

Planning Committee – Supplementary agenda

A meeting of the Planning Committee will be held on:

Date: 7 January 2015

Time: 6.30pm

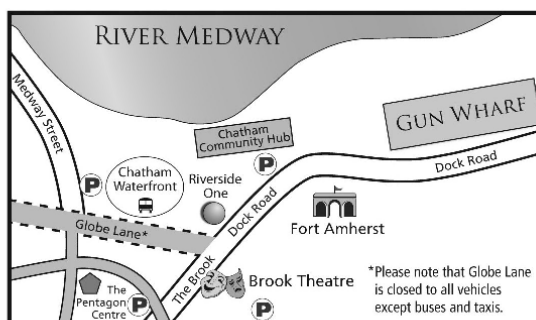
Venue: Canteen area - Level 3, Gun Wharf, Dock Road, Chatham ME4 4TR

Items

- 12 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: 8 January 2015



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	ଏହକ୍ଷାଫ	331786	فارسی	331840	Lietuviškai	332372

Medway Council

PLANNING COMMITTEE – 7 January 2015

Supplementary Agenda Advice

Minute 541 MC/14/2734

St Johns Road, Hoo St Werburgh

Precise wording of reasons for refusal agreed with Chairman and vice Chairman

1. The proposed development by virtue of the length and limited width of the access with no separation for pedestrians will result increased pedestrian/vehicular conflicts and as such the proposal represents an unacceptable form of backland development. The proposal is therefore contrary to policies T1, T2 and H9 of the Medway Local Plan 2003.

2. The proposed development will result in the significant loss of off street parking which, along with additional pressures already imposed through the loss of other garage sites within the area, will result in significant pressure on already overburdened on street parking availability in the area. This will result in increased competition for limited parking resulting in a loss of amenity for existing residents in the area and also detriment to the free flow of traffic (including buses, service and emergency vehicles). The proposal is therefore contrary to policies T1 and BNE2 of the Medway Local Plan 2003.

Page 16 MC/14/2914

Rochester Airport

Recommendation

In condition 17 add after 'basis' per annum

Proposal

Amend fourth sentence of first full paragraph on page to 25 so that the reference to the existing runway category is 2C and not 2B. In the same paragraph in the last sentence the runway length distance should read 830 metres.

Representations

Burham Parish has written to Tonbridge and Malling Borough Council commenting that no extra flights over Burham should occur and large noisy aircraft should not be permitted to use the airport. The airport should be closed and redeveloped for employment purposes.

Wouldham Parish Council has written to Tonbridge and Malling Council to confirm its support for the application

Five additional representations of objection, from three objectors, have been received raising the following additional matters:

- No information accompanies the application in respect of the proposed development's effect upon the Public Safety Zones for the airport and the societal risks of accidents arising from the revised operations at the airport have not been independently assessed.
- The noise modelling that has been undertaken on the applicant's behalf cannot be relied upon because exact start threshold points for the hard paved runway are unknown. The thresholds for a hard paved runway are likely to be more than 80 metres from the existing grass ones, which will affect the noise contours that have been modelled.
- In terms of the consideration of noise impacts greater weight should be placed upon the effects upon residential amenity as opposed to the benefits to hobby flyers.
- These proposals will not generate the proposed 1,000 jobs at the airfield.

Two additional representations of support have been received raising the additional matter.

- The sole use of runway 02/20 will mean that the flight path over ASDA towards Blue Bell Woods will be reduced to nil improving safety for residents, while to the north aircraft will be at a higher altitude
- which also improves the safety situation.

The applicant has written making the following comments in response to third party representations:

- The existing runways comply with the CAA's requirements and the proposed hard paved runway, although reduced in width, will similarly be compliant. The CAA has already been informed of the proposed runway alterations and will be consulted as the airport's scheme progresses. Attention has been drawn to the CAA's Aerodrome Licensing guidance (CAP 791) which indicates that the granting of aerodrome licences is governed by the Air Navigation Order which requires the CAA to grant a license in respect of any aerodrome when it is satisfied that the aerodrome is '... safe for use by aircraft, having regard in particular to the physical characteristics of the aerodrome and of its surroundings. When an aerodrome receives its licence, it is granted on the basis that it meet aerodrome licensing requirements, unless variations to these criteria have been agreed by the CAA'. It is a conditional requirement of any aerodrome license that changes to its physical characteristics must not be made without the CAA's prior approval to ensure that any such changes '... do not present a safety hazard...'

