Recommendation of Officers to the Planning Committee, to be considered and determined by the Planning Committee at a meeting to be held on 11 September, 2013.

Recommendation - Approval with Conditions

1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

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


Reason: For the avoidance of doubt and in the interests of proper planning.
3 Notwithstanding the submitted document, construction of the station building shall not commence until details and samples of any materials to be used externally for the station building have been submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality, in accordance with Policy BNE1 of the Medway Local Plan 2003.

4 Construction of the station building shall not commence until a sample panel showing the typical detail of the north-western and south-western elevations, including glazing, has been provided on site and the details approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details and shall be retained thereafter.

Reason: To ensure that the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality, in accordance with Policy BNE1 of the Medway Local Plan 2003.

5 Construction of the station building shall not commence until details of the appearance and locations of all vents and rainwater goods pipes have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details and shall be retained thereafter.

Reason: To ensure that the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality, in accordance with Policy BNE1 of the Medway Local Plan 2003.

6 The retail element within the station building shall not exceed 46sqm.

Reason: To ensure the retail element does not prejudice the functioning of the retail centre in accordance with Policy R8 of the Medway Local Plan 2003.

7 Construction of the station building shall not commence until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment and any gates to be erected. The boundary treatment and gates shall be implemented in accordance with the approved details before the building is occupied and shall be retained thereafter.

Reason: To ensure that the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality, in accordance with Policy BNE1 of the Medway Local Plan 2003.
Notwithstanding the submitted documents, construction of the station building shall not commence until full details of the hard and soft landscape works and public realm artefacts for the forecourt area and subway have been submitted to and approved in writing by the Local Planning Authority. These details shall include paving and hardstanding materials, seating, bollards, planters, any tree protection measures, planting plans, written specifications (including cultivation and other operations associated with grass and plant establishment) schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme. The landscape works shall be implemented in accordance with the approved details prior to the first occupation of the building and shall be retained thereafter.

Reason: To accord with the provisions of Section 197 of the Town and Country Planning Act 1990 and to ensure that the development does not prejudice the appearance or character of the site and the locality.

Construction of the station building shall not commence until details of a landscape maintenance plan has been submitted to and approved in writing by the Local Planning Authority. The landscape maintenance plan shall include a schedule for a minimum period of five years and details of the arrangements for its implementation. Development shall be carried out in accordance with the approved landscape maintenance plan.

Reason: Pursuant to condition 197 of the Town and Country Planning Act 1990 and to protect and enhance the appearance and character of the site and locality, in accordance with Policy BNE1 of the Medway Local Plan 2003.

Construction of the station building shall not commence until details of the treatment for the cladding or screening of the retaining walls facing onto the Rochester Riverside site along with a timetable for its provision and maintenance details has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented and maintained in accordance with the approved details and shall be retained thereafter.

Reason: To ensure that the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality, in accordance with Policy BNE1 of the Medway Local Plan 2003.

Construction of the station building shall not commence until details of the treatment for the cladding or screening of the retaining wall facing onto Corporation Street along with a timetable for its provision and maintenance details has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented and maintained in accordance with the approved details and shall be retained thereafter.
12 Notwithstanding the submitted documents, construction of the station building shall not commence until details of the cladding or any other surface treatment for the inside of the subway, along with a timetable for its provision has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details and shall be retained thereafter.

Reason: To ensure that the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality, in accordance with Policy BNE1 of the Medway Local Plan 2003.

13 Prior to the first occupation of the building, details of the appearance and location of any public art to be integrated into the building or within the site and a timetable for its provision shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details and shall be retained thereafter.

Reason: To ensure that the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality, in accordance with Policy BNE1 of the Medway Local Plan 2003.

14 Notwithstanding the submitted documents, construction of the station building shall not commence until details of all external lighting, including within the subway, have been submitted to and approved in writing by the Local Planning Authority. The details to be submitted shall include the exact position, colour, intensity and spillage. External lighting shall be installed in accordance with the approved details prior to the first occupation of the building and shall be retained thereafter.

Reason: To ensure a satisfactory external appearance and to ensure the provision of lighting does not result in glare or light to overspill nearby residential properties and in the interest of security in accordance with Policies BNE2, BNE5 and BNE8 of the Medway Local Plan 2003.

15 Prior to the first occupation of the station building details of the design and location of CCTV cameras to overlook publicly accessible areas shall be submitted to and approved in writing by the Local Planning Authority. The CCTV camera(s) shall be installed in accordance with the approved details prior to the first occupation of the building and shall be retained thereafter.

Reason: To ensure the safety and security of the occupiers and visitors of the development in accordance with Policy BNE8 of the Medway Local Plan 2003.
16 No vegetation clearance shall take place during the bird nesting season (March to September inclusive) unless a suitably qualified ecologist has first confirmed that no nests or dependent young are present (nesting bird checks within 24 hours of work commencing). All vegetation removal must be undertaken to the Method Statement submitted with the application.

Reason: To ensure satisfactory arrangements are made to safeguard the habitats in the interests of ecology in accordance with Policy BNE37 of the Medway Local Plan 2003.

17 If, during the course of development, protected species are found on site, works must stop with immediate effect and the Local Planning Authority notified. A proposed course of action shall be submitted to and approved in writing by the Local Planning Authority and the development shall proceed in accordance with the approved details.

Reason: To ensure satisfactory arrangements are made to safeguard the habitats in the interests of ecology in accordance with Policy BNE39 of the Medway Local Plan 2003.

18 Construction of the station building shall not commence until details of a landscaping scheme for the railway embankment to include native tree and/or shrub species and a scheme for the inclusion of features to enhance the site for stag beetles have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details prior to the first occupation of the building and shall be retained thereafter.

Reason: To ensure satisfactory arrangements are made to safeguard the habitats in the interests of ecology in accordance with Policy BNE22 of the Medway Local Plan 2003.

19 Construction of the station building shall not commence until details of a sustainable surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a demonstration of how the surface water discharge off site will be reduced for the 100 year critical storm event including allowance for climate change and to not increase the risk of flooding both on and off site. The development shall be implemented in accordance with the approved details prior to the first occupation of the building and shall be retained thereafter.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site in accordance with Policy CF13 of the Medway Local Plan 2003.
20 Construction of the station building shall not commence until details of the measures to be undertaken to protect the public sewers have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details and shall be retained thereafter.

