

Planning Committee – Supplementary agenda

A meeting of the Planning Committee will be held on:

Date: 21 November 2018

Time: 6.30pm

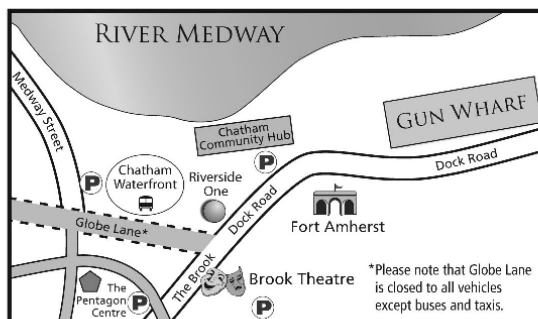
Venue: Meeting Room 9 - Level 3, Gun Wharf, Dock Road, Chatham ME4 4TR

Items

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

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

Date: 21 November 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	ગુજરાતી	331782	ਪੰਜਾਬੀ	331784	كوردی	331841	ارو	331785	Русский	332374
中文	331781	हिंदी	331783	Polski	332373	ଓଡ଼ିଆ	331786	فارسی	331840	Lietuviškai	332372

Medway Council

PLANNING COMMITTEE – 21 November 2018

Supplementary Agenda Advice

Page 10 Minute 469 Planning application - MC/18/2228 - Capstone House, Capstone Road, Lordswood

Reason for refusal agreed with Chairman

1. The proposed dwelling would be outside of the urban area and within the Capstone Valley Area of Local Landscape Importance. The site is also identified within the Medway Landscape Character Assessment 2011 as being within the Darland Banks character area comprising chalk grasslands with narrow ridges and dry valleys creating a prominent distinct valley. The character of the area is of a narrow rural road with sporadic development but with a distinct rural countryside feel. Whilst it is recognised that the Council cannot demonstrate a 5 year housing land supply and therefore the presumption in favour of sustainable development applies, the Local Planning Authority does not consider that the proposal represents sustainable development for the following reasons:

- The economic and social benefits of 1 house are limited.
- The environmental harm to the character of this rural area through an additional dwelling and the increased urbanisation, together with the precedent for further harmful development if allowed, would outweigh any limited social and economic benefits.
- The site is not within close walking distance of any services and therefore would result in the need for a requirement for car use and is not therefore in a sustainable location.
- A dwelling in this location would not therefore support any rural community uses
- The proposal does not promote any exceptional design merit nor would it in anyway enhance its immediate setting
- The proposal would result in a new vehicular access onto this narrow rural road where there are no footpaths and visibility is restricted in places. The proposal would therefore increase potential hazards for both vehicular and pedestrian traffic.

The proposal would therefore be harmful to the character of this important area of Local Landscape importance recognised in the Medway Landscape Character Assessment for its important rural landscape quality and would introduce potential harm to pedestrian and vehicular safety. The proposal is not considered to be sustainable

development and is therefore contrary to policies BNE1, BNE25, BNE34 T2 of The Medway Local Plan; the principles set out in the Medway Landscape Character Assessment 2011 and paragraphs 11, and 77-79 of the NPPF 2018.

Page 12 Minute 471 Planning application - MC/18/1855 - 151 Bells Lane

Reasons for refusal agreed with Chairman

1. The development would result in a cramped and visually imposing form of development that would be out of character with the surrounding streetscene and detrimental to visual amenities of the area contrary to paragraphs 124 and 127 of the NPPF and Policies BNE1 and H4 of the Medway Local Plan 2003.
2. Due to the design, the proposed properties would provide a poor level of occupier amenity in terms of daylight when located within the kitchen/dining area and therefore the proposal does not comply with paragraph 127f of the NPPF and Policy BNE2 of the Medway Local Plan 2003.

