

Planning Committee – Supplementary agenda

A meeting of the Planning Committee will be held on:

Date: 11 April 2018

Time: 6.30pm

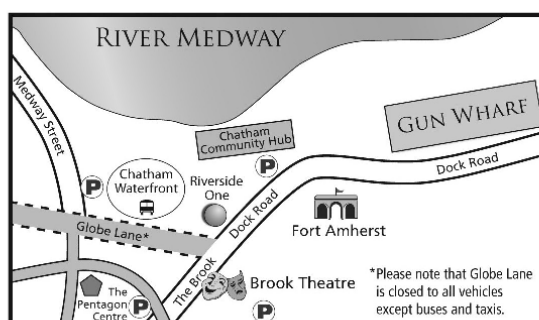
Venue: Meeting Room 9 - Level 3, Gun Wharf, Dock Road, Chatham ME4 4TR

Items

16 Additional Information - Supplementary agenda advice sheet (Pages 3 - 14)

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

Date: 11 April 2018



This agenda and reports are
available on our website
www.medway.gov.uk

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	ગુજરાતી	331782	ਪੰਜਾਬੀ	331784	کوردی	331841	ارو	331785	Русский	332374
中文	331781	हिंदी	331783	Polski	332373	ଝଡ଼ିଆ	331786	فارسی	331840	Lietuviškai	332372

Medway Council

PLANNING COMMITTEE – 11 April 2018

Supplementary Agenda Advice

Page 12 Minute 844 Land adjacent South View, Sharnal Street, High Halstow, ME3 8QR

Conditions agreed with the Chairman and Planning Spokes as follows:

1. Approval of the details of the appearance, layout and scale of the dwelling house, and the landscaping (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.

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

2. Plans and particulars of the reserved matters referred to in Condition 1 above shall be submitted in writing to the Local Planning Authority for approval. Such application for approval shall be made to the Authority before the expiration of three years from the date of this permission and the reserved matters shall be carried out in accordance with the approved details.

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

3. The development to which this permission relates must be begun no later than the expiration of 2 years from the final approval of the reserved matters or in the case of approval on different dates, the final approval of the last such matter to be approved.

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

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

Drawing numbers: 1611/SSHH/01, 1611/SSHH/02 and 1611/SSHH/A4 received 29 November 2017.

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

5. No development shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The Construction Environmental Management

Plan shall include amongst other matters details of: hours of construction working including delivery/collection times from the site; measures to prevent vehicles from idling when not in use/waiting; measures to control noise affecting nearby residents; parking plan for any associated vehicles; wheel cleaning/chassis cleaning facilities; dust control measures; pollution incident control and site contact details in case of complaints. The construction works shall thereafter be carried out at all times in accordance with the approved Construction Environmental Management Plan.

Reason: Required before commencement of development to avoid any irreversible detrimental impact on surrounding residential amenities and in accordance with Policy BNE2 of the Medway Local Plan 2003.

6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order amending, revoking and re-enacting that Order with or without modification) no development shall be carried out within Classes A, B, C, D, and E of Part 1 of Schedule 2 of that Order unless planning permission has been granted on an application relating thereto.

Reason: To enable the Local Planning Authority to control such development in the interests of amenity, in accordance with Policies BNE1 and BNE2 of the Medway Local Plan 2003.

**Page 14 Minute 846 158 Canterbury Street, Gillingham,
ME7 5UB**

Reasons for refusal agreed with the Chairman and Planning Spokes as follows:

- 1 The proposed change of use from A3 to A3/A5, in particular to the A5 takeaway use would result in the concentration of similar uses and would be unacceptable in respect of environmental impact in terms of noise and general disturbance on neighbouring occupiers and, on highway safety as a result of vehicle movement and need for additional parking that would be associated with a hot food takeaway use. The proposal would be contrary to Policies BNE2, R18, T1 and T13 of the Medway Local Plan, 2003.

**Page 22 MC/17/3483 Hempstead Valley Shopping Centre,
Hempstead Valley Drive, Hempstead**

Recommendation

Add new condition 26 as follows:

26. Prior to any works above ground floor slab level on either the units or the new car park deck hereby approved, whichever is the former, details of a mechanism to procure a detailed assessment of the

Sharstead Way/Hoath Way roundabout plus the wider highway network serving the centre and to investigate future design improvements shall be submitted to and approved in writing by the Local Planning Authority. The approved mechanism shall set out measures that will contribute towards the implementation of the design improvements. The details shall also set out a programme for the detailed assessment to be undertaken.

