
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Русский 332374
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Medway Council

PLANNING COMMITTEE – 14 March 2018

Supplementary Agenda Advice

Minute 753 MC/17/1270
Rochester

Land East of Formby Road, Halling,

Chairman and spokes agreed refusal wording as set out on page 15.

Page 26 MC/17/3687
Rainham, Gillingham ME8 7NL

Berengrave Nursery, Berengrave Lane,

Planning appraisal

S106 matters

Total S106 contribution figure on page 48 should be £998,972.21 and includes £60,876.40 towards sixth form at Rainham Mark Grammar school and £15,000 towards improvements towards highway capacity and junction of A2/Birling Avenue.

Page 50 MC/17/2767
Wayfield, Chatham ME5 0BG

Chatham Golf Centre, Street End Road,

Recommendation

Delete Condition 23 as it replicates Condition 11

Amend Condition 26 to read:

Within 3 months from the date of the commencement of the development hereby permitted details of an external lighting scheme for the site comprising street lighting, lighting arrangement for the car park courts areas, including its height, position, external appearance, any shielding, light intensity and spillage (such as light contour or lux level plans showing the existing and proposed levels), together with a report to demonstrate its effect on nearby residential properties and how this effect has been minimised shall be submitted to and approved in writing by the Local Planning Authority. The approved lighting shall be installed prior to the first occupation of the dwelling houses associated with each car parking court area and shall thereafter be retained.

Re-number conditions 24, 25 and 26 to 23, 24 and 25 to reflect the deleted condition.

Recommendation

Amend S106 contribution to read:

ii) Payment of £54,528.08 toward planting and maintenance of new trees in the locality in place of trees to be removed on the highway

Amend Condition 2 to read:

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

V13620-SK02 Rev H, 13620-170 Rev A, 13620-171 Rev A, 13620-172 Rev B, 13620-173 Rev A, 13620-174 Rev B, 13620-175, 13620-176 Rev A, 13620-177 Rev A, 13620-178 Rev A, 13620-179 Rev A, 13620-180 Rev A received 11/12/17 and 29/01/18.

Amend the following paragraphs:

Representations

The applicant has emailed members of the planning committee a leaflet about the proposal which is attached to this supplementary agenda for reference.

Planning Appraisal

Highway Issues

Traffic Impact

Page 92 3rd paragraph refers to year 2223, it should be year 2023.

Parking

Page 93 Refers to a loss of 175 car parking spaces, it should be 177 (the resultant overall numbers are correct).

Page 95 Final paragraph refers to "noise from delivery vehicles". The words "delivery vehicles" should be deleted.

Page 100 MC/17/4243 59 Twydall Lane, Twydall, Gillingham
ME8 6JE

Representation

A letter addressed to the Members of the Planning Committee has been received from Councillor Anne-Claire Howard in support of the application. A copy of the letter is attached to this supplementary agenda.

17 further letters have been received in support of the application.

Page 106 MC/17/3572 Land West of Merryboys Farm House,
Cooling Common, Cliffe Woods

Representation

Additional letter of representation has been received raising the following:

- Do not want development to go ahead but if it does could it be started after the development down the road has finished as they will be otherwise be living between two building sites.

Page 126 MC/17/4131 Land Adjacent South View, Sharnal
Street, High Halstow, Rochester, Kent ME3 8QR

Recommendation

Amend reason for refusal to read:

The proposed development by reason of the creation of an additional residential curtilage and the erection of a dwelling in this location would result in an unsustainable form of development in the countryside, a distance away from services and facilities, where future occupants would be heavily reliant on the private car. It has not been sufficiently demonstrated that the proposal would enhance or maintain the vitality of the rural area in meeting the set principles for sustainable development, and the adverse environmental impact would outweigh its modest economic and social benefit. The proposal would conflict with Paragraphs 7 and 55 of the National Planning Policy Framework, and Policies BNE1, BNE25 (i) and ~~H11~~ of the Medway Local Plan 2003.