Page 16 Minute 477 Planning application - MC/18/2530 - 371-373 Walderslade Road

Reason for refusal agreed with Chairman

The change of the hours of operation to 11:00 to 00:00 Sunday to Thursday and 11:00 to 01:00 Friday and Saturday would have the potential to lead to an unacceptable impact upon neighbouring amenities of the neighbouring residents, especially to the flats above, through increased noise and disturbance caused in the late evening/early hours of the morning by patrons of the takeaway. The development is contrary to Policy BNE2 of the Medway Local Plan 2003 and Paragraph 127(f) of the NPPF.

Page 24 MC/18/2309 Land adjacent Rochester Train Station, Corporation Street, Rochester

Recommendation

Amend

Section 106 as follow:

Delete the following wording on education contribution 'within 1 mile of the development'

Amend condition 2 to read as follows:

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

Drawing numbers 6522-LOC, 6522-PL01, 6522-PL02, 6522-PL03, 6522-PL04 Rev E, 6522-PL05 Rev F, 6522-PL06 Rev K, 6522-PL07 Rev G, 6522-PL08 Rev G, 6522-PL09 Rev F, 6522-PL10 Rev F, 6522-PL11 Rev G, 6522-PL12 Rev F, 6522-PL20 Rev C, 6522-PL21 Rev D, 6522-PL22 Rev E, 6522-PL23 Rev E, 6522-PL24 Rev B, 6522-PL25 Rev D, 6522-PL26 Rev A, 6522-PL27, 6522-PL28 Rev C, 6522-PL40, 6522-PL50

Amend condition 7 to read as follows:

No commercial goods shall be loaded, unloaded, stored or otherwise handled and no vehicles shall arrive or depart, within the application site outside the hours **06:00 to 21:00 Monday to Sunday including Bank Holidays.**

Amend condition 8 to read as follows:

The **commercial** use hereby permitted shall only operate between the hours of **06:00 to 23:00 Monday to Sunday including Bank Holidays.**

Amend condition 9 to reads as follows:

No part of the development shall be occupied until a Parking Management Plan **(including cycle parking)** has been submitted to and approved in writing by the Local Planning Authority. The Parking Management Plan shall contain details of how the car parking **and cycle parking spaces** within the development are to be managed and preserved for use by future residents and their visitors. The Parking Management Plan shall be implemented in accordance with the approved details prior to the first occupation of the development and shall thereafter be retained.

Amend condition 10 to read as follows:

No dwelling shall be occupied **until the cycle parking provision (including the six individual lockers) shown on the approved ground floor plans have been fully implemented.** All such cycle storage shall thereafter be retained.

Additional conditions recommended as follow:

23. No development shall take place until an Air Quality Emissions Mitigation Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall be prepared in accordance with the Medway Air Quality Planning Guidance (April 2016), and shall specify the measures that will be implemented as part of the development to mitigate the air quality impacts identified in the approved Addendum Technical Note, reference A3241/AQ/TW, dated 24 September 2018. The total monetary value of the mitigation to be provided shall be demonstrated to be equivalent to, or greater than, the total damage cost values calculated as part of the approved Addendum Technical

Note. The development shall be implemented, and thereafter maintained, entirely in accordance with the measures set out in the approved Mitigation Statement.

24. Not to construct to Practical Completion any dwelling until the Council has approved the Car Club Scheme. The approved Car Club Scheme shall be implemented prior to occupation and shall include a minimum of two cars to be delivered prior to occupation of 50% of the dwellings within the scheme, information on the location of the car club parking spaces and any discounts to be provided to residents including at least one year's free membership to the car club and 25 miles free driving credit. The Car Club scheme shall also include information on how the use of the Car Club will be monitored including the submission of annual monitoring reports for two years. If these monitoring reports indicate the need for further Car Club vehicles then the Developer will fund the provision of a maximum of two additional vehicles.

Representation

Additional letters of representation have been received.

