

MC/14/1272

Date Received: 9 May, 2014

Location: Land At Chatham Docks Pier Road Gillingham Kent ME4 4SR

Proposal: Construction of a 4 storey building for use as a University Technical College (UTC) for 600 students together with external multi use games area, associated parking and landscaping

Applicant: Medway UTC Trust

Agent: Mr P East Maber Architects Suite 3a 24 De Monfort Street  
Leicester Leicestershire LE1 7GB

Ward River

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**Recommendation of Officers to the Planning Committee, to be considered and determined by the Planning Committee at a meeting to be held on 16 July, 2014.**

**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:

MED-MA-00-ZZ-DR-A-00150 Location Plan - S2 - P01

MED-MA-00-XX-DR-A-00101 Site Plan - S2 - P08

MED-MA-00-GF-DR-A-00102 Ground Floor Plan - S2 - P07

MED-MA-00-01-DR-A-00103 First Floor Plan - S2 - P08

MED-MA-00-02-DR-A-00104 Second Floor Plan - S2 - P07

MED-MA-00-03-DR-A-00105 Third Floor Plan - S2 - P07

MED-MA-00-R1-DR-A-00107 Roof Plan - S2 - P02

MED-MA-00-XX-DR-A-00108 Boundary Treatments Plan - S2 - P03

MED-MA-00-XX-DR-A-00121 Elevations 01 - S2 - P10

MED-MA-00-XX-DR-A-00122 Elevations 02 - S2 - P10

MED-MA-00-XX-DR-A-00131 Sections AA - S2 - P05

MED-MA-00-XX-DR-A-00132 Sections BB - S2 - P05

MED - MA - 00 - XX - DR - A - 00133 Sections CC & DD - S2 - P05

MED - MA - 00 - XX - DR - A - 00141 Site Section - S2 - P02

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

- 3 The development hereby permitted shall be undertaken in accordance with the external materials schedule as outlined on drawing MED-MA-00-XX-DR-A-00121 Elevations 01 - S2 - P10 (listed under Materials Key), unless details and samples of any substituted materials have first been submitted to and approved in writing by 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.

- 4 No development shall take place until typical external construction details at a minimum scale of 1/10 showing roof/wall junctions, cladding/window junctions, and cladding corner details have been submitted to and approved 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.

- 5 No development shall take place until there has been submitted to and approved by the Local Planning Authority a scheme of landscaping (hard and soft and including material samples for hard landscaping). All planting, seeding and turfing comprised in the approved scheme of landscaping shall be implemented during the first planting season following occupation of the buildings or completion of the development, whichever is the earlier. Any trees or plants which within 5 years of planting are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless the Authority gives written consent to any variation.

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 and BNE6 of the Medway Local Plan 2003.

- 6 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 BNE21 of the Medway Local Plan 2003.

- 7 The development hereby permitted shall be carried out in accordance with the Mott MacDonald Contaminated Land Risk Assessment and Remediation Strategy dated February 2013. This remediation strategy must be carried out in accordance with its terms prior to the commencement of any development (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 the bringing into use of the development.

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.

- 8 In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared, 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 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.

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.

- 9 The development hereby permitted shall be undertaken in accordance with the surface water drainage strategy dated October 2013.

Reason: In the interests of water quality and amenity in accordance with the provisions of policies BNE2 and CF12 of the Medway Local Plan 2003.

- 10 The development hereby permitted shall be undertaken in accordance with the Flood Risk Mitigation Strategy dated October 2013.

Reason: To safeguard against matters of flood risk in accordance with policy CF13 of the Medway Local Plan 2003.

- 11 The development hereby permitted shall be undertaken in accordance with the glazing and ventilation requirements as outlined in the Environmental Acoustics Report dated May 2014.

Reason: In the interests of aural amenity in accordance with policy BNE2 of the Medway Local Plan 2003.

