

Planning Committee – Supplementary agenda No.2

A meeting of the Planning Committee will be held on:

Date: 11 January 2023

Time: 6.30pm

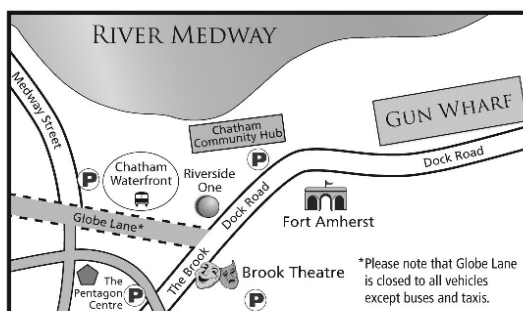
Venue: Meeting Room 9 - Level 3, Gun Wharf, Dock Road, Chatham ME4 4TR

Items

- 11 **Additional Information - Supplementary Agenda Advice Sheet** (Pages
No 2 3 - 6)

For further information please contact Julie Francis-Beard, Democratic Services Officer on Telephone: 01634 332012 or Email: democratic.services@medway.gov.uk

Date: 11 January 2023



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Medway Council

PLANNING COMMITTEE – 11 January 2023

Supplementary Agenda Advice No.2

Minute 466 MC/22/1474 Land south of Lower Rainham Road

Confirmation of final wording of additional conditions agreed by the Committee:

11. Prior to the occupation of the 175th dwellinghouse hereby approved the vehicular link between the application site and the road network to the northwestern side of the boundary, as required by condition 19 of outline planning permission MC/18/1796, shall be bought into use. Thereafter the vehicular link shall be maintained unobstructed for use by traffic (vehicular and pedestrian).

Reason : In the interests of highway safety and amenities of the local residents and in compliance with Policies T1, T13 and BNE2 of the Medway Local Plan 2002.

12. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order amending, revoking and re-enacting that Order with or without modification) no development shall be carried out within Schedule 2, Part 1, Class[es] A, B, C and E of that Order unless planning permission has been granted on an application relating thereto in relation to all perimeter dwellings adjoining the northwestern, southwestern and southeastern boundaries of the site.

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

The amendment requirements re roof plan for houses on western boundary, was dealt with through the receipt of amended plans in advance of decision being issued and then the approved plans condition 2 being amended to refer to those plans

Page 24 MC/22/1810 Bardell Wharf

Visit to the Site: Saturday 7th January. Members attending Cllrs Mrs Chambers (Chairman); Hubbard; Curry, Hackwell, Tranter, Chrissy Stamp; Prenter; Thorne; and Buckwell. Also attending Dave Harris (Head of Planning), Tom Stubbs (Senior Planner) and Melvin Andrews (Highway's consultant).

The Head of Planning introduced the purpose of the visit which was primarily to consider the proposed crossing linking across Corporation Street/Star Hill junction. On that basis he had also invited the Highways and Planning consultant for the applicants to assist in answering questions. Members also expressed a desire to walk around the site to look at other highway aspects.

Recommendation

Amend Condition 21 as follows:

21. Notwithstanding the highways crossing improvements shown on drawings 43370_5501_009 Rev C and 43370_5501_023, no development shall take place above slab level within any phase or sub phase, including the central area, until final details of the highway crossing improvements for the Corporation Street/Star Hill junction, have been submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be implemented in full prior to first occupation of the central area phase.

Representations

See attached Committee briefing note from Applicant's highway consultant following the visit to the site.

Page 68 MC/22/1867 Land east of Rainham Pumping Station and north of Lower Rainham Road, Rainham, Kent

Recommendation

Additional conditions

17. Visibility splays of 2.4 x 25m shall be provided on both sides of the proposed vehicular access prior to first occupation of any dwelling and shall thereafter be retained.
18. No external lighting shall be undertaken on the site or buildings without the prior approval of the Local Planning Authority.

Representation

KCC (biodiversity) have advised that the development of the site will not provide for a Bio-Diversity Net Gain and therefore the proposal does not meet one aspect of paragraph 174 of the NPPF. If the application is approved they recommend imposition of conditions to cover the following aspects:

- Submission of a sensitive clearance of vegetation methodology, prior to any site clearance, to avoid harm to protected/notable species, like birds, reptiles, hedgehogs, etc;
- A sensitive lighting plan to limit the impacts on nocturnal wildlife (and biodiversity in general), and;
- A native species-only landscape plan/provision of integrated bird nest bricks to maximise biodiversity value.

Conditions 5, 13, 14 and 18 are considered adequate to meet the above requirement.