One from City of Rochester Society raising further concerns as follows:

Reinforce initial objection. The height and bulk of the building will be a dominant feature in the townscape. Design is pedestrian and inelegant with an odd upper storey. Endorse comments of Historic England and their overall recommendation. Recommend refusal and suggest redesign to reduce impact on the conservation area.

One from the Applicant providing a response to the Historic England and City of Rochester Society objection as follows:

View from Rochester High Street and La Providence is shown in the Historic Townscape Visual Impact Assessment. It would only be visible from the threshold of the building not the courtyard. No harm will occur to the fabric of the listed building.

Material treatment of the proposed roof has been designed in response to the character, materials and arrangement of the roof scape of historic Rochester, particularly as seen from the Castle keep. The materials can be conditioned to allow for further testing regarding the effect and specification of colour for the roof element.

Copy of the letters appended to this report.

Page 50 MC/182328 Land at Otterham Quay Lane, Rainham

Request

Add a request from the agent for the details, including company name, of the agent and the applicant to the committee report.

Agent

Mr Simon Hoskin
J B Planning associated Ltd

Applicant

Ms Kerri-Ann Bland
Persimmons Homes South East

Page 66 MC/17/4357 Greatfield Lodge, Darnley Road, Strood

Deferred

Page 94 MC/18/2032 Sure Start Centre, Burnt Oak Primary
School, Richmond Road

Further information

Update to Members request for deferral of application at the 24 October 2018 planning committee. The update is as follow:

Since the application was deferred at the 24th October planning committee, the planning officer conducted an evening parking survey to ascertain the pressure on parking within Cornwall Road. The survey indicates that there would be sufficient space in the street to accommodate the potential loss of parking spaces.

Monday 5th November 2018 – 8 Spaces

Wednesday 7th November 2018 - 12 spaces

Friday 9th November 2018 – 10 Spaces

Sunday 11th November 2018 – 3 spaces

Page 104 MC/18/2514 128 – 130 Delce Road, Rochester

Representation

One additional letter of support has been received commenting that an additional takeaway will not cause a significant increase in noise or traffic and rubbish could be managed with internal and external bins being supplied.

Appendix



Email: veronica.cassin@cgms.co.uk
Direct Dial: 0207 583 6767

Our Ref: JCH00294

140 London Wall
London EC2Y 5DN

Tel: 020 7583 6767
Fax: 020 7583 2231

www.cgms.co.uk

05 October 2018

To Whom It May Concern,

**CORPORATION STREET , ROCHESTER – PLANNING APPLICATION
MC/18/2309**

We are writing in response to the recent submission by Historic England in reference to the planning application currently being determined by Medway Council (MC/18/2309).

Historic England sets out a number of points for the local authority to consider. We believe that it would be helpful to further explain the intention behind some of the design decisions.

View from Rochester High Street and La Providence.

The Historic Townscape Visual Impact Assessment (HTVIA) demonstrates how much of the proposed development will be visible from two static points at the entry and in the middle of the almshouse courtyard. Much of the historic environment is experienced through kinetic views that change as the viewer moves through space. The HTVIA necessarily presents the worst case scenario at particular points, but it is important to note that the proposal is most visible at the threshold of the building which is not a place that would invite pause due to it also being a vehicle crossing. This threshold could be considered as incidental to the transition between interior and exterior of the designated asset, which is designed with a strong orientation towards the internal courtyard. The centre of the almshouse courtyard provides a further retreat and the proposed development has been demonstrated to be completely hidden at this

point, allowing full appreciation of the designated asset and the strong sense of enclosure it was designed to provide.

It is important to note that the proposals are visible from only parts of the designated asset and no harm will occur to the fabric of the listed building.

Material Treatment of the Proposed Roof

In this case the building will be viewed from a variety of important sites and needs to be many things to many assets. Priority has been given to how the proposals will be experienced in relation to assets of the highest significance, namely Rochester Castle and the view from the keep, as agreed with Historic England.