- 12 No development shall take place until a car park management plan has been submitted to and approved in writing by the Local Planning Authority. The car park management plan shall include the ongoing management and enforcement of the parking spaces hereby approved. The development shall be undertaken in accordance with the approved details.

Reason: To ensure the development does not have an adverse affect on the local road network in accordance with policies T1 and T13 of the Medway Local Plan 2003.

- 13 Prior to first occupation of the development hereby permitted measures to encourage car sharing, walking and cycling, including the appointment of a Travel Plan Coordinator and a Travel Plan Steering Group, shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall thereafter be monitored by the Travel Plan Coordinator and / or the Travel Plan Steering Group in accordance with an identified marketing and monitoring strategy, with any progress report to be submitted to the Local Planning Authority on an annual basis for a minimum of five years following first occupation of the development.

Reason: To ensure the development uses sustainable travel methods in accordance with policy T14 of the Medway Local Plan 2003.

#### Recommendation

Members agree to give the Head of Planning delegated authority to grant planning consent subject to

- A) Referral to the Health & Safety Executive and no direction of referral to the Secretary of State being received within the prescribe period; and
- B) The imposition of the following conditions as detailed below, with delegated authority being granted to the Head of Planning to make minor amendments to the wording of the conditions if considered to be necessary prior to the issuing of the planning permission):

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

## **Proposal**

The application seeks consent for a 4-storey building for use as a University Technical College (UTC) for 600 students together with external multi use games areas, associated parking and landscaping.

The building would sit on a 0.73ha site adjacent to the A289 and on the edge of Chatham Docks. The building would be broadly located in the southeastern corner of the site with amenity space and parking located to the north and west. Access to the site would be from the A289 utilising the access to the commercial docks. Two points of access are shown along the northern boundary, one for access and one for access and egress. 50 parking spaces are proposed, including 2 disabled spaces. The multi use games area would be provided along the western boundary. The building would have accommodation over 4 floors with a range of teaching spaces. There would also be a sports hall located on the western side.

## **Relevant Planning History**

MC/13/0643            Application for approval of reserved matters being appearance, landscaping, layout and scale pursuant to MC/11/2756 (outline application for a mixed use development comprising up to 179,297m<sup>2</sup> of floorspace, incorporating Employment Uses (B1 and B2), Residential (C3 - up to 950 units), Student Accommodation (Sui Generis), Hotels (C1), Leisure, Conference, Events and Education Facilities (D1 and D2), Retail Uses (A1-A5) including Superstore, an Energy Centre, Petrol Filling Station and associated open space, access, parking and infrastructure) for Phase 1 of the development for a retail superstore, petrol filling station, pub/restaurant; food/beverage unit and associated open space, parking and road infrastructure and details pursuant to conditions 6 (Spatial Design Framework), 8 (Design Review), 10 (Design Details), 12 (Landscaping), 23 (Secured by Design), 28 (Parking), 37 (Energy Sustainability Strategy) and 72 (Ecological Enhancements) of the same outline consent (MC/11/2756).  
Refused, 20 June 2013  
Appeal dismissed, 14 February 2014

MC/11/2756            Outline application with some matters reserved (appearance/landscaping/layout/scale) for a mixed use development comprising up to 179,297m<sup>2</sup> of floorspace, incorporating Employment Uses (B1 and B2), Residential (C3 - up to 950 units), Student Accommodation (Sui Generis), Hotels (C1), Leisure, Conference, Events and Education Facilities (D1 and D2), Retail Uses (A1-A5) including Superstore, an Energy Centre, Petrol Filling Station and associated open space, access, parking and infrastructure.

Approved with Conditions, 6 March 2013.

## **Representations**

The application has been advertised on site and in the press as a departure from the development plan, and by individual neighbour notification letters to the owners and occupiers of neighbouring properties. The Environment Agency, EDF, Southern Gas Networks, Southern Water, Medway (Chatham Dock) Company and Medway Ports have also been consulted.