Reason: In order to protect the public sewers

21 No infiltration of surface water drainage into the ground is permitted unless details have firstly been submitted to and approved in writing by the Local Planning Authority identifying those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be implemented in accordance with the approved details prior to the first occupation of the building and shall be retained thereafter.

Reason: To ensure protection of the underlying principle chalk aquifer in accordance with Policy CF13 of the Medway Local Plan 2003.

22 No piling or any other foundation designs using penetrative methods shall take place unless details, including a risk assessment have firstly been submitted to and approved in writing by the Local Planning Authority identifying those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be implemented in accordance with the approved details.

Reason: To ensure protection of the underlying principal chalk aquifer in accordance with Policy CF13 of the Medway Local Plan 2003.

23 No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written specification and timetable which has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that features of archaeological interest are properly examined and recorded in accordance with Policy BNE20 of the Medway Local Plan 2003.

24 Notwithstanding the submitted documents, construction of the station building shall not commence until details of cycle parking and storage have been submitted to and approved in writing by the Local Planning Authority. The cycle parking and storage shall be implemented in accordance with the approved details prior to the first occupation of the building and shall thereafter be retained.
Reason: To ensure that the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality and to ensure the facility is secure, in accordance with Policies BNE1 and T4 of the Medway Local Plan 2003.

25 Construction of the station building shall not commence until details of a suitable location within the site for the installation of a Real Time Information display for bus passengers, including power supply, has been submitted to and approved in writing by the Local Planning Authority. Access to the approved location shall thereafter be made available to the Local Authority, or an approved contractor, for the purposes of installing the Real Time Passenger Information display prior to first occupation of the development, and for the purposes of maintaining the display at agreed intervals thereafter.

Reason: To encourage sustainable travel and provide high quality public transport infrastructure in accordance with Policy T6 of the Medway Local Plan 2003.

26 None of the buildings hereby approved shall be occupied until underground ducts have been installed by the developer to enable telephone, electricity and communal television services to be connected to any premises within the site without recourse to the erection of distribution poles and overhead lines and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order amending, revoking and re-enacting that Order), no distribution pole or overhead line shall be erected within the area except with the express written consent of the Local Planning Authority.

Reason: To ensure that the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality, in accordance with Policy BNE1 of the Medway Local Plan 2003.

27 Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence within the Corporation Street side of the railway embankment until conditions 28 to 31 have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified in writing by the Local Planning Authority until condition 31 has been complied with in relation to that contamination.

Reason: To ensure that the development is undertaken in a manner which acknowledges interests of amenity and safety in accordance with Policy BNE23 of the Medway Local Plan 2003.
No development within the site on the Corporation Street side of the railway embankment shall take place until an investigation and risk assessment, in addition to any assessment provided with the planning application, has been completed in accordance with a scheme to assess the nature and extent of any contamination on the Corporation Street side of the application site, including risks to groundwater, whether or not it originates on the site. The scheme shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development on the Corporation Street side of the railway embankment. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report shall be submitted to and approved by the Local Planning Authority prior to the commencement of development on the Corporation Street side of the embankment. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes.
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason: To ensure that the development is undertaken in a manner which acknowledges interests of amenity and safety in accordance with Policy BNE23 of the Medway Local Plan 2003.

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and submitted to and approved in writing by the Local Planning Authority prior to commencement of the development within the Corporation Street side of the railway embankment. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.
Reason: To ensure that the development is undertaken in a manner which acknowledges interests of amenity and safety in accordance with Policy BNE23 of the Medway Local Plan 2003.

30 The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of any development within the Corporation Street side of the railway embankment (other than development required to enable the remediation process to be implemented) unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given not less than two weeks’ written notification prior to the commencement of the remediation scheme works.

Following completion of the measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and submitted to and approved in writing by the Local Planning Authority prior to bringing the development into use.

Reason: To ensure that the development is undertaken in a manner which acknowledges interests of amenity and safety in accordance with Policy BNE23 of the Medway Local Plan 2003.

31 In the event that contamination that was not previously identified is found at any time when carrying out the approved development, it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 28, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 29, which is subject to the approval in writing of the Local Planning Authority.

Following completion of the measures identified in the approved remediation scheme a verification report providing details of the data that will be collected in order to demonstrate that the works set out in condition 29 are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 30.

Reason: To ensure that the development is undertaken in a manner which acknowledges interests of amenity and safety in accordance with Policy BNE23 of the Medway Local Plan 2003.

32 No development shall take place until an acoustic assessment has been undertaken and the results submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard the amenities of the existing occupants of surrounding residential accommodation in accordance with Policy BNE2 of the Medway Local Plan 2003.
33 No embankment widening including the construction of retaining walls on the Rochester Riverside side, subway construction and installation and works to construct the stairway and lift shall take place until details of the mitigation measures to reduce the impact from noise arising as a result of these activities has been submitted to and approved in writing by the Local Planning Authority. The mitigation measures shall be based on the details approved pursuant to condition 32. The approved mitigation measures shall be implemented on site prior to the commencement of any construction activity to which this condition applies and shall remain in place until the completion of each of the activities.

Reason: To safeguard the amenities of the existing occupants of surrounding residential accommodation in accordance with Policy BNE2 of the Medway Local Plan 2003.

34 No works to construct the platforms or the retaining wall on the Corporation Street side of the embankment shall take place until details of the mitigation measures to reduce the impact from noise arising as a result of these activities has been submitted to and approved in writing by the Local Planning Authority. The mitigation measures shall be based on the details approved pursuant to condition 32. The approved mitigation measures shall be implemented on site prior to the commencement of any construction activity to which this condition applies and shall remain in place until the completion of each of the activities.

Reason: To safeguard the amenities of the existing occupants of surrounding residential accommodation in accordance with Policy BNE2 of the Medway Local Plan 2003.

35 No construction works or development except for those listed in conditions 33 and 34 shall take place until details of the mitigation measures to reduce the impact from noise arising as a result of any other construction activity has been submitted to and approved in writing by the Local Planning Authority. The mitigation measures shall be based on the details approved pursuant to condition 32. The approved mitigation measures shall be implemented on site prior to the commencement of any construction activity to which this condition applies and shall remain in place until the completion of these construction activities.