The proposed roof form has been designed in response to the character, materials and arrangement of the roof scape of historic Rochester, particularly as seen from the castle keep. The patinated copper roof structure drops behind a masonry carapace to reduce the impression of mass and bulk within the historic landscape views. The apertures in the masonry are considered proportionate to similar elements in the wider townscape and are arranged to create a modest amount of architectural interest in their own right. The faceted metal roof is a response to understanding of the historic environment as a dynamic experience of form, material and function. The irregular planes and acute angles will capture the light differently at different times of the day to articulate a shape shifting form in the townscape. The gentle green patination of the roof is considered to fit into the existing material palette and avoids homogeneity of being treated in a 'recessive' colour that could be superficially understood and replaced in the future.

The design team accepts there may need to be further testing regarding the effect and specification of colour for the roof element and would anticipate a post-consent condition to confirm which colour specification is most suitable for the historic environment.

I would be pleased to discuss any of the points above in further detail, but trust this explanation will positively aid the determination process.

Yours sincerely

Veronica Cassin
Director, Historic Environment

The City of Rochester Society

01634 721886
Alan.Moss1@btinternet.com

32, Powlett Road,
Frindsbury,
Rochester,
Kent,
ME2 4RD

Councillor Diane Chambers,
Medway Council,
Gun Wharf,
Chatham,
Kent,
ME4 4TR

25th October 2018

Dear Cllr Chambers,

MC/18/2309

Demolition of existing buildings and structures and construction of a ground plus part five, part six storey building to comprise flexible commercial floorspace (Use Classes A1/A3/B1/B2/D2) at ground floor and providing a total of 64 residential units (Use Class C3) above, along with associated car parking and cycle parking, landscaping and other associated works. | Land Adjacent Rochester Train Station Corporation Street Rochester Medway ME1 1NH

This letter, submitted on behalf of the City of Rochester Society, follows a preliminary comment on this application by Mr John Liddiard, Chair of the Society's Planning sub-committee. Having now had time to consider the proposal in more detail we would like to reinforce our OBJECTION to the proposal in the form in which it is currently before the local planning authority.

It should be stated straight away that we accept that this is a site ripe for redevelopment along with several other sites in Corporation Street as part of the regeneration of that part of the city. Almost ever since its completion in the early 20th century, as a by-pass to the High Street, Corporation Street has been a neglected area from which travellers have been presented with a very poor aspect of the city, save for the fragments of city wall which stand near road on the south side, and the striking Hayward House (Richard Watts Charity) almshouse. Now that the railway station has moved to its new location, Corporation Street has become even more a key arrival point into the city and, as such, deserves much better treatment.

We also accept that the height and bulk of new buildings on the north (railway) side of Corporation Street can be allowed to rise a little higher than should be permitted on the opposite side, which is much closer to the conservation area itself. However, it is now clear that the residential developments

already under way are dominating views from the conservation area, when seen from certain angles, and as such present a jarring note as the backdrop for Rochester's fine array of historic buildings and enclosed city centre which, in part, retains its Roman/medieval street pattern.

If approved, the new building which is the subject of the present application will clearly exceed the other new buildings, presently under construction, in height and, as such, will become an even more dominant feature of the townscape. To warrant approval, any building of this height and bulk so close to the city centre would need to be of outstanding design and have respect for the conservation area. From the plans and drawings we have seen, this does not appear to be the case. Unfortunately, the design is rather pedestrian and inelegant with a distinctly odd upper storey. We have seen the letter of 19 September from Historic England and entirely endorse their comments as to the possible impact of the new building on the conservation area, their advice about how to ameliorate this impact, and their overall recommendation. This clearly re-states the planning authority's statutory duty to have special regard to the desirability of preserving listed buildings or their setting and to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

As to the proposed building itself it is our opinion that the layout is inefficient, with a surfeit of access corridors and a meaningless courtyard at its centre which will produce an unpleasant outlook for the occupants of the apartments which will face on to it. A redesign which removes this space would result in the loss of some flats, but could result in a smaller footprint which, in turn, could help to reduce the impact on the conservation area.