**No letters of representation** have been received.

**Environment Agency** has raised no objection to the application.

**Southern Gas Network** has raised no objection to the application.

**Kent Police** have reviewed the application both from a 'crime prevention through environmental design' (CPTED) perspective and as a neighbour and no objections are raised. Kent Police have been in discussions with the architects about CPTED issues.

## **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 (NPPF) and are considered to conform.

## **Planning Appraisal**

### *Principles of Development*

The application site is allocated in the Medway Local Plan 2003 for employment use under policy ED1, identifying the land as being suitable for business, general industrial and storage & distribution development falling within use classes B1, B2 and B8. The Local Plan also includes a policy on Chatham Port, policy ED9, which discusses the expansion of port related operations. The application seeks consent for an educational building falling within class D1 (non residential institutions) and so is contrary to the provisions of this policy. Accordingly the application has been advertised as a departure from the development plan.

As outlined in the planning history section above previous outline permission has already been granted for the redevelopment of the site for the mixed use 'Chatham Waters' scheme. This extant permission permitted the removal of the dock / port operation in this area and approved two parameter plans covering building heights and uses.

The uses plan identified this area as being suitable for restaurants and cafes (A3), drinking establishments (A4), business (B1), hotels (C1) and assembly and leisure (D2) uses and so use class D1 (education) was not included in the parameter plan

for this portion of the site. Accordingly a full application has been submitted. However, the Chatham Waters scheme permitted D1 uses within the central portion of the site together with the zone around the waters edge, with the aspiration that this could be accommodated by further university expansion in the area

The growth of higher education in Medway over the last 10 years has been one of the most significant changes to occur. It provides a foundation for growth in the local labour market and the attraction of higher value activities as sought in the economic development strategy. A further expansion of the education sector is therefore supported. Whilst this would not constitute development falling within a B1, B2 or B8 use class it would create jobs and potentially be a catalyst for further business and job creation. The Universities Campus where Greenwich University, Canterbury Christchurch University and the University of Kent are located is close to the application site as is the Mid Kent College site. The UTC would cater for 14 – 18 year olds and would offer a valuable alternative to education seen in other secondary schools and its location close to a commercial port and further / higher education establishments is supported.

### *Street Scene, Design and Landscaping*

The application site is located at a key entrance point to the Chatham Waters scheme on an arterial route through Medway and so any building on the site would have key contribution to the local townscape in this very visible site. As outlined in the planning history section a previous reserved matters application has been refused for the site with the scheme being dismissed at appeal. The concerns raised with the former scheme involved the design and layout of the building. The Appeal Inspectors decision stated 'in this case there is a remarkably strong character to the area, both as existing and as planned in the outline DAS.' The Inspector makes specific reference to the road, industrial buildings and police headquarters highlighting them as bold, strident features with strong characteristics and with some uniform qualities and architectural integrity.

The NPPF identifies one of the core planning principle as securing high quality design (paragraph 17) and the proposed building would make a positive contribution to the array of bold buildings in the area. The basic form is that of a single, large, 4-storey block that would be broken up by splitting the building longitudinally in two with the southern half over-sailing the north. The long north and south elevations and the roofs would then be 'wrapped' in very assertive corrugated metal sheeting. The sheeting would extrude beyond the short east and west elevations to give the effect that the building was composed of two co-joined extruded metal tubes. These two short elevations would use contrasting materials so as to emphasise the metal tube aesthetic. The metal cladding material is appropriate for a technical building in a former industrial location as a basic elevational concept.

The design includes a sport hall set to the west of the main building. Unfortunately the hall would be a rather awkward 'add-on', however this is primarily due to the function of the accommodation and the required format together with the relationship with the external Multi Use Games Area (MUGA). A sports hall is not a standard component of a UTC but would be a valuable contribution for the students. The sports hall would be given some character by the assertiveness of the cladding,

specifically corner junctions and wall / roof junctions will be crucial in lifting the architecture to fully realise the potential of the building design. Accordingly a condition is recommended to require more detailed drawings to be provided for this detailing.