Page 146 MC/17/4383 158 Canterbury Street, Gillingham ME7
5UB

Representation

A letter objecting to the application has been received from the resident of No. 160 Canterbury Street, summarised as follow:

- Noise and odour from the proposed takeaway use
- Overlooking and loss of privacy to garden
- Over concentration of food outlets on Canterbury Street
- Additional stress on parking on the street
- Problems with rats and mice

Recommendation

Approval subject to:

- A. The submission of a Unilateral Undertaking under Section 106 of the Town and Country Planning Act 1990 to secure £223.58 towards Designated Habitats Mitigation.

Representation

Additional letter of objection has been received from the owner/occupier of No. 79 Luton Road. The letter raises no additional issue that have not already been considered in the report to committee.

Page 170 MC/18/0220 Blooms Place, 542 Lower Rainham Road,
Rainham, Gillingham ME8 7TF

Recommendation

Delegated Authority is sought to issue a decision in line with Committee resolution, once the consultation period ends on 26 March 2018 (as a new site notice had to be displayed), subject to any representation received not raising issues not already considered within the report.

Additional condition

Condition 3

Prior to its installation on site the following additional details/plans shall be submitted to and approved in writing by the Local Planning Authority:

- Elevation of 1:20 to show the setting out of the stone for the window (WG04) and how this meets with the proposed infilling of the door for window

The development shall be implemented in accordance with the approved details and shall thereafter be retained.

Reason: To ensure that the architectural and historical character of the listed building is maintained, in accordance with Policies BNE1 and BNE17 of the Medway Local Plan 2003.

Councillor Anne-Claire Howard

Twydall Ward

To Diane Chambers, Chairman of the Planning Committee and the Committee Members

Representation for Mr Steve McClelland, MC 17 4243 59 Twydall Lane

As the only Councillor for Twydall who can make representations to the Committee given my two fellow Ward Councillors sit in this Committee, I would first like to apologise for not being here in person but circumstances prevent me from it.

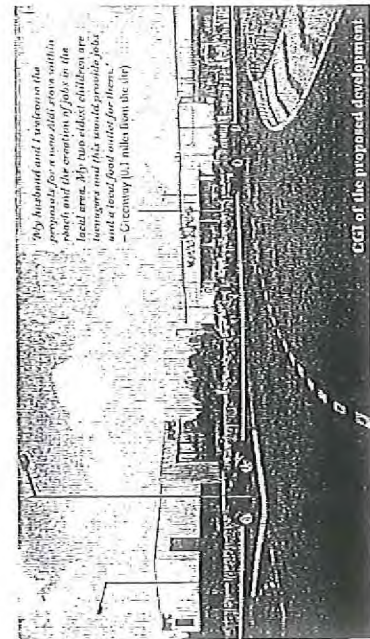
I would like simply to ask that you look at this application with an open mind. The applicant was granted planning permission. In good faith he made a few minor changes. These were signalled to the Council by neighbours with whom he has ongoing issues and who are not affected by the build. The Council came to measure the build with no adequate tools and made a decision to reject the amended application. Most of the neighbourhood supports the build and it is being done to house a growing family which used to live on Council property.

Hard working people should be given a chance to improve their lives.

Given the history of shocking retro-active planning permissions granted throughout Medway and our growing need for housing, I hope you will review this application with common sense.

Many thanks,

Councillor Anne-Claire Howard



Statutory consultees
Medway Council
Highway Officer
No objection

Medway Council
Environmental
Protection Team
No objection

Medway Council Policy Team
No objection

Conclusion

Overall, this planning application meets the requirements and aspirations set out within both local and national planning policy. Wherever possible, Royal London has also responded to local feedback in an effort to mitigate any effects of the development and address the issues currently experienced on the local highway network.

Moreover, the proposal will:

- Deliver a sensitive and sustainable retail development on a brownfield site, visually enhancing one of Chatham's gateways
- Encourage sustainable shopping patterns and provide greater choice and competition for the local consumer (in line with Government objectives)
- Unlock a significant number of local benefits, including substantial private sector investment and employment opportunities

In summarising his recommendation for approval, your Officer identifies that: 'the proposals involve the enhancement of highway infrastructure which would improve access to Horsted Retail Park. The proposals would bring an under used site into more efficient use. The design of the buildings together with the proposed face lift of the Toys R Us would enhance the appearance of the site provide the buildings good visibility.'