Reason: To safeguard the amenities of the existing occupants of surrounding residential accommodation in accordance with Policy BNE2 of the Medway Local Plan 2003.
No construction works or development except for those listed in conditions 33 and 34 shall take place until details of the mitigation measures to reduce the impact from noise arising as a result of any other construction activity has been submitted to and approved in writing by the Local Planning Authority. The mitigation measures shall be based on the details approved pursuant to condition 32. The approved mitigation measures shall be implemented on site prior to the commencement of any construction activity to which this condition applies and shall remain in place until the completion of these construction activities.

Reason: To safeguard the amenities of the existing occupants of surrounding residential accommodation in accordance with Policy BNE2 of the Medway Local Plan 2003.

Prior to the first occupation of the building, details of the mitigation measures to reduce the impact from noise arising as a result of the operational phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The mitigation measures shall be based on the details approved pursuant to condition 32 and shall be implemented on site prior to the first occupation of the building in accordance with the approved details and shall be retained thereafter.

Reason: To safeguard the amenities of the existing occupants of surrounding residential accommodation in accordance with Policy BNE2 of the Medway Local Plan 2003.

The noise level $L(A)_{eq, time}$ from any Public Address system shall be no more than 5dB(A) above the background level $L(A)_{90}$ at any time when assessed in accordance with BS4142:1997.

Reason: To safeguard the amenities of the existing occupants of surrounding residential accommodation in accordance with Policy BNE2 of the Medway Local Plan 2003.

The noise level $L(A)_{eq, time}$ from any plant or machinery at the site shall be at least 5dB(A) below the background level $L(A)_{90}$ at any time when assessed in accordance with BS4142:1997.

Reason: To safeguard the amenities of the existing occupants of surrounding residential accommodation in accordance with Policy BNE2 of the Medway Local Plan 2003.
Within one month of the first occupation of the building, monitoring of noise levels arising as a result of the operational phase of the development shall take place for a period of 12 months. The results of the noise monitoring shall be submitted to the Local Planning Authority on a monthly basis and shall include conclusions as to the adequacy of the mitigation measures that are in place and any recommendations for any change to the mitigation measures along with a timetable for the provision of changes to the mitigation measures. Any changes to the mitigation measures shall be approved in writing by the Local Planning Authority and shall be implemented in accordance with the approved timetable.

Reason: To safeguard the amenities of the existing occupants of surrounding residential accommodation in accordance with Policy BNE2 of the Medway Local Plan 2003.

For the reasons for this recommendation for approval please see Planning Appraisal Section and Conclusions at the end of this report.

Proposal

This application seeks full planning permission for the construction of a replacement railway station and associated works including a forecourt area, a new pedestrian subway underneath the railway to Rochester Riverside, stairs and lifts up to new station platforms, new platform canopies and shelters and retaining walls.

Station Building

The proposed station building would be located within the existing Corporation Street Car Park adjacent to the southeastern boundary which currently adjoins a site occupied by a vehicle hire business. The proposed station building would measure approx. 44.3m long, approx. 9.4m to 12.4m wide and approx. 3.9m + 4m screening to approx. 7.9m high and would be set off the boundary with the adjacent site to the southeast by approx. 1m. The floorspace of the station building will equate to approx. 450m².

The station building will accommodate a ticket office, cash office, staff wc, female wc, male wc, disabled wc, baby change facilities, 2 x staff mess room, equipment / telecommunications room, mechanical room, electrical room, stairs and lifts to the platforms and an internal side to the subway to provide access to platforms 2 and 3. There will be two entrances on the northeastern elevation of the building – a main entrance and an out of hours entrance.
Forecourt

The main forecourt area will measure approx. 18m by approx. 45m and will be predominantly hard landscaped with some planting. The forecourt area will surround the station building on two sides, creating an entrance ‘carpet’ to the building and the subway.

Subway Structure

The subway structure will be split into two parts. One half will be accommodated within the station building providing access from the station building to the platforms and vice versa with the other half providing access externally between Corporation Street and Rochester Riverside. The subway opening would be approx. 28.5m long, approx. 6.2m wide and approx. 2.8m high. At the Rochester Riverside (northeastern) end of the subway, the opening widens to approx. 10.7m.

Platforms

There are to be 3 platforms with access gained via stairs or a lift. Platform 1 would measure approx. 4m wide and approx. 310m long. The combined width of platforms 2 and 3 would be approx. 8.15m narrowing down to approx. 4m and would be approx. 316m long.

Platform 1 would be covered by a canopy approx. 124m long and approx. 4m wide and there would be an additional two open fronted shelters. Platforms 2 and 3 would be covered by a canopy approx. 84m long and approx. 7.1m wide and there would be an additional three open fronted shelters. Each open fronted shelter would measure approx. 12.5m long by approx. 1.5m wide. There would also be one ‘platform staff only’ enclosed pod on platform 1 and one on platforms 2 and 3. The platform staff pods would each measure approx. 4m long by approx. 2.4m wide.

All platforms will provide capacity for 12 carriage trains.

Retaining Walls

There would be retaining walls located either side of the existing embankment. The retaining walls to be located on the Rochester Riverside side of the embankment would be approx. 4.5m high and topped with a handrail approx. 1.3m high. The retaining wall to be located to the Rochester Riverside side of the embankment and to the north-west of the subway opening would be approx. 112.5m long. The retaining wall to be located on the Rochester Riverside side of the embankment and to the south-east side of the subway opening would be approx. 116m long. The retaining walls will be supported by piles of approx. 600mm in diameter and approx. 16.5m long.
Relevant Planning History

There are a small number of applications for advertisements in relation to the Corporation Street Car Park but not considered relevant to this application. The application site adjoins the Rochester Riverside development site which has been subject to a variety of planning applications over the years (over 100 applications for various forms of industrial/wharfage development, waste transfer activities and residential), the large majority of which have been approved. Only those more recent applications related to the regeneration proposals and therefore relevant to this application are listed below.