Reason: To ensure the development is acceptable with regard to the Highway Network and in accordance with Policy T1 of the Medway Local Plan 2003.

Add new condition 27 as follows:

27. Prior to first use of the deck car park, a plan showing a parking guidance system that displays the number of spaces available within the car park shall be submitted to and approved in writing by the Local Planning Authority. The approved signage shall be implemented in accordance with the approved details prior to first use and maintained in a working order thereafter.

Reason: To allow drivers to see available spaces to increase traffic flow and prevent queues forming in accordance with policies BNE2 and T13 of the Medway Local Plan 2003.

Representations

The **Ward Councillors** have provided further comments reaffirming their objections to the proposals and these are appended to this supplementary agenda (appendix 1).

Chatham Town Centre Forum has written objecting to the proposal and is appended to this supplementary agenda (appendix 2).

Two further letters of representation have been received and are appended to this supplementary agenda (appendix 3).

**Page 76 MC/174259 Unit D, Horsted Retail Park, Maidstone
Road, Chatham, ME5 9SQ**

Recommendation

Amend condition 2 as follows:

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 Rev A, 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

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

Add new condition 17 as follows:

17. Prior to the bringing into use of any of the retail units hereby approved a scheme for providing a detection system on the retail park access to trigger the proposed new Toucan crossing, when there are extensive queues that are not moving, shall be submitted to and approved in writing by the Local Planning Authority. The approved detection system shall be installed prior to the bringing into use of any part of the built development hereby approved and shall thereafter be retained.

Reason: To ensure the consistent operation of the roundabout and to ensure the relative free flow of traffic from the retail park.

Representations

The agent has written in providing further details in response to issues raised regarding highways and these are appended to this supplementary agenda (appendix 4).

**Page 170 MC/17/3970 46 Gravesend Road, Strood, Rochester,
ME2 3PJ**

Representations

A petition of 22 signatures has been received objecting to the proposal with regard to the right of access.

Four further letters of objection have been received for the following reason:

- Loss of parking

Other issues raised relate to civil matters.

**Page 182 MC/170497 43 James Road, Cuxton, Rochester,
ME2 1DJ**

Representations

Six further letters have been received, five objecting to the proposal regarding issues already listed in the report and one letter neither objecting, or supporting the proposal.

Appendix 1

From Cllr Rodney Chambers.
Cllr Mrs Diane Chambers.

Planning Application MC/17/3484 Extension Hempstead Valley

We are grateful to the Planning Committee for granting us the opportunity to speak on behalf of our constituents at the meeting on 14th February, and for the decision of the committee to defer the application for further discussions in respect of the effect on the living conditions of residents, particularly those in Mulberry Close, Tamarind Close and Kingsdown Close. Also, to explore options regarding the increased traffic that the proposal will engender.

We are not aware of what progress has been made but we remain firmly of the view that the decked car park proposal will blight the enjoyment of resident's garden if built in the location contained within this application. The ramp to the upper deck could be in use for up to 14 hours per day and the overlooking from that deck will VERY significantly spoil the enjoyment of resident's gardens. We urge members to think very carefully about this aspect of the development.

It is suggested that the new units will not generate a significant amount of extra traffic. Whilst it is accepted that this increases the offer to existing customers, it most certainly cannot be ruled out that a greater offer must ultimately mean that more people will be attracted to the site. That is what retailing is about. Earlier extension at Hempstead Valley means that the cumulative effect is showing as there are significant problems on Sharsted Way on a daily basis.

We have read the section in the report on air quality, which seems to concentrate on the air quality on site and does not appear to have acknowledged the fact that the residential properties to the north of the HVSC are in a valley and the prevailing winds is from the southwest this increases the possibility of the vehicle fumes both existing and additional to be concentrated in this area.

In our discussion with residents, that have been very clear that they are not opposed to HVSC continuing to be a thriving centre, they have not opposed previous applications. It is our view that this proposal is not well thought out, and that the attitude of the owners of the centre towards the understandable concerns of have found very little sympathy.