Enhancing the local economy

Horsted Retail Park is a well-established retail destination, having traded for nearly 30 years, but given the passage of time its buildings are now quite tired and dated. The proposed development would deliver a multi-million-pound investment, demonstrating Royal London's commitment to ensuring the site provides a retail facility that the community can be proud of.

Importantly, 100 new employment opportunities would be created and both KFC and Aldi have a commitment to recruiting local people and operating training programmes.

The scheme's positive impact on local job creation was the most frequent reason for support given by those who submitted feedback to Royal London.

Improving local choice

Royal London believes this proposal offers a real opportunity to improve consumer choice and competition locally, better serving local residents.

The local area currently has a very limited choice of food stores on offer to local residents; a new Aldi would provide a different offering to what is currently available in a highly accessible location.

Local scheme benefits

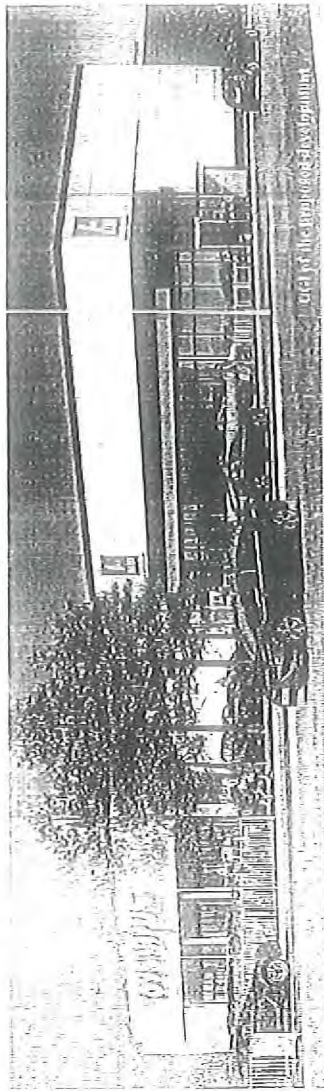
- Transformation of a gateway site
- 100 new jobs
- Over £2m in annual wages
- Additional jobs created through the construction period
- Significant additional business rates
- £6m of direct investment
- Greater local discount food choice
- Enhanced landscaping
- Improved accessibility, encouraging walking from nearby residents

Find out more

If you would like to speak to a member of the project team, please contact James Atterbury or Lana Wait via our freephone information line number: **0800 290 7040**. You can also read more about Aldi and KFC, including KFC's Good Neighbour Guide and litter management policies, via our website: horstedretailpark.consultationonline.co.uk.



PROPOSED RETAIL DEVELOPMENT
AT HORSTED RETAIL PARK,
MAIDSTONE ROAD, CHATHAM



Application reference: MC/17/4259

Recommended for approval

Royal London is encouraged that your Officers are recommending approval of its planning application to deliver new retail facilities at Horsted Retail Park.

The proposal is set to transform the tired and dated northern section of the retail park, providing the community with an enhanced retail offering, including a new Aldi food store and a KFC drive-thru restaurant, as well as the refurbishment of the existing retail unit currently occupied by Toys R Us. With significant new landscaping and a high-quality design proposed, this application offers a fantastic opportunity to enhance the retail park so that it reflects the gateway location into Chatham, while also providing increased consumer choice and important new jobs for local people.

This document provides more information regarding the plans, including how Royal London has addressed key issues, and summarises the benefits that this redevelopment can deliver locally. Royal London has evolved the scheme to include comprehensive highway improvements, in direct response to feedback received from local residents; the site's Ward Members and Medway's Highway Officer. Please refer to the inside pages of this document and the enclosed Highway Land Sheet for more information about these matters.