MC/13/0535  Construction of temporary office and site compound until 1st September 2016 for works associated with the construction of a new railway station. Approved, 7 May 2013

MC/11/0400  Reserved matters application for the affordable phase of phase 1A(i) at Rochester Riverside pursuant to outline planning permission MC2004/2030 for the construction of 73 residential units (Use Class C3); the use of the ground floor unit of Flat Block 1 for retail (Use Class A1) and/or a restaurant/cafe (Use Class A3); the use of the two ground floor units in the extra-care block for either retail (Use Class A1); restaurant/cafe uses (Use Class A3) and/or dentist surgery (Use Class D1); the reconfiguration of Doust Way car park; and associated infrastructure, servicing, car parking and landscaping. Approved, 25 March 2011

MC/10/4613  Application for removal of conditions 7 & 8 of planning permission MC/10/3129 (outline planning permission for a mixed use development comprising: up to 170,000 sqm of residential floorspace providing up to 2,000 units (Use Class C3); 7,800 sqm of retail, food and drink floorspace (Use Class A1, A2, A3, A4 & A5); 12,000 sqm of business floorspace (Use Class B1); 3,600 sqm of live work floorspace (Use Class Sui Generis), 19,000 sqm of hotel floorspace (Use Class C1); 9,000 sqm of community facilities (Use Class D1 including new Primary school, associated open space, landscaping, infrastructure and parking, including a market site and a multi-storey car and coach park of up to 15,500 sqm (providing between 400-430 car parking spaces and 18 coach parking spaces). Approved, 18 February 2011

MC/10/3270  Reserved matters application for Phase 1A (i) at Rochester Riverside pursuant to outline planning permission MC2004/2030 for the construction of 161 residential units (Use Class C3); the use of the ground floor unit of Flat Block 1 for retail (Use Class A1) and/or a restaurant/cafe (Use Class A3); the use of the two ground floor units in the extra-care block for either retail (Use Class A1),
restaurants/cafe uses (Use Class A3) and/or a dentist surgery (Use Class D1); the use of the ground floor unit in Flat Block 2 for either retail (Use Class A1), financial and professional services (including an estate agents or a residential marketing suite (Use Class A2) and/or a restaurant/cafe (Use Class A3); the reconfiguration of Doust Way car park; and associated infrastructure (including a substation), servicing, car parking and landscaping.

Approved, 19 November 2010

A S106 Agreement has not been signed but will be required prior to commencement of development.

MC/10/3129  Variation of condition 5 and 10 of outline planning permission MC/07/0429.  
Approved, 12 October 2010

MC/10/2628  Variation of condition 19 of outline planning permission MC/07/0429 which required the submission of typical sections at not less than a 1:20 scale with the submission of a reserved matters application.  The varied condition now requires details in plan and section at a scale not less than 1:50 of any typical front garden between the buildings frontages and the adjoining footway, including details of any bin stores and car ports and external walls showing eaves, verges, lintels, cills, balconies and porches of each building type at a scale of not less than 1:20.

Approved, 10 September 2010

MC/07/0429  Variation of condition 76 of planning permission MC2004/2030 which required the submission of a detailed strategy for a speed hierarchy of all distributor and access roads within the application site and which required means other than vertical deflection ("speed humps" etc) as the principal method of reducing vehicle speeds to a new condition requiring details of: -traffic calming at detailed stage for any phase or sub-phase of development -how the objectives of the Design Codes can be achieved and requiring developers to test the effectiveness of their traffic calming measures post implementation with a requirement to incorporate additional measures to reduce the measured 85th percentile speed to at or below the maximum detailed in the Design Codes if necessary.

Approved, 1 May 2007

MC/07/0249  Variation of condition 9, parts viii) and ix) of planning permission MC2004/2030 [Outline application for planning permission comprising up to: 170,000 sqm of residential floorspace providing up to 2,000 units (Use Class C3); 7,800 sqm of retail and food and drink floorspace (Use Class A1, A2, A3, A4 & A5); 12,000 sqm of business floorspace (Use Class B1); 3,600 sqm of live work floorspace (Use Class Sui Generis), 19,000 sqm of hotel floorspace (Use Class C1); together with associated 9,000 sqm of community facilities (Use Class D1) including a new Primary school.
Associated open space, landscaping, infrastructure and parking, including a market site and a multi-storey car and coach park of up to 15,500 sqm (providing between 400-430 car parking spaces and 18 coach parking spaces), which currently state: viii) the strategy for the provision of a minimum of 0.48 hectares of equipped play facilities with the application site; and ix) the strategy for the provision of a minimum of 1.82 hectares of informal open space within the application site to be changed and combined to read as follows: viii) the strategy for the provision of a minimum of 2.3 hectares of informal open space within the application site of which a minimum of 15% of the area provided must be equipped play facilities to fulfil the general principles of the LAPs (Local Area for Play), LEAPs (Local Equipped Area for Play) and NEAPs (Neighbourhood Equipped Area for Play).

Approved, 10 April 2007

MC/04/2030 Outline application for planning permission comprising up to: 170,000 sqm of residential floorspace providing up to 2,000 units (Use Class C3); 7,800 sqm of retail and food and drink floorspace (Use Class A1, A2, A3, A4 & A5); 12,000 sqm of business floorspace (Use Class B1); 3,600 sqm of live work floorspace (Use Class Sui Generis), 19,000 sqm of hotel floorspace (Use Class C1); together with associated 9,000 sqm of community facilities (Use Class D1) including a new Primary school. Associated open space, landscaping, infrastructure and parking, including a market site and a multi-storey car and coach park of up to 15,500 sqm (providing between 400-430 car parking spaces and 18 coach parking spaces), is also proposed.

Approved, 08 June 2006

Representations

The application has been advertised on site and in the press and by individual neighbour notification to the owners and occupiers of neighbouring properties.


8 letters of representation have been received making the following comments:

- Design – entrance should front Corporation Street
- Car Park to be located with Rochester Riverside should be dealt with as an application now
- Suitable landscaping will be required
- Loss of car parking
• Building should be orientated parallel to the railway embankment and visible from all directions
• Blank façade onto Corporation Street
• The stair leading up to the platform presents a mean, sloping ceiling following the profile of the stair – compounds negative appearance of blank façade
• Canopies on the platform are crude
• Specification needs to be high quality
• Subways - dangerous places, should not be included
• Poor design – industrial appearance, cheap and nasty, cold, grey and depressing
• Design goes against good urban design principles due to the orientation of the new station within the site
• Blights development potential of the adjacent site and prevents the proposals for the adjacent site coming forward
• Replacement of station will bring benefits for residents, business and attract new visitors
• Modern appearance is appropriate – the new station should project a contemporary and forward looking image
• Location is ideal giving easy access to main centre of Rochester
• The proposed station will be built to modern, police approved security/safety levels
• Subway will be open bright and well lit with modern security
• The orientation of the station needs to face onto land available to Network Rail
• The Development Framework for the area makes no reference for the need for development in the area to adopt a heritage style
• The remainder of Corporation Street car park should be resurfaced

Medway Licensed Taxi Drivers Association (MLTDA) have made the following comments:
• Awaiting confirmation of the number of allocated taxi spaces
• Opportunity for state of the art taxi rank
• Concern regarding pickup and drop off point for general public
• Hope to see adequate signage for the taxi rank

Environment Agency have made the following comments:
• No objection but recommend conditions relating to flood risk, groundwater and contaminated land.