We would ask the committee to give strong consideration to the impact of this proposal on the homes and lives to the residents we represent.

Appendix 2

Chatham Town Centre Forum

Amanda Barnes
Planning Officer
Medway Council
Gun Wharf
Dock Road
Chatham
ME4 4TR

9th April 2018

Dear Ms Barnes,

Hempstead Valley Shopping Centre

I am writing on behalf of the steering group of the Chatham Town Centre Forum to object to the proposed expansion of the Hempstead Valley Shopping Centre.

The Forum is concerned about any proposal that undermines the status of Chatham as the primary retail centre for Medway. In this particular case, we are concerned about the potential additional floor space facilitating the direct or indirect further growth of smaller retail units at Hempstead Valley. The scale of comparison retail on offer could reach 50% of that provided within Chatham Town Centre, undermining the status of the latter.

In line with longstanding policy, the Council should continue to direct retail expansion to Chatham town centre as the recognised primary retail centre. We fear the impact of the proposed retail expansion on the future vitality of Chatham town centre as well for future investment and renewal taking place in Chatham town centre.

We would urge you to reject this planning application.
Yours sincerely,

Gian Chahal
Chairman
Chatham Town Centre Forum

c.c. All members of the planning committee

Appendix 3

Medway Council
Planning Service
Physical & Cultural Regeneration
Regeneration, Culture, Environment & Transformation
Civic Headquarters
Gun Wharf
Dock Road
Chatham
Kent ME4 4TR

9th April 2018

Dear Planning Committee,

Planning Application number: MC/17/3484 Location: Hempstead Valley Shopping Centre

I attended the February Planning meeting where the HVSC application was deferred for further work to be undertaken by officers. I would like the following requests taken into consideration before the committee makes it's decision on the HVSC Application at this weeks meeting.

As I understand it, Councillors have legal obligations and responsibilities to consider not only what is best for the overall area but also the course of action that will be in the best interests of local residents as well. To date only Cllrs Chambers have listened to and understood resident's issues and concerns.

- Please can planners and the committee look at siting the raised deck car park in an area of the HVSC site that doesn't have long term detrimental impact on residents? i.e. the area closer to the shops or behind the mound at the back of the Fox public house on the other side of the site, either option would be away from residential dwellings and would mitigate the detrimental long term impact to residents. Either option should not impact significantly on the overall costs to HVSC.
- I request that pollution monitors be installed by the council and HVSC to all access routes to and from the centre and along key traffic areas within it, with a commitment that the readings will be acted upon. Resident's health and Safety should be paramount in respect of this application. Again, the anticipated increase in traffic may well be detrimental to the health of residents in close proximity. I understand that the Environment Agency and Public Health England can be helpful in this respect.
- The council and HVSC look at traffic calming measures, including funding possible road widening to cope with the additional anticipated traffic. It is disingenuous to say the least, that the centre will be spending in excess of £17 million to reduce overall car parking spaces and add a few more units without increasing the volume of traffic and associated pollution levels.

- Agreement and assurance by the committee that no further applications for development will be allowed on this site. This is supposed to be a district shopping centre and in the opinion of local people is already exceeding that designation. Cllr Mrs D chambers requested this at the February meeting and this element was not mentioned again in the summing up of outstanding actions.

Yours sincerely,

K Eaglestone
C.c. Cllrs D and R Chambers

Medway Council
Planning Service
Physical & Cultural Regeneration
Regeneration, Culture, Environment & Transformation
Civic Headquarters
Gun Wharf
Dock Road
Chatham
Kent ME4 4TR

9th April 2018

Dear Planning Committee,

**Objection to - Planning Application number: MC/17/3484 Location:
Hempstead Valley Shopping Centre**

I sat in attendance at the planning application hearing for the expansion of the Hempstead Valley Shopping Centre in February 2018. I sat through the meeting and several Councillors stated that they required further investigation and compensatory measures to be addressed before the planning application could be re-heard.

The items that Councillors required were to look at were...