Local scheme benefits

- The refurbishment of the existing Toys R Us store
- A new, modernised Aldi food store with a wet sales area of 1,310sqm (Class A1)
- A new two-storey drive-thru KFC restaurant (Class A3/A5)
- A high-quality design approach, with attractive landscaping introduced to enhance the appearance of the site
- Access from the existing access point from the A229 Maidstone Road
- A total of 229 car parking spaces, including dedicated disabled, parent & child and staff spaces

Consultation and feedback

It was important to Royal London that the final scheme was shaped by feedback from the local community. To achieve this, Royal London held a public exhibition and attended meetings with Rochester South and Horsted Ward Members.

The comments received throughout the consultation programme have been valuable in shaping the final proposal and, where possible, Royal London has taken on board the constructive feedback received. Details on how it has responded, particularly with regard to highway improvements, can be found within this newsletter.

Royal London is encouraged that 68% of local people who provided feedback during its pre-application consultation welcomed the redevelopment, with a number of comments referencing the investment and new employment opportunities it would bring to the community.

The public comments on the planning application also show support for the application (12 comments in total). Furthermore, a majority of objections are based solely on highway grounds, and some of those who have opposed the application due to highway concerns still express support for the principle of development.

Supportive comments include:

'My wife and myself wholly support the planning application... The benefits are numerous to Medway Council and would contribute much needed retail competition to the area coupled with the additional jobs that would be created both during construction and within the units when completed.' - Belnash Close (0.8 miles from the site)

'The addition of an Aldi supermarket and KFC, plus the improvements to the area will be an improvement in retail facilities and to the area as a whole... Overall it is a positive plan for the area and our household are all for it.' - West Drive (0.1 miles from the site)

'I agree we need another food outlet this is an area that has had a large dwelling development at Horsted. The choices are poor for such an increase in population.' - Macdonald Road (0.4 miles from the site)

Planning Framework – the right site for retail investment

The planning application has been assessed against the Midway Local Plan 2003 and the National Planning Policy Framework, albeit the 'saved' policies of the Midway Local Plan relating to retail development are largely superseded by national planning policy.

Sequential Assessment

Royal London has undertaken a Sequential Assessment, which has demonstrated that there is no sequentially preferable site that is available, suitable and viable, and that can accommodate the application proposal or a flexible interpretation of it. This proposed development satisfies the sequential approach as set out in both national and local planning policy.

Despite the application site being located outside a defined centre in policy terms, it does also represent a well-established retail destination as part of the existing Horsted Retail Park.

Your Officer concludes: *there is no suitable or available sequentially preferable location for the proposed development and as such the sequential approach to site selection is satisfied and the sequential test is passed.*

Retail Impact

Despite the development falling below the retail impact threshold, Royal London's professional team has undertaken an assessment of the development's likely impact on existing designated town centres within the enrichment area. In terms of the expected impact on existing centres, this will be very limited (0.5% or less trade impact on any defined centre). The level of impact identified is not significantly adverse in terms of the vitality and viability of existing centres, including Chatham Town Centre, nor would it prejudice future private or public sector investment, including the potential redevelopment of the Penington Centre.

Your Officer states: *'it is considered unlikely that there would be any significant overlap in the town centre catchment areas and Horsted area. The proposal therefore would not result in harmful impact on trading in the town centre and its vitality and viability.'*

Benefits

Overall, the wider positive impacts associated with the proposal far outweigh any perceived adverse impacts. The development would:

- Reduce the need for local residents to travel to retail destinations further afield
- Improve consumer choice and provide a more compelling sector in line with Government objectives
- Regenerate a prominent brownfield site, providing significant private sector investment and employment opportunities
- Enhance a gateway site into Chatham with an attractive design and comprehensive new landscaping

Current Toys R Us situation

Following the recent news that Toys R Us has gone into administration, Royal London would like to reassure Members that this has no material bearing on the planning application, nor does it affect the prospect of delivering a comprehensive redevelopment of the site.

Royal London has received interest from other retailers, however, there is no certainty that Royal London will repossess the lease for the Toys R Us unit. The final decision regarding the existing lease will rest with the Administrator and this process will take a number of months to conclude.