Natural England have made the following comments:
• Support recommendations made in the Preliminary Ecological Appraisal and Bat Risk Assessment.

English Heritage have made the following comments:
• Site located outside of the line of the scheduled city wall
• Stretch of wall opposite is a later rebuild and do not consider that the development would have a negative impact
• Possible some archaeological evidence of land reclamation and waterside activities may be disturbed by development. Guidance should be sought from
Medway Council’s archaeological advisors.

Kent Police have made the following comments:
- No objection

Counter Terrorism Advisor, British Transport Police has made the following comments:
- Matters pertaining to designing out crime have been considered throughout the design

Kent Fire and Rescue Service have written and made the following comments:
- The means of access is considered satisfactory.

Southern Water have made the following comments:
- Exact position of public sewers must be determined on site by the applicant.
- Advice regarding tree planting in relation to pipe sizes.
- Suggest a condition in relation to the protection of public sewers,
- Suggest an informative in relation to applications made to Southern Water regarding connection to public sewerage system.

Southern Gas Networks have made the following comments:
- Presence of a low/medium/intermediate pressure gas main in proximity to site.
- No mechanical excavations to take place above or within 0.5m of the low pressure and medium pressure system and 3m of the intermediate pressure system.
- Advise of safe digging practices.

Kent County Council (KCC) Ecology have written and made the following comments:
- Satisfied that the ecological survey work has been undertaken to an appropriate standard.
- The recommendations of the submitted report should be implemented.

KCC Archaeology have written and made the following comments:
- Recommend a condition to secure the archaeological programme of works set out in the submitted archaeological impact assessment and appraisal.

Natural England (NE) have written and made the following comments:
- Supports recommendations made in the submitted report

Development Plan Policies

The Development Plan for the area comprises the Medway Local Plan 2003. The policies referred to within this document and used in the processing of this application have been assessed against the National Planning Policy Framework, 2012 and are considered to conform.
Relevant Supplementary Planning Documents

The Medway Waterfront Renaissance Strategy 2004

The Corporation Street Development Framework 2008

Planning Appraisal

Principles of Development

Policy S1 of the Medway Local Plan 2003 seeks to priorities re-investment in the urban fabric and states that priority will be given to a range of new and improved transport facilities. Policy S2 of the Medway Local Plan 2003 seeks to ensure the implementation of the development strategy set out in Policy S1 adopts a sustainable approach to the location of new development. Furthermore, Policy T7 of the Medway Local Plan 2003 supports proposals for new passenger rail stations subject to environmental, access and landscaping considerations. The provision of new rail facilities at Rochester would meet the objectives of paragraph 29 of the NPPF in recognising the important role of transport in facilitating sustainable development and contributing to wider sustainability and health objectives. In addition, the Corporation Street Development Framework 2008 recognises that the existing station would not be adequate to accommodate the modern station facilities associated with the new javelin service that was introduced. The new station allows for longer trains to service Rochester, resulting in an improvement to the existing service and providing people with a potentially more desirable alternative to the car.

The presence of the station within Corporation Street would also meet the objectives of the Corporation Street Development Framework 2008 in that the station and the associated subway link would help connect the existing historic centre of Rochester with Rochester Riverside, it is anticipated that the forecourt area will be designed to a high quality resulting in an improvement to the public realm and it will improve street level activity.

Street Scene and Design

Paragraph 56 of the NPPF emphasises the importance of good design. Policy BNE1 of the Medway Local Plan 2003 states that development should be satisfactory in terms of scale and mass and should respect the visual amenity of the surrounding area.

The proposed railway station building would be of a simplistic, contemporary design and would be situated at the extreme eastern end of the Corporation Street car park with its side elevation facing onto Corporation Street. The site itself is spatially restricted, and so the proposal has been designed using a simple grid matrix, which places all back of house facilities along the southeast of the building away from the public areas and screened by the railway and boundary wall to the southeast. This provides a ‘straight through’ linear ticket hall and concourse area, to maximise the flow of pedestrians through the building and a logical and clear progression from entry to platform entrances.
A glazed full height curtain wall to the northwest and southwest facades of the ticket hall provides natural daylight and offers a panoramic view towards the centre of Rochester and the Cathedral. Solar gain to the ticket hall will be controlled through the use of passive ventilation and a 1.5m roof projection over the glazed curtain wall facade.

The main entrance to the station building is to be located close to Corporation Street, on the northwest elevation. An ‘out of hours’ entrance is to be provided further along at the articulation of the main facade. An internal security shutter enables the main ticket hall and concourse to be closed off during ‘out of hours’ times (when the ticket office is not open).

A generous forecourt area comprising hard and soft landscaping would provide separation between the station building and the car park, as well as providing a setting for the station building and the subway entrance to Rochester Riverside. Although not part of this planning application, the remainder of the car park will also be redesigned complete with landscaping and new paving materials so that the whole complex is integrated as a new gateway to Historic Rochester and Rochester Riverside.

Given the functional requirements of the building, its location as a gateway between Historic Rochester and the new development of Rochester Riverside, and that other sites within Corporation Street, including the adjacent petrol station, will be developed in due course, it is appropriate that there has not been an attempt to design a building in an arbitrary historic style. Instead the design provides an elegant and relatively low-key modernist building with a mainly steel and glass public façade. The façade is well detailed, features high quality materials, and will be attractive in itself. Viewed externally from Corporation Street and the station forecourt, the main glazed façades of the station building will provide an open and transparent view into the station and subway, complemented by the hard landscaping within the forecourt. The degree to which the facades are of tinted or shaded glass will have a big impact on the appearance of the building. It is recommended, that should planning permission be forthcoming, a condition be attached requiring a sample of the façade to be constructed on site (complete with glazing).