- Operationally the applicant would have preferred to have retained the cross wind runway (34/16). However, the paving of 02/20 and the benefits from that outweigh the retention of the existing grass configuration. The closure of runway 34/16 is not part of the planning application and is a matter relating to the granting of the new airport leases in February 2014, with the lease relating to the north west quadrant giving the Council, as landlord, the ability to require the closure of runway 34/16 from 31 May 2016 onwards whether or not planning permission is granted for alterations relating to the rest of the airport.
- In the event that planning permission is not granted for the proposed alterations to the airport the operational restrictions (movement limit and hours of use) offered in the planning application will not apply.
- The acoustic assessment accompanying the planning application has been prepared in accordance with recognised standards and responses have been made in relation to matters raised by the consultants that have been appointed by both Tonbridge and Malling and Medway Councils.
- The extract's from the airport's 'safety manual' relating to fuel handling have been submitted with the planning application to address representations made by the Environment Agency. The safety manual is a working document and forms part of the Rochester Airport's 'Aerodrome Manual', a document that the CAA requires airport operators to have in place so that their staff are informed of their duties and responsibilities with respect to safety matters. Airport operators are required to have aerodrome manuals in place as part of fulfilling their licensing obligations.

Officer Comments in response to further to the receipt of additional representations

Accuracy of noise modelling

It is contended that the design of the hard paved runway does not comply with the CAA's safety criteria with the result that the start point for aircraft using the runway is unknown. It is therefore argued that the results from the applicant's noise modelling cannot be relied upon, because the start threshold for the runway would need to be 80 metres further north.

The applicant's acoustic consultant has advised that its modelling has used the co-ordinates for the existing runway and the applicant has advised that the co-ordinates for runway 02/20 will remain unaltered because the runway's licensing designation will be 'Code 2B Non-Instrument'. The applicant has further advised that were the runway to be designated 'Code 2B Instrument' (i.e. one designed to enable pilots to rely solely on the use of instrumentation

to land or takeoff) then it would have different end safety requirements, which would require it to be longer than is shown on the application drawings.

Notwithstanding the above, the Council's acoustic consultant (MAS) has advised that if the runway had to be extended to accommodate different end safety areas, such a change would not make a significant difference to the results of the noise modelling that has been undertaken. This is because such a change would require a significant number of aircraft using the runway to be using its maximum length, something which is unlikely because of the variety of aircraft types that form a part of the applicant's 10 day data set from which the results of the modelling are derived. MAS has also advised that for changes in noise levels to be considered as being noticeable in assessment terms then there needs to be a change of 3dB or more and that in aircraft movement terms such a change means a doubling or halving of movements.

Public Safety Zones (PSZ)

The Aviation Policy Framework (2013) [APF], which may be a material consideration for planning decisions (paragraph 5.6 of the APF) includes the following section on PSZs:

"Public safety zones

- 5.14 *Safety is a fundamental requirement for aviation, including at the local level. For people living and working near airports, safety is best assured by ensuring the safe operation of aircraft in flight. However, in areas where accidents are most likely to occur we seek to control the number of people at risk through the public safety zone (PSZ) system. PSZs are areas of land at the ends of runways at the busiest airports, within which development is restricted.*
- 5.15 *Our basic policy objective remains not to increase the number of people living, working or congregating in PSZs and, over time, to see the number reduced. Where necessary, we expect airport operators to offer to buy property which lies wholly or partly within those parts of the zones where the risk is greatest. We will continue to protect those living near airports by maintaining and, where justified, extending the PSZ system.*
- 5.16 *All of the above is contained in DfT Circular 01/2010, Control of Development in Airport Public Safety Zones".*

At paragraph 5.14 of the PSZ reference is made to 'busiest airports' and while this type of airport is not defined in the APF it is evident from the references made elsewhere with the APF that this category of airport includes the likes of Heathrow, Manchester and Birmingham. The APF's references to PSZs is directed at large commercial airports.

Recommendation

Revised Plans have been received in relation to landscaping, particularly in relation to the area around Plots 1 and 2. It is considered that the areas shown for landscaping are acceptable in principle and that an acceptable landscaping scheme can be secured. However there are concerns regarding details of species and maintenance and accordingly while landscaping can be approved as a reserved matter in principle it is recommended that an additional condition regarding details of species and maintenance be imposed as follows:

Amend Condition 3 to substitute drawing 2151/14/A/2A received on 5 January 2015 for drawing 215/14/A/2 received on 1 October 2014.

Add new condition 4 as follows:

4. Notwithstanding the landscaping details submitted on 5 January on drawing 2151/14/A/2A, prior to the first occupation of any unit on site, full details of planting details, including updated cross sections, implementation plan and maintenance details shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in accordance with the implementation plan and thereafter maintained in accordance with the maintenance details.

Reason: In the interests of the visual amenities of the area.

Members will recall that this application was deferred from the last Planning Committee for further discussions with mhs. This has taken place and mhs has submitted a statement in support of their applications and this is attached in full to this supplementary agenda. The statement covers the following aspects:

- How the housing mix was derived
- Development of garage sites across Medway Council
- Garages
- Comments on the individual schemes.