At present, it is important to stress that our proposals would introduce two well-established brands with strong business models and financial performance over recent years. The challenging retail climate and uncertainty surrounding Toys R Us gives greater weight to the benefits that these new units can deliver, particularly in terms of the jobs they can bring to the area.

Design

The proposals utilise contemporary design features and materials to create modern, high-quality buildings that will positively contribute to the retail park and surrounding area. A mix of materials and large areas of glazing are proposed, which will provide an attractive environment for customers.

Due to the scale of the proposed new buildings and their considerable distance from the closest residential properties, the development will not have any adverse impact on amenity. Furthermore, new planting would help to screen views from Maddstone Road and residential properties beyond.

Overall, we believe that the design of the development will enhance the character of the area.

Your Officer writes: *The existing Toys R Us car park is disproportionately large and under used relative to the Toys R Us site. The proposed retail food store development (M&S) and the ASDA drive thru (KFC) would fill the car park and make Horsted Retail Park more efficient and allow the northern end of the Horsted Park to become more efficient and vibrant.'*

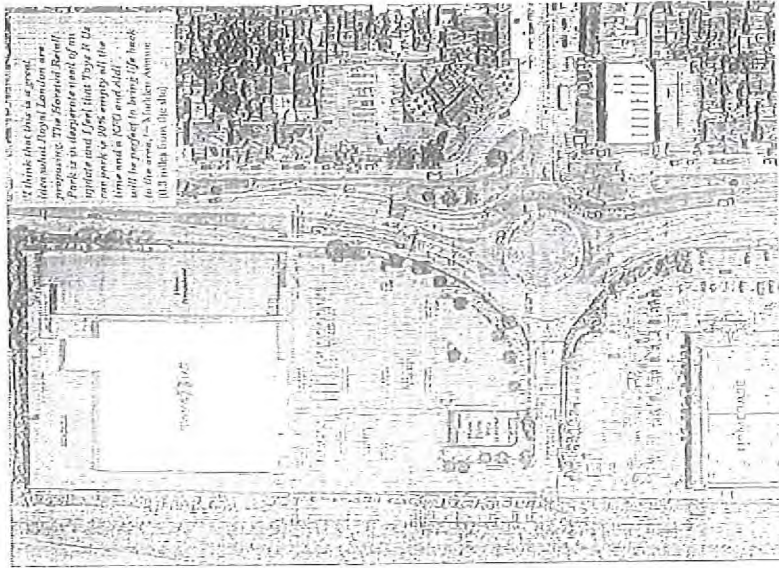
Landscaping

It is Royal London's aim to transform the appearance of the retail park to ensure it reflects its prominent location. To achieve this, in addition to a crisp, modern design for the new buildings, a high-quality landscaping scheme will be implemented, which retains the majority of the existing planting along the boundary of the site and introduces additional trees and hedge planting to provide further screening for residents.

The landscaping plans have evolved in response to feedback received from the community, including the site's Ward Members. As a result, the plans now include:

- Hedge and tree planting along the island verge in front of High View Drive properties, addressing a long-term local ambition
- Enhancements to the appearance of the southern car park by introducing new landscaping
- Low level ornamental shrub planting on the existing roundabout

Royal London has taken time to develop its landscaping proposals to ensure neighbouring residents' views are softened and well-screened, and to improve the appearance of the site and surrounding area to mark its gateway location into Chatham.



Neighbourliness

It is important to Royal London that the new retail facilities enhance the local area and act as a 'good neighbour'.

Deliveries

The ASDA Store would be serviced via the yard to the rear (north) of the proposed store and existing Toys R Us, with an average 3-4 deliveries per day. The KFC restaurant would be serviced via a service lay-by adjacent to the building. There would be an average only one delivery per day by an HGV, which would be planned to occur outside of peak trading periods. Like any management at KFC

KFC is proud of its commitment to local communities and follows the principles set out in its Good Neighbour Guide. A key part of this is ensuring it runs its sites responsibly, from construction through to operation.