Viewed from the adjacent site (currently S&B vehicle hire), the single storey boundary wall will be finished in brick masonry to match the existing boundary wall (to be demolished and replaced). On the façade facing directly onto Corporation Street, a horizontal anodized aluminium screen is proposed over the lower roof to ‘balance’ the facade between the double and single storey heights. This screen continues at half-height along the long façade above the boundary wall, concealing the required plant equipment at roof level.

Consultation has resulted in the building being criticised for not reflecting the historic character of Rochester to a sufficient degree. The modernist design is considered appropriate for a station building in itself, but greater distinctiveness can be achieved by the use of public art. This could be by the commissioning of artwork for the retaining walls that will be fronting onto the Corporation Street car park and the new Rochester Riverside development and by the use of etching to the glazing on the façades.
It is recommended that should planning permission be forthcoming, a condition be attached to ensure the details for the retaining walls and public art in general are delivered.

Finally, the landscaping of the forecourt area will be crucial in providing an appropriate setting for the new building easing it into its context and providing a high quality feel to the station and the surrounding area. Integral to this is the retaining embankment wall to platform 1 (above), envisaged as a ‘feature’ wall, linking the public subway to the forecourt and beyond. A bin storage room and electrical room will be fully integrated within the embankment wall, accessed by a set of double doors for each. Cycle parking will also be located within the forecourt area. The cycle parking will be of a high quality, providing an activated area to deter misuse and graffiti. Seating and planters will be constructed providing a visual contrast and balance to the rigid orthogonal paving grid of the forecourt and soft landscaping in the form of trees will be provided within the stone planters. Along with the seating, the planters will also function as security collision barriers. The planters, seating and the feature wall will be supplemented with up lighting integrated into the paving (ground) finish, encouraging safe use (for public and rail users) at hours outside of daylight. It is recommended that should planning permission be forthcoming, a condition be attached requiring details of the lighting to be submitted and agreed.

In accordance with the Corporation Street Development Framework, the building is set back by 10m from the edge of the street in order to allow room for a boulevard of trees to be established along the northern side of Corporation Street. This has also been allowed for in the options that have been put forward for the layout of the adjacent car park. Overall, a boulevard of trees will provide an attractive green character to this side of Corporation Street into which the station and other buildings will fit comfortably.

The subway will maintain a minimum width of 2.9m clear for both the public and station (paid) sides; they will be separated by a full height transparent toughened laminate glazed partition, giving a greater sense of space within both sides of the subway. Lighting will be integrated by use of linear fluorescent lights within the suspended ceiling, with asymmetric reflectors. The glazed partition will incorporate a visual manifestation using a vinyl interlay between the panels.

In accordance with Paragraphs 61 and 69 of the NPPF and Policy BNE7 of the Medway Local Plan 2003 which requires development to be designed so that access to buildings and external circulation areas meets the needs of people with disabilities, the elderly and people with young children, the stairs leading to platform 1 and platforms 2&3 will be constructed to comply with Part M (vertical access for ambulant disabled persons) of the Building Regulations, and a separate lift for platform 1 and platforms 2&3 provide step-free access for persons of reduced mobility and will also be compliant with Part M.

A barrier fence will be provided along the edge of single platform 1 above the embankment feature wall, allowing a sense of permeability from the platform to the urban townscape beyond. It will additionally reduce the visual impact of the embankment wall.
Design and Security

Paragraph 69 of the NPPF states that planning decisions should aim to achieve places which promote safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion. It also states that planning decisions should promote safe and accessible developments, containing clear and legible pedestrian routes and high quality public space. Policy BNE8 of the Medway Local Plan 2003 remains in line with the NPPF stating that the design and layout of development should seek to maximise personal safety and the security of property.

In accordance with the above policy provision, the station and associated environments have been designed so that there are no hidden areas or spaces where anti-social behaviour could occur without being seen. The station is designed to be open and transparent and the areas around the station, as well as routes to and from the platforms, will benefit from natural surveillance by the users of the station and the general public. Waiting shelters will be provided on the station platforms. It is anticipated that the shelters are designed to be open in nature, whilst still providing weather protection and comfort.

In addition to the design being such that it provides as much security from natural surveillance as possible, it is proposed to install CCTV and help points throughout the station. The forecourt will also be illuminated at night through the use of high quality integrated column mounted lights, casting 360 degree indirect soft lighting. The proposal to provide up lighting to the planters, seating and the feature wall will also encourage safe use of the area by the public and rail users outside of daylight hours. As stated above, it is recommended, that should planning permission be forthcoming, a condition be attached to ensure that details of the lighting are submitted and approved. It is recommended that details of CCTV should also be provided by the use of a condition.

Relationship with adjoining site

The station building has been designed with the frontage facing onto the Corporation Street car park but with a double height glazed façade facing directly out over Corporation Street itself. In contrast, the building turns its back on the adjoining garage site, presenting a plain stock brick boundary wall, topped by louvres which screen the rooftop air conditioning plant. Whilst this is not ideal in terms of the length of projection of the blank façade from front to back along this boundary, it does not preclude the development of the adjacent site in the future. To have placed windows or other features in this façade would have risked affecting the development potential of the adjoining site.

Rochester Riverside

Space to accommodate additional rail tracks is created by replacing the railway embankment that faces Rochester Riverside with a concrete retaining wall. This, plus the provision of a commuter car park on Rochester Riverside, will be a constraint but will not preclude development on the site in accordance with Policy S7 of the Medway Local Plan 2003.
The car park element will be taken into account when the masterplan is reviewed (required biennially as part of a condition attached to the outline planning permission). However, the retaining wall will remain (whether forming the rear boundary of gardens or more exposed to public view) an unattractive feature. It is also noted that the drawings appear to show security fences immediately abutting the retaining wall. This is potentially very unattractive. To minimise any visual impact from the retaining walls, it is recommended that, should planning permission be forthcoming, a condition be attached to requiring details for treatments or screening to be applied to the retaining walls to be submitted for approval.

With the suggested conditions attached, the design and appearance of the proposed railway station is considered appropriate for the context and its location and therefore meets the objectives of Paragraph 56 of the NPPF, and Policies S7, BNE1, BNE7 and BNE8 of the Medway Local Plan 2003 as well as the adopted Corporation Street Development Framework 2008.