Recommendation

Add additional condition 17 as follows:

17. No part of the development shall be occupied until measures for traffic calming in Hoopers Road have been undertaken and paid for by the developer.

Reason: In the interests of Highway safety and to accord with Policy T1 of the Medway Local Plan 2003

Page 75 MC/14/2145 Garages at Fleet Road

Members will recall that this application was deferred from the last Planning Committee for further discussions with mhs. This has taken place and mhs has submitted a statement in support of their applications and this is attached in full to this supplementary agenda. The statement covers the following aspects:

- How the housing mix was derived
- Development of garage sites across Medway Council
- Garages
- Comments on the individual schemes.

Page 94 MC/14/2467 Garages at Seagull Road

Reflecting the comments from the Planning Committee on the garage redevelopment applications reported to the last Planning Committee on 3 December, mhs has submitted a statement in support of their applications. This is attached in full to this supplementary agenda. The statement covers the following aspects:

- How the housing mix was derived
- Development of garage sites across Medway Council
- Garages
- Comments on the individual schemes.

Page 110 MC/14/1795 121a Barnsole Road

The Applicant has emailed to confirm that the premises were previously used as a printing business and his intention is to use the premises as private security storage for his personal vehicles although there may be some minor work to the vehicles.

Supplementary Information

1. Introduction

Two of mhs homes' recent applications were deferred and a third refused as the planning committee was concerned by the applications which propose to demolish a number of garage sites and the subsequent housing mixes on each site. Following a meeting between mhs homes and councillors of the planning committee on 17th December 2014, mhs has provided this additional information to address the concerns raised.

2. How the Housing mix was derived

According to 6.154 on p. 118 of the 2009 North Kent Strategic Housing Market Assessment, which focuses on the period from 2001 to 2026...

'70% of future requirements for social rented housing is for smaller homes (1 and 2 bedroom)...

The next point on p.119 continues to explain the statement...

'We find that the 1 bedroom social rented requirement is primarily underwritten by the needs of older persons. The housing mix model uses the CLG bedroom standard to allocate dwellings to households within the social rented housing¹ requirement. However, 'real world' factors such as older people expressing a preference for an extra bedroom to accommodate a visitor or a carer means that the requirement for 2 bedroom social rented dwellings may be understated'.

Reference 6.82, p.97 of the same report also refers to a general trend towards more single person households owing to the decline in marriage.

Section 9 of The 'Medway Council Guide to Developer Contributions (2014)' summarises the preferred mix in terms of the size mix of affordable unit on a site in that the Council will generally seek to achieve the approximate following mix, where practically feasible :

- 40% 1-bedroom properties
- 30% 2-bedroom properties
- 20% 3-bedroom properties
- 5% 4-bedroom properties
- 5% 5-bedroom properties

Mhs homes used this mix as a guide for the overall garage sites programme when developing the proposals. Once feasibility assessments for various mixes for each site were carried out, taking into account the amount of internal subsidy required per unit, the applications submitted provided a programme that closely meets Medway Council's housing needs and which mhs is able to deliver.

¹The report categorises mhs homes stock under social rented housing

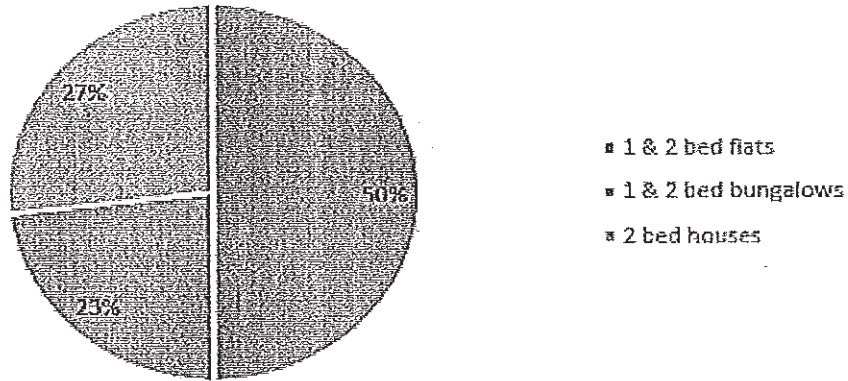
As seen from the chart below, the programme provides just over 70% of 1 and 2 bed properties in the form of flats and bungalows catering for a cross section of single person households. Whereas the remaining 27% cater for small families in the form of 2 bed houses.