KFC is used to operating in residential areas and it is important to the company that they are a good neighbour, which includes implementing an effective litter-picking programme. Staff conduct up to four litter patrols each day in the area surrounding the restaurant up to a 100m radius.

Anti-social behaviour

The opening hours of the KFC drive-through would be restricted to no later than 11pm in order to limit the impact on nearby residents. With regard to the potential for anti-social behaviour, your Officer determines that 'the business will largely self-police such issues, but that the opening hours identified would prevent this occurring at anti-social hours.'

Highway improvements

No objection from Midway Council Highway Officers

Royal London has listened carefully to the feedback received from local people regarding the existing issues experienced on the local road network.

To address the issues raised regarding the capacity of the network, accessibility and safety, Royal London made the following mitigation measures and improvements to its original proposal:

- The retail park exit widened to provide two lanes to increase capacity
- The A223 southern approach widened to increase capacity
- A new signalised pedestrian crossing over the southern arm to improve accessibility and create gaps in traffic
- Give-way line pushed forward on retail park exit to improve visibility to the south
- New pedestrian footpath from the south into the park to improve accessibility and visibility for drivers
- Visual barriers included on the central reserve for the A223 northern and southern approaches to improve safety and slow traffic
- Vegetation cut back to improve visibility

The proposed enhancements to the local network include a new signalised pedestrian crossing and footways that will improve accessibility from the Davis Estate, along with capacity and safety measures that will assist drivers exiting the retail park and the Davis Estate.

Improving accessibility from the Davis Estate

The proposed enhancements include a new signalised pedestrian crossing and footways that will improve accessibility for pedestrians and encourage sustainable travel to the site. The signalised pedestrian crossing will also have a positive effect of decreasing vehicle speeds and creating extra breaks in the traffic while the crossing is in use, which will provide more opportunities for vehicles to exit the Davis Estate.

Your Officer concludes: *'On balance, therefore, it is considered that the proposal complies with the transport policies of the Local Plan. In accordance with the National Planning Policy Framework, the development provides sustainable transport opportunities and safe and suitable access for all users. Overall, the residual cumulative impacts of development are not considered to be severe.'*

Access

- The scheme will be accessed from the existing entrance, however, the proposals include increasing the capacity of the A229 southern approach and the Retail Park egress to include two lanes

Existing scenario	Proposed scenario
<p>PM Peak Period</p> <p>2016 Observed PM Peak Hour: 1615 – 1715</p> <ul style="list-style-type: none"> 220 arrivals and 260 departures to retail park 4,180 cars through the junction in the hour <p>Saturday Peak Period</p> <p>2016 Observed Saturday Peak Hour: 1215 – 1315</p> <ul style="list-style-type: none"> 374 arrivals and 399 departures to retail park 3,762 cars through the junction in the hour 	<p>PM Peak Period</p> <p>2023 Predicted PM Peak Hour: 1615 – 1715</p> <ul style="list-style-type: none"> 316 arrivals and 360 departures to retail park Additional 96 arrivals and 100 departures 4,780 cars through the junction in the hour The projected increase in the PM Peak hour equates to less than 2 additional vehicles per minute <p>Saturday Peak Period</p> <p>2023 Predicted Saturday Peak Hour: 1215 – 1315</p> <ul style="list-style-type: none"> 569 arrivals and 607 departures to retail park Additional 195 arrivals and 208 departures 4,380 cars through the junction in the hour The projected increase during the Saturday afternoon peak hour equates to just over 3 additional vehicles per minute, still lower than the existing PM Peak hour excluding background growth

- There are existing Aldi stores in Rochester (3.4 miles north), Gillingham (4 miles northeast) and Maidstone (5.7 miles south). As such, the proposed store is anticipated to cater for a relatively close catchment area in Chatham, which reduces the distance people need to travel
- Measures have been introduced to improve safety, with improved visibility to / from the retail park access, and barriers within the central reserve to reduce the speed of vehicles through the roundabout
- A new signalised pedestrian crossing over the A229 will assist in creating gaps in the traffic for vehicles existing the retail park and the Davis Estate, and improve accessibility from the south