Amenity Considerations

Residential Amenity

The station building would be located to the southeastern end of Corporation Street Car Park, away from residential properties. Hayward House, a building providing residential accommodation, adjoins the boundary with Corporation Street Car Park to the northwest. The design and location of the station building with the car park in the intervening land is such that it is considered there would be no detrimental impact on the amenities of the occupiers of Hayward House in terms of loss of outlook, daylight and overshadowing.

The platforms will be constructed at a higher level along the top of the railway embankment and will run behind the existing residential properties that are located to the southeast of the site towards Blue Boar Lane. As such the platforms and canopies will be visible from the rear of these residential properties. The residential properties are to be located approx. 30m (at their closest) away from the position of the new platforms. Taking account of the distance between those residential properties and that the platform structures are to be kept to a minimum number and size, it is considered that there would be no detrimental impact on residential amenity in terms of loss of outlook, daylight, privacy and overshadowing.

The platforms would not extend behind the residential accommodation of Hayward House and would therefore not result in any detrimental impact on residential amenity in terms of overlooking and loss of privacy.

Taking account of the above, the proposal is considered to be in accordance with Policy BNE2 of the Medway Council 2003.

Noise

Paragraph 123 of the NPPF states that planning decisions should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result
of new development. New development should seek to mitigate and reduce adverse impacts from noise including through the use of conditions.

The proposed location of the station is close to the residential properties on Corporation Street. The station building itself is approximately 50m from the nearest property of number 86 Corporation Street to the south and 135m from Hayward House to the north. These properties, along with the other terraced properties to the south, are considered to be those most affected by the proposal because of their proximity to the station.

The main likely impact on the amenity of the occupiers of those properties from the development is likely to be from noise related to construction of the development, from the trains, the station announcements and from passengers at the station and on the platforms.

Noise surveys have been undertaken and two reports have been submitted as part of the application dealing with noise arising at the construction stage of the development and noise arising at the operational phase of development. There are some errors in the reports but not so great that a preliminary assessment of the impact on nearby residents cannot be undertaken.

**Operational Phase**

The report demonstrates that the proposal will introduce several noise sources that are likely to have a significant impact on the amenity of nearby uses. The report suggests mitigation can be provided to address the impact on neighbouring residential amenity but no firm mitigation proposals are provided. In its assessment, the Local Planning Authority agrees that mitigation is possible, but recommends that, should planning permission be forthcoming, conditions be attached to require details of the mitigation to be submitted for approval and further acoustic assessments be undertaken to ensure the mitigation proposals reflect the most up-to-date situation in terms of the baseline data. Furthermore, it is recommended that acoustic surveys should be ongoing after the station becomes operational to monitor the effectiveness of any mitigation measures and to allow for changes to those mitigation measures should it be necessary.

**Construction Phase**

It is recognised that construction of a major infrastructure scheme such as this is likely to have some impact during the site development. In assessing the impact, it is important to consider the cumulative impact as well as significant individual events.

The noise assessment highlights three significant impact events for a period of up to 9 months. As well as these three identified major significant events, a number of other events at more sensitive times have been assessed. These have been assessed as not significant, primarily due to the time limit of each event. However the cumulative impact of a number of these events has not been considered. When assessed together and when including already identified significant events, they become significant in their own right.
Breaking the assessment into discrete events can give a misleading picture of the total impact. However, the Local Planning Authority recognises the need to consider the cumulative impact and acknowledges that the construction will result in a cumulative impact as suggested above as would be the case for the construction a major infrastructure project. It may not be possible to reduce the noise for all events but limiting the total impact will give local residents some respite from the noise, which is particularly relevant during the more sensitive periods. It is suggested that, should planning permission be forthcoming, conditions be attached to ensure details of mitigation measures are submitted for approval and implemented on site.

With the use of conditions as suggested above, it is considered that the impact on residential amenity in terms of unacceptable noise levels can be mitigated and limited and therefore on balance, the proposal, once operational, would be in accordance with the NPPF and Policy BNE2 of the Medway Local Plan 2003.

**Highways**

The principle for the provision of a new railway station has been considered in the section above. This section will look at the impact of a new station on the road network and other transport related issues.

**Impact**

Policy T1 (i) and (ii) of the Medway Local Plan 2003 states that development will be permitted provided that the highway network has adequate capacity to cater for the traffic, taking account of alternative modes to the private car and that the development will not significantly add to the risk of road traffic accidents.

In terms of traffic generation, the peak hours for station users falls mainly outside the local network peak hour and therefore the impact will be low. It is predicted that the proposed station will generate 406 arrivals during the morning peak and 303 departures during the evening peak. Based on the existing modal split, up to 94 of these trips in each peak period would be car-based. The greatest impact during the morning peak will occur at the Corporation Street/Gas House Road junction, although it will continue to operate well within capacity. The Transport Assessment demonstrates that the additional traffic attracted to the station would, overall, have a limited impact on the junctions along Corporation Street and the immediate highway network would have sufficient capacity to accommodate traffic growth to 2015 and the first phases of development on Rochester Riverside. Vehicular access to the site is via the car park to the north of the proposed building. Whilst the car park will be re-designed, it is envisaged the access will remain in broadly the same position.

**Alternative Modes**

Around 55% of existing passengers arrive at Rochester Station on foot, and 8% by bus. Non-car travel to the re-located station is expected to increase, given the proximity of the City Centre and better opportunities for bus-rail interchange on the A2 strategic bus corridor. A number of highway improvements would accompany the construction of the new station building, funded from Medway Council’s Local Transport Plan. The proposed improvements will focus on promoting sustainable
travel and are likely to comprise new bus stops with high quality shelters, real time bus passenger information screens, an extension of the existing bus lane and a new controlled pedestrian crossing adjacent to the new station building. Cycle parking, taxi bays and pick up and drop off points will be provided within the main car park immediately adjacent to the station building.

In light of the above, it is considered that the proposed development will not result in a detrimental impact on the highway in terms of capacity and safety and that is provides a satisfactory means of access and provision for pedestrians. In addition, it is considered that with the use of conditions requiring details for the provision of cycle parking facilities and real time information display(s) for bus passengers, the proposal is considered to be in accordance with Policies T1, T2, T3 and T4 of the Local Plan 2003.