1. The detrimental impact of the development on residents in the close proximity to the proposed raised car deck and to look to address the local residents' concerns.
2. Councillors asked to look at the levels of air pollution to ensure that the levels do not rise above the current levels particularly in the low level areas of Tamarind Close & Mulberry Close.
3. Councillors asked that the traffic levels be re-assessed and for the developer to address the traffic levels increasing for entry and exit at the Hungry Fox entrance.
4. Councillors asked that the applicant look at traffic levels on the road-about at Hoath Way junction of Sharstead Way to reduce traffic queuing to enter or exit HVSC, which in turn increases sound and air quality pollution.
5. Councillors asked that the traffic entering and exiting onto Sharstead Way be looked at to reduce and prevent traffic queuing

As far as I can see from the papers available to me via the Planning Portal none of these Councillors questions / concerns have been addressed.

If these questions / concerns have not been addressed then I fail to see how Councillors can make a legitimate planning decision.

As a resident in close proximity I still firmly believe that there is a better option for all with regards to the location of the raised car park and this has not been addressed in any meaningful way.

There are plenty of options to achieve additional parking in particular the area behind the Hungry Fox where no local residents would have their peaceful enjoyment of their land adversely affected.

Councillor Diane Chamber spoke at the last planning meeting and specifically asked for committee agreement that there will be no further expansion of HVSC, I can find no reference to this in the papers from the planning committee nor any response. Please can this point be addressed immediately.

Kind regards
Mr Barry Fox

C.c. Cllrs D and R Chambers

Applicant Response to Highway Issues Raised at Planning Committee on 14th March 2018

Executive Summary

There is approximately 13,600sqm of floorspace at Horsted Retail Park with Currys PC World, CarpetRight, Pets at Home, Homebase and Toys R Us (now in administration) as tenants. There is parking for an estimated 718 cars of which 321 spaces are in the southern car park and 397 spaces in the northern car park.

The proposals associated with this planning application for the construction of the Aldi foodstore and KFC restaurant in the northern car park with the overall floorspace increasing to circa 16,150sqm. There would be a loss of 177 spaces thereby reducing the number of spaces in the northern car park to 220 and overall to 541 spaces which equates to 1 space per 30sqm GFA.

The proposals include the following enhancements at the roundabout which have in part arisen from recommendations of independently audited Road Safety Audit:

- Widening on the A229 southern approach to include a short left turn lane;
- Widening the retail park egress to two lanes, and moving the give-way line forward;
- A new signalised pedestrian crossing; and
- Visual barriers to manage speeds on the approach to and through the roundabout.

The above will be subject to and delivered through a S278 Agreement.

At Planning Committee queries were raised in relation to the demand levels and capacity of the resultant car park, demand for parking in the event the Toys R Us unit is re-occupied, the effectiveness of the visual barrier, and the ability to exit Shirley Avenue at peak times:

- Capacity of the Resultant Car Park: The proposed car park at Horsted Retail Park with 541 spaces would have circa 20% proportionally more car parking capacity than at other nearby Aldi stores. Furthermore, the overall ratio of 1 space per 30sqm GFA is far more generous than the provision at Gillingham Retail Park (308 spaces for 11,000sqm GFA at 1 space per 36sqm GFA) and at Strood Retail Park (336 spaces for 14,250sqm at 1 space per 42sqm GFA).
- Demand for Parking with Toys R Us unit re-occupied: The potential demand for parking associated with the re-occupation of the Toys R Us unit has been estimated based on observed demands in the southern car park which is considered the most appropriate comparison. The exercise suggests a peak demand of circa 182 spaces

(83%) in the northern car park which has been based on the overall floor area and multiple units in the southern car park. This leaves 17% headroom capacity. The unit can be subdivided into two without planning permission, but only non-food retail sales are permitted. The sale of food (which would have a higher parking demand) would necessitate a new planning application.

- Effectiveness of Visual Barrier: Visual barriers are promoted by the Department for Transport in the Design Manual for Roads and Bridges as an effective means to reduce speeds through roundabouts where there is excessive visibility to the right, thereby making the roundabout to perform like a junction rather than a chicane. The need to provide barriers on both the northern and southern approaches will be reviewed through the S278 process with a more detailed look at approach speeds. It may be that a northern barrier is not required. The design of the barrier will also be given due consideration given the Gateway location.
- Exit from Shirley Avenue: The increased volume of turning traffic associated with the proposed development along with increased footfall calling the existing and new signalised crossing would assist in creating additional gaps. Consideration is also being given to introducing detectors on Shirley Avenue to call the pedestrian crossings to create additional gaps.