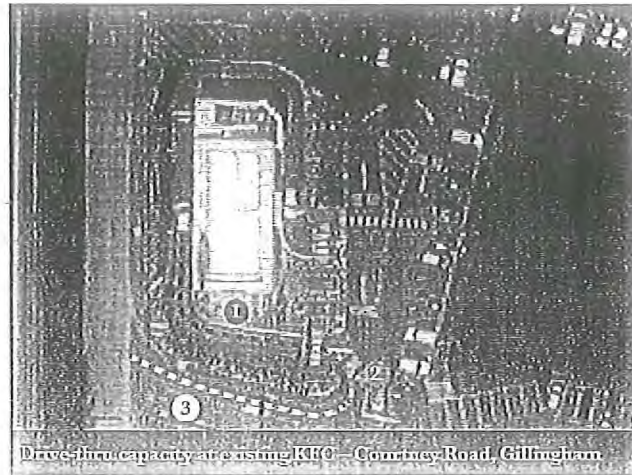
Car parking

In simple terms, even at the development's busiest times, there will still be an over-supply of car parking in the northern car park alone.

Existing scenario	Proposed scenario
<ul style="list-style-type: none"> A total of 718 spaces - 397 spaces in the northern car park Peak occupancy of the northern car park (2016 survey): <ul style="list-style-type: none"> 35 spaces (9%) on the Friday afternoon 64 spaces (16%) on the Saturday afternoon Peak occupancy of the southern car park (2016 survey): <ul style="list-style-type: none"> 123 spaces (38%) on the Friday afternoon 196 spaces (61%) on the Saturday afternoon 	<p>PM Peak Period</p> <p>2023 Predicted PM Peak Hour: 1615 – 1715</p> <ul style="list-style-type: none"> Parking reduced to 541 spaces - 220 spaces proposed in the northern car park (177 less than at present) No reduction of spaces in the southern car park (321 spaces) Anticipated peak occupancy of the northern car park: <ul style="list-style-type: none"> 95 spaces (43%) on the Friday afternoon peak hour 173 spaces (79%) during the Saturday afternoon peak hour Occupancy levels are not anticipated to change in the southern car park <p>Your officer deems that the above "is considered to be a reasoned, evidence-based assessment, and it is considered that the proposed levels of parking would accommodate the demand generated by the development."</p>

KFC drive-thru capacity

- The proposed restaurant drive-thru lane can accommodate 13 cars with capacity for a further 12 cars (i.e. 25 in total) within the car park without affecting access to the car park. The adopted highway is a further 95m away
- This can be compared to the Courtney Road KFC in Gillingham, where the drive-thru lane can only accommodate 7 cars, with distance to the access road and adopted highway 10m and 42m respectively