Parking

Based on a passenger survey, the Transport Assessment estimates an existing demand for around 122 parking spaces at the station, which would increase to 156 spaces following its relocation. This reflects the availability of free on-street parking in the area and excludes the 48% of drivers who indicated that they would not choose to park in the station car park if more spaces were available. A survey of Corporation Street car park showed a maximum occupancy of 60%, with 128 of 217 spaces occupied. Whilst the revised layout of the car park has yet to be finalised, it is envisaged that around 116 spaces could be provided within the remaining Corporation Street car park. Subject to an appropriate charging regime, it is proposed to accommodate the displaced parking within a new car park located on the Rochester Riverside site adjacent to the subway. The applicant indicates this would comprise approx. 134 spaces as a minimum. Access to the station and historic Rochester would be via the pedestrian/cycle subway under the railway track. It is considered that the revised parking arrangements will ensure a sensible level of provision for the station.

The proposal is considered to be in accordance with Policy T13 of the Medway Local Plan 2003.

Ecology

Paragraph 118 of the NPPF states that, ‘when determining planning applications, local planning authorities should aim to conserve and enhance biodiversity’. Policies BNE37 and BNE39 of the Medway Local Plan 2003 seek to protect important wildlife habitats not protected by Policies BNE35 and BNE36 as well as protected species. A Preliminary Ecological Appraisal and Bat Risk Assessment report has been submitted as part of the application documentation. It is considered that the wildlife surveys carried out have been done to an appropriate standard. The report sets out recommendations related to the timing of vegetation clearance, the process to follow should protected species be found on site during works, the creation of features for enhancing the site for stag beetle and the need for a landscaping scheme to incorporate native tree and/or shrub species. It is recommended that should planning permission be forthcoming, conditions be attached to ensure the recommendations are implemented and therefore the proposal would be in
accordance with Policy BNE22 of the Medway Local Plan 2003 which supports the improvement of the appearance and environment of existing and proposed transport corridors.

Subject to the imposition of the suggested condition, the proposal would be in accordance with paragraph 118 of the NPPF and Policies BNE22, BNE37 and BNE39 of the Medway Local Plan 2003.

Archaeology and Heritage Issues

Paragraph 129 of the NPPF and Policies BNE12, BNE18 and BNE20 of the Medway Local Plan 2003 seek to protect the fabric, character and appearance of the historic environment.

The site has been identified after previous consultation with English Heritage. The site is located outside the line of the scheduled city wall, which runs along the western side of Corporation Street. Although the remaining parts of the city walls are predominantly of the thirteenth and fourteenth centuries and incorporate some Roman remains, the stretch of wall located directly opposite the application site is a later rebuild and it is considered that the proposed development would not have a negative effect on its ability to illustrate the extent of the medieval city. In addition, the proposed development is considered to be located a sufficient distance from the scheduled bastion to the south west and from the historic core of Rochester and its conservation area so as to avoid harm to their settings.

The application site was originally part of a floodplain and it is possible that archaeological evidence of land reclamation and waterside activities from the Romano-British period onwards may be disturbed as a result of ground works associated with the proposed development. A brief and a specification for a detailed Archaeological Impact Assessment and Appraisal have been submitted as part of the application. It is recommended that, should planning permission be forthcoming, a condition be attached to secure a programme of archaeological works. With the use of such a condition, it is considered that the proposal would be in accordance with Paragraph 129 of the NPPF and Policies BNE12, BNE18 and BNE20 of the Medway Local Plan 2003.

Contaminated Land

Paragraph 121 of the NPPF and Policy BNE23 of the Medway Local Plan 2003 seek to ensure that development sites are adequately investigated for contamination and that appropriate remediation (where necessary) is implemented to minimise the risk to human health.

The site is located within an area of previous commercial and industrial use. A desk study report has been carried out and submitted as part of the application documentation. The report identifies made ground and notes that as yet no groundwater risk assessment has been carried out. As such, it is recommended that, should planning permission be forthcoming, conditions be attached to require a groundwater risk assessment to be carried out and details of any piling and foundation design be submitted for approval.
With the inclusion of the suggested conditions, it is considered that the proposal would be in accordance with paragraph 121 of the NPPF and Policy BNE23 of the Medway Local Plan 2003.

**Flood Risk**

Paragraph 99 of the NPPF and Policy CF13 of the Medway Local Plan 2003 seek to avoid increased vulnerability to the impact of flood risk as a result of climate change. The application site is located within Flood Zone 1 and is considered to be at low risk of tidal flooding. In the absence of a flood risk assessment, there are no details submitted in relation to surface water drainage. However, it is considered that, should planning permission be forthcoming, details of the surface water drainage can be secured by a condition. With the inclusion of the suggested condition, the proposal would be in accordance with paragraph 99 of the NPPF and Policy CF13 of the Medway Local Plan 2003.

**Local Finance Considerations**

None relevant to this application.

**Other Matters**

The existing Rochester Station will be decommissioned once the new station is opened. Works will take place to remove the platforms and associated structures in order to return the land to its former state.

There are currently no plans for the station building itself, but it will be passed onto Network Rail’s property team who will look at opportunities to secure the long term use of the building. Once proposals have been developed, Network Rail Property will look to engage with Medway Council should planning permission be required.

**Conclusions and Reasons for Recommendation**

It is considered that the proposal would result in a development that is appropriate for its context and is acceptable in terms of design and appearance, residential amenities, highway safety and parking. In addition, there would be no detrimental impact on the historic environment and ecology. The development is considered acceptable for the reasons outlined above. It is therefore recommended that the proposal be approved subject to the imposition of appropriate conditions as set out above. The proposal accords with the provisions of NPPF and Policies S1, S2, S7, BNE1, BNE2, BNE7, BNE8, BNE12, BNE18, BNE20, BNE22, BNE23, BNE37, BNE39 T1, T2, T3, T4, T7, T13, CF13 of the Medway Local Plan 2003.

The application would normally be determined under delegated powers but is being referred to Planning Committee for determination due to the number of representations received expressing a view contrary to the recommendation and due to the sensitivity and significance of the proposal.
Background Papers

The relevant background papers relating to the individual applications comprise: the applications and all supporting documentation submitted therewith; and items identified in any Relevant History and Representations section within the report.

Any information referred to is available for inspection in the Planning Offices of Medway Council at Gun Wharf, Dock Road, Chatham ME4 4TR and here http://planning.medway.gov.uk/dconline/AcolNetCGI.gov