The building would be located on a rather confined site bounded by the dock boundary wall and the internal dock road that gives access to the main working area of the docks. The close proximity of the building to the dock boundary wall would provide some drama. – The shiny metal cladding of the building is designed to provide a deliberate contrast with heavy masonry of the dock wall. The dock wall itself would be cut back at the entrance to the site to allow the new building to ‘break through’ and provide a dramatic focal point. However, the downside of the confined site is very little external amenity spaces for students. A portion of soft landscaping is proposed on the north-eastern corner, which would assist with the setting of the building but may not be particularly usable due to its proximity to the access road. There is a requirement to provide amenity space for 14 – 16 year olds and this would be provided to the west of the building next to the MUGA. Revised plans have been submitted that show benches in this area however a condition is recommended to cover hard landscaping within this area. Furthermore lighting details have been submitted with the application documents illustrating how a mixture of street lighting columns, flood lighting (for the MUGA) and wall mounted lights would be used on site. The type and positioning of the lighting would afford good levels of security and amenity to the site.

Overall, the building would be a powerful and distinctive image at the entrance to what will become a major regeneration area. Subject to conditions for landscaping and further design detailing the scheme is considered to accord with paragraph 58 of the NPPF and policies BNE1, BNE5 and BNE6 of the Medway Local Plan 2003.

#### *South East (SE) Regional Design Panel*

In accordance with paragraph 62 of the NPPF, the SE **Regional** Design Panel reviewed the scheme and made a number of comments. They were particularly concerned about the cramped site and thought that this would lead to design compromises both externally and internally. Since that meeting the applicants have explained that the building will be used in a rather more informal way than a traditional school. This would put a little less pressure on the building and its site and meets the Design Panel concerns to an extent.

The Panel did suggest that a taller building would occupy less space on the site and thus free up external amenity space, and create more internal circulation space. This suggestion has not proved practical. However, the building since has been moved to the east in order to maximise usable external amenity space. In addition, a number of changes have been made to the elevations of the building that strengthen and reinforce the basic architectural concept.

#### *Amenity Considerations*

The application site is bounded on all sides by highways and so the building would be some distance from any residential properties. The outline permission for the



Chatham Waters scheme does allow for mixed use blocks containing residential accommodation to the north of the site however the proposed building would be lower than the upper height parameter granted as part of the Chatham Waters scheme at 6-storey and so the relationship between the two elements should be acceptable in terms of light, outlook and privacy. When the later phase comes forward this would be assessed in detail. Furthermore the siting of the MUGA and external space and the distance from residential dwellings would not cause a detrimental impact with regards noise, particularly when coupled with the general traffic noise in the area.

An environmental acoustics report has been submitted with the application that deals with the level of amenity created for future students and staff. Existing noise levels across the site vary but would be moderately high on the more exposed facades due to the traffic on Pier Road. The UTC would also be located on the edge of an industrial area. Based on the measured noise levels for the proposed development various glazing and ventilation requirements have been outlined to ensure that the scheme complies with the recognised standard and fits in with the requirements of the wider Chatham Waters project. A condition is recommended to ensure that the development accords with the measures outlined in this report.

A site waste management plan scoping document has been submitted with the application, which outlines the various requirements for a future document that deals with the construction process. A condition is recommended that a site waste management plan be submitted before development starts.

Accordingly no objections are raised with regards residential amenity and the provisions of policy BNE2 of the Medway Local Plan 2003.