Bardell Wharf, Rochester - Planning Committee Briefing Note

Prepared on behalf of Donard Homes

January 2023

This Note follows the on-site meeting held with Medway Council Planning Committee Members on 7 January 2022 and provides responses to the queries raised on site.

- ❖ **Proposed Pedestrian Crossing Position and Landing Width:** Committee members have specifically questioned whether the width of the footway on the western side of the proposed crossing over the A2 Corporation Street is suitable. The indicative plans presented retain the existing kerbline in this location where the footway width is circa 2.1m and the useable width is reduced to circa 1.8m by the presence of guard-railing.

MTP Response: The plans that accompany the planning application are indicative and are subject to Medway Council Highways' Technical Approval process and three stages of Road Safety Audits. Through this process, and subject to compliance with statutory design guidance, the realignment of the kerbline will be reviewed and further consideration given to the quantum of waiting pedestrians at this location. It is noted, as agreed at the on-site meeting, that the finer detail of the proposed highway layout will also be brought back to Planning Committee as part of the discharge process for proposed Condition 21 of the planning application. The applicant project team are further willing to engage with Committee members as part of the Condition discharge.

- ❖ **Junction Modelling Information:** Committee members sought clarification on the impact of revising the pedestrian crossing arrangements at the junction, in particular with regard to traffic capacity.

MTP Response: The proposal to relocate and stagger the pedestrian crossing over the A2 (to allow pedestrians to cross in two stages with an appropriate refuge island, as opposed to the current single-stage crossing arrangement) ensures that greater 'green time' is given to traffic movements through the junction, as there is no time at which both A2 traffic arms are stopped.

Table 1 below considers the total travel time across a peak period network model where the northern extent is the Canal Road / High Street / A2 / Esplanade junction, just north of the River Medway and the junction in question (Star Hill / High Street / East Gate / Corporation Street) is the southern extent. The Table considers traffic incorporating the subject site and Rochester Riverside and provides travel time in seconds under two distinct scenarios 1) the existing junction layout (single stage pedestrian crossing on southern side); and 2) the proposed junction layout (two-way pedestrian crossing on the northern side):

Table 1 shows that during AM peak period, the proposed highway works and crossing relocation could reduce northbound journey times through the network by 200 seconds, whilst during the PM peak period northbound journey times would reduce by 366 seconds. For southbound journeys, AM peak journey times would increase marginally (19 seconds) under proposed conditions, whilst PM peak journey times would reduce by 77 seconds. It is overall demonstrated that the proposed highway works and crossing relocation will reduce junction congestion and journey times across the network when compared to the existing junction layout.

Table 1 Travel Time

	Route	Scenario 1: Existing		Scenario 2: Proposed	
		AM	PM	AM	PM
Total Travel Time (seconds)	Northbound	493.8	737.2	293.8	372.6
	Southbound	238.7	293.8	257.7	216.5

- ❖ **Pros / Cons of Revised Crossing Arrangement:** It was requested that clarity be given as to the advantages of relocating the crossing from the southern side to the northern side of the junction.

MTP Response: Provision of the crossing on the northern side of the junction addresses the existing desire line for travel by foot along the northeastern side of the High Street as well as the additional demand to be generated by pedestrians from the Rochester Riverside development and the subject site.

On the basis that it is not possible to deliver a staggered crossing arrangement in line with highway design guidance on the southern side of the junction, owing to spatial limitations, and balancing the need to reduce congestion through the junction, it is only viable to provide a signalised crossing over one of the northern or southern arms of the junction. On review of existing patterns of movement and the footfall generated by the subject site and Rochester Riverside it is deemed advantageous to provide the crossing on the northern side of the junction.

- ❖ **Rochester Riverside Vehicle Trip Generation:** It was queried as to the level of car trips generated by the Rochester Riverside scheme, via Bardell Terrace.

MTP Response: In reviewing the Rochester Riverside Transport Assessment, the scheme will generate in the order of 30 two-way vehicle trips onto Bardell Terrace during each peak hour period, equivalent to 1 trip every 2 minutes. This level of trip generation has been accounted for in the above network analysis.

- ❖ **Car Park on Bardell Terrace:** Committee members questioned whether it was necessary to retain car parking on Bardell Terrace. The removal of on-street parking could allow for provision of an additional footway on the northeastern side of the road.

MTP Response: In reviewing pre-application engagement with the Medway Council Highways officer, it was highlighted that on-street parking demand on Bardell Terrace is high and largely related to staff and postal vans of the Royal Mail Delivery Office on the western side of Corporation Street, particularly during weekday mornings. To this end, at the risk of displacing these vehicles to other local streets it was agreed that on-street car park provision should not be reduced in this location.