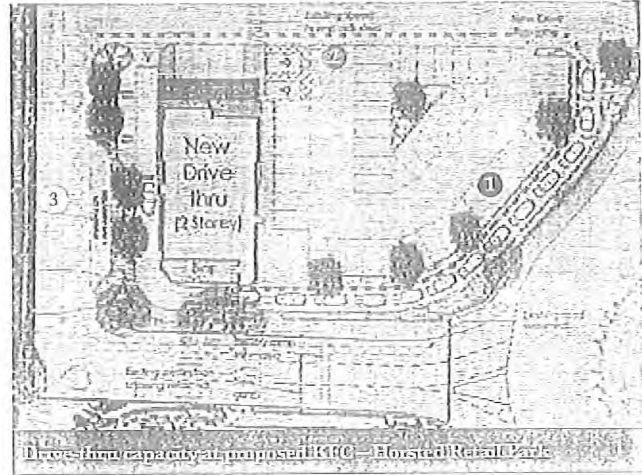


Courtney Road, Gillingham

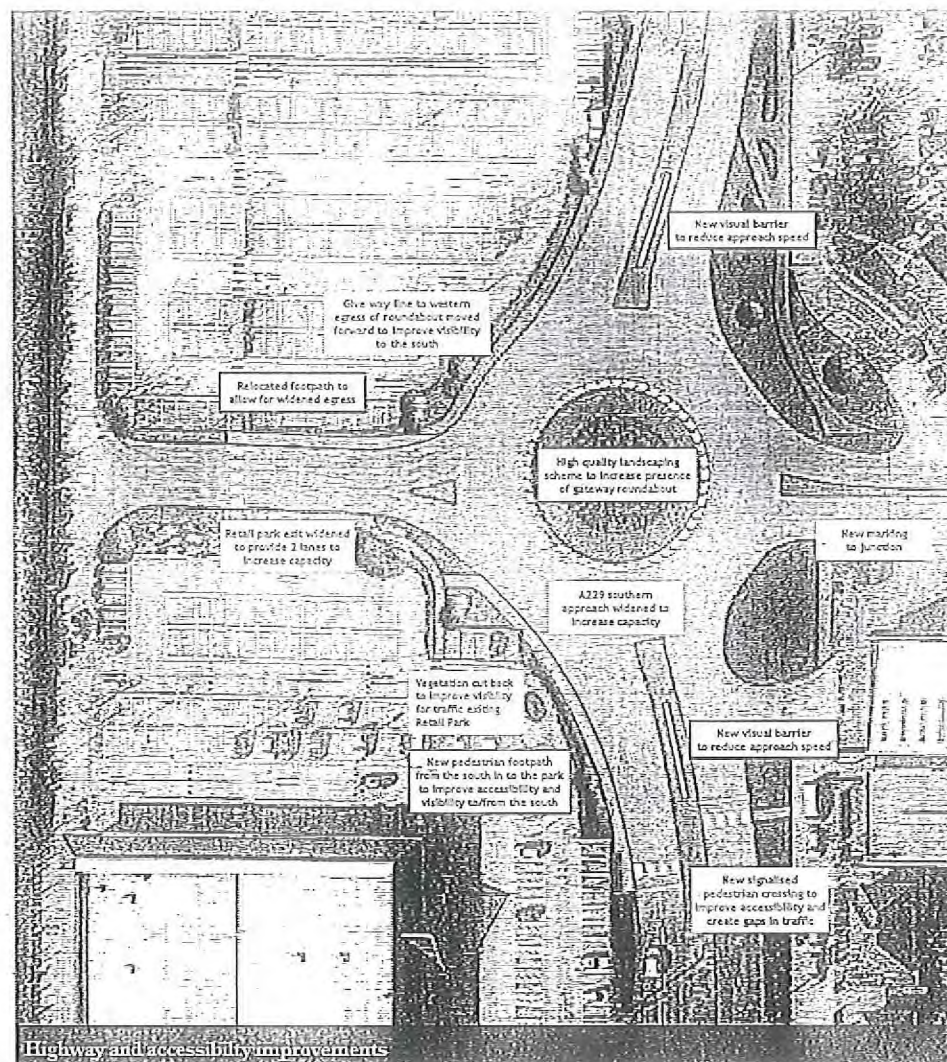
- Stacking for circa 7 cars behind the car at the window
- Circa 10m to the access road
- Circa 42m to the adopted highway

Horsted Retail Park

- Stacking for circa 13 cars behind the car at the window
- Further capacity for 12 cars
- Circa 95m to the adopted highway



Highway and accessibility improvements



How does a Visual Barrier work?

Currently, vehicles travelling both north and south along the A229 have clear visibility of both the Davis Estate and retail park exits, which results in drivers not slowing down as they approach the roundabout and continuing straight across at speed.

It is proposed to erect a Visual Barrier in the central islands, restricting forward visibility in line with recommendations of the Road Safety Audit carried out by Medway Council, forcing drivers to slow down as they approach the roundabout and then move on once they have clear sight. This will have a positive effect in decreasing vehicles speeds and helping to create additional 'gaps' in traffic flow for those using the roundabout. The barrier can take the form of an attractive hedge, fence or double height guard railing, which would provide additional safety benefits.

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