### *Highways*

#### Trip Generation and Access

The development would be accessed via the western access point approved as part of the Chatham Waters scheme, which is currently under construction. This previous application included an assessment of a 'worst case' scenario, which assumed that all of the commercial floor space would comprise B1 uses and so in terms of trip generation and impact on the highway network the proposal is considered acceptable. The Transport Assessment also considered a scenario whereby a proportion of the commercial floor space was used for class D1 (non-residential institution) purposes, and demonstrated that a lower number of vehicle trips would result. On this basis, the proposed development would have a reduced impact on the local highway network when compared to the 'worst case' scenario assessed at the outline stage.

Details of vehicular access to the site were submitted previously and remain as approved. Improvements to pedestrian and cycle routes over the A289 were agreed as part of the outline consent for the Chatham Waters development, and would be constructed prior to first use of the development. This application proposes to reposition the pedestrian footway on the western side of the access from Pier Road. Whilst it would be closer to the carriageway, it would 2.5 metres wide and

separated from it by a verge. In light of the non-car trips generated by the proposed development, which would be significantly higher than the original land use identified for this phase, the plans have been amended to formally designate this as a signed, shared footway/cycleway that would link the site with the existing cycle route. The entrance to the building would also be positioned to reflect the pedestrian access to the east connecting to the foodstore. The pedestrian connections in the area are considered to comply with the provisions of policy T3 of the Medway Local Plan 2003.

It is proposed to separate access and egress, which would remove the need to provide turning facilities within the site; the application contains vehicle swept path analysis to demonstrate on-site manoeuvrability. There is some concern that, if every vehicle entering the site is required to operate the barrier, a queue of vehicles would form at peak times. This would back up along the access road to the Docks and on to the roundabout, compromising highway safety and efficiency. To overcome this concern the entry barriers shown on the plans have been removed to allow for a better flow of traffic and on this basis no objections are raised with regards policies T1 and T2 of the Medway Local Plan 2003.

### Vehicle and Cycle Parking

The Council's Parking Standard for this use, based on 300 pupils over the age of 17 and 55 employees, suggests a maximum provision of 103 spaces. The application proposes a total of 50 car parking spaces to serve the development, including 2 spaces for blue badge holders. The TRICS trip generation data contained within the Transport Statement can be used to estimate the demand for car parking during each hour of the day, based on the arrival and departure profile. This indicates that demand for parking would exceed the proposed number of on-site parking spaces between 09:00 hours and 18:00 hours, with a maximum demand for 118 spaces during the middle of the day.

It is therefore likely that, if unchecked, demand for car parking would far exceed supply. For this reason the Transport Statement indicates that on-site parking would be restricted to staff, visitors and pupils with disabilities. Even with this restriction in place, however, the number of spaces is below the number of employees. If the trip generation estimate is based solely on the number of employees, the demand for spaces may exceed supply by up to 8 spaces between 10:00 hours and 15:00 hours. Due to the size of the site and the requirement from the department for education for outdoor amenity space for students there is limited options for increasing this parking. The only potential option is to decrease the extent of soft landscaping. However in visual terms there is little planting proposed and the soft landscaping proposed, which is in the north-eastern corner would be important in the setting of the building. The car parking for the proposed development would need to be carefully managed in order to prevent indiscriminate parking within the development and so a condition is recommended to secure a car parking management plan and a travel plan.

The application proposes 60 cycle parking spaces, equating to 1 space per 10 students. In the absence of any on-site car parking for students, it is likely that the demand generated by 600 students and 55 staff would exceed supply. However,

again, due to the site restrictions this is not possible.

Subject to appropriate conditions no objections are raised with regards policies T4, T13 and T14 of the Medway Local Plan 2003.

### Public Transport

The UTC site is within 400 metres of local bus routes between Gillingham, Chatham, Walderslade and Hempstead. In addition, Arriva propose to extend local bus service 140 on to the Chatham Waters site, which would provide a connection to Rochester and Strood. It is envisaged that, until a loop road around the site has been constructed, this would use a new bus stop adjacent to the ASDA supermarket. A footpath link from east to west over the central landscaped area would enable bus users to walk to the proposed UTC. Details of