We urge Medway Council to reject the current application and to encourage the applicants to think again, having regard to the points we have made above.

Yours faithfully,

Alan Moss
On behalf of the City of Rochester Society

cc Dave Harris, Head of Planning

From: harris, dave
Sent: 21 November 2018 08:19
To: erifevieme, kemi; cronin, karen
Subject: FW: Rochester Station

Hi Kemi,

Can you attach as appendix to sup the email below please

Thanks

From: Will Edmonds <will.edmonds@montagu-evans.co.uk>
Sent: 19 November 2018 11:10
To: harris, dave <dave.harris@medway.gov.uk>
Cc: cronin, karen <karen.cronin@medway.gov.uk>; chapman, tim <tim.chapman@medway.gov.uk>; Dylan May <dylan@leanderholdings.co.uk>; Paul Fender <PFender@eearchitecture.com>; Ben Howard <ben.howard@i-transport.co.uk>; Nick Francis <NFrancis@eearchitecture.com>; Anthony Braddon <anthony@leanderholdings.co.uk>
Subject: Rochester Station

Dave

I write following last weeks Member presentation ahead of Wednesdays Planning Committee.

Car Clubs

I can confirm that there are already five car club spaces to be provided as part of the Rochester Riverside planning permission. With the two proposed by our scheme this totals 7. From a technical point of view, 7 cars in the locality should be more than enough, especially given there is actually a reasonable amount of parking at Riverside.

That said, we are also happy to commit to a review mechanism so that if demand is high a further two spaces can be funded. We obviously cant secure where these are provided but suggest provision in Council owned car parks would be sensible.

Accordingly we propose the following approach:

"Not to construct to Practical Completion any dwelling until the Council has approved the Car Club Scheme. The approved Car Club Scheme shall be implemented prior to occupation and shall include a minimum of two cars to be delivered prior to occupation of 50% of the dwellings within the scheme, information on the location of the car club parking spaces and any discounts to be provided to residents including at least one years free membership to the car club and 25 miles free driving credit. The Car Club scheme shall also include information on how the use of the Car Club will be monitored including the submission of annual monitoring reports for two years. If these monitoring reports indicate the need for further Car Club vehicles then the Developer will fund the provision of a maximum of two additional vehicles."

I also attach the pertinent (and updated) pages from last weeks presentation in case you wish to use any of this material.

Cycle Parking

Considering Members comments we have looked at the ground floor plan and have reworked this to provide 6 single cycle storage areas. These will be available for people that want their own secure locker.

Please find attached amended drawing ref: 6522 PL06 Rev.K.

We suggest Condition 10 is amended to reflect this update.

Elevations

There has also been a small change to the front elevation especially to the ground floor, where we felt our proposals did not read to the station very well. We have added some glazing to the side of our ground floor (Station elevation) to improve this outlook and relationship to the station.

Please find attached amended elevation ref: 6522 PL21 Rev D.

A new CGI is also being produced that I will send over tomorrow for you to use.

For the avoidance of doubt I will send to you a complete pack of the updated drawings shortly.

Conditions

Condition 2 – There are a number of drawing numbers which have the incorrect revision numbers and are not reflective of the most recent changes following the parking and secure by design changes. Can the drawings referred to be checked against the pack once sent over.

Condition 10 – as above.

Heritage Matters

Noting the comments from the City of Rochester and officers response I wonder if this could benefit from being strengthened along the lines in our own heritage addendum – copy attached.

S106 Agreement

Please find attached the draft s106.

I hope that this clarifies all matters but please don't hesitate to contact me to discuss anything further.

Regards

Will

Will Edmonds

Partner, Planning & Development

Montagu Evans LLP

5 Bolton Street, London W1J 8BA

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Website: www.montagu-evans.co.uk



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