¹ The report categorises mhs homes stock under social rented housing

3. Proposed development of mhs garage sites across Medway

3.1

mhs homes Affordable Housing Mix Summary



3.2 Data breakdown of Programme affordable housing mix

Site	Area	Tenure	No. of garages to be removed	No. of Units	Mix			
					1b1	2b1	1b2	2b2
Buller Rd	Chatham	AR	0	2	2			
Mayweed Ave	Weeds Wood	AR	35	6				1 (WC)
Silverweed Rd	Weeds Wood	AR	34	4				4
Robson Dr	Hoo	AR	16	2			2	
Wall Close	Hoo	AHO	12	2	2			
St. John's Rd	Hoo	AHO	37	5				
Fleet Rd	Rochester	AR/AHO	86	11	6			
Hoopers Rd	Rochester	AR/AHO	34	8	6	2		
Seagull Rd	Strood	AR	50	10	8	2		
Albatross Ave	Strood	AR	42	6			6	
Total			312	56	24	4	8	5

4. The Garages

There is a concern that mhs is ignoring a residual obligation of providing garages for local people.

However, whilst mhs homes' main responsibility is to provide much needed affordable housing, it can be seen from the data summary in 4.1 below that the effect on local people and parking stress levels is disproportionate to the loss of garages. This is because the majority of tenants, from most of the sites, do not reside within the localities of the garages.

For clarity, non-local residents are categorised as those who live more than a mile from the site i.e. 15 – 20 minutes walking distance.

It should be noted that although the garages were intended for vehicle storage, some residents have been utilising them to store other items. In addition, it has been presumed that all local tenants have vehicles despite the lack of data to support this as the mhs tenant survey response rates were generally not very high.

Based on the presumption, various forms of displacement mitigation have been considered. Depending on the area, options include (and discussed at some consultations);

- offering alternative local garages
- secure parking spaces within the development
- the provision of sheds
- the provision of drop kerbs

4.1 Garage data summary

Scheme	Garages to be removed	Void	Local tenants only	Garages loss: Effect w/o mitigation	Mitigation
Seagull Rd	50	3	13*	Acceptable parking stress increase of 7.5% to 68.5%	2 spaces on site for existing vulnerable tnnts.
Fleet Rd	86	23	23	Acceptable parking stress increase of 10% to 64%	1 alternative garage site
Hoopers Rd	34	1	15	Acceptable parking stress increase of 9% to 83%	3 alternative garage sites; 2 spaces on site

*1 tenant from the Albatross Ave site

4.2 Withholding of Garages

At the December planning committee, the Councillor for the Peninsula Ward expressed concern that mhs homes was purposely holding back the letting of garages. This is correct.

mhs homes has not terminated any tenancies in anticipation of planning consents. Voids have occurred as people have either voluntarily ended their tenancies or agreement breaches have resulted in termination of tenancies.

The decision was taken not to *re-let* 2 categories of garages; those which have been earmarked for development and those nearby earmarked to help with displacement as a result of obtaining planning consents.

It was thought unfair to re-let garages on a temporary/semi-permanent basis as people tend to plan purchases, for example, based on the amount and type of storage available. It was thought that this would prove more inconvenient and frustrating.

5. The Schemes

5.1. Hoopers Road/Hoopers Place

Councillors stated their preferences for a development of houses, in place of flats, at this location. It is felt that there already exists a sufficient provision of this type of housing in the surrounding area.

At the meeting, the depth of the flats were queried and terrace properties cannot be provided at 90 degrees to the road.

Neal Penfold of Pellings Architects has responded as follows:

'To clarify the overlooking issues are introduced at Hooper's Road by trying to provide houses at 90 degrees to the road as suggested. Given the restricted depth of the site [due to the fuel line that runs along the east of the site] the houses would be close to the rear gardens of properties fronting Maidstone Road, yes they could be designed to be single aspect but this would be an unconventional unit type, configured in an uncomfortable arrangement with surrounding property.

None of these issues exist in the current flatted scheme that has been carefully considered and designed to minimise impact on all neighbouring residents whilst responding positively to the local form and context. The flatted scheme represents the best solution for the site in our opinion whilst delivering the maximum no of units.'

A point was also made about a number of existing new build flats in the Rochester area that have remained unoccupied. mhs believes that it is likely that many of these properties cater for the private rented market. It is usual practise for affordable housing voids to be kept at a minimum by the lettings and housing teams who work with Medway Council to secure early nominations.

5.2. Fleet Road

mhs homes has no objection to offering the resident of 17 Fleet Road a property on the development, it is an option to be discussed with her should consent be granted.

5.3. Seagull Road

2 points mhs would like to make regarding this application:

The Consultation

As with the others, residents from the immediate surrounding roads were contacted. Garage tenants were not. Parking is usually very emotive and involves issues about which we are already aware. Tenants were contacted at a later date. The point of the consultation was to find out local concerns and issues related to the development itself that we might otherwise not been aware.

The Development of Flats

As well as aforementioned feasibility assessments, the existing properties were taken into consideration. As these are mainly houses it was felt that smaller homes in this area would help address the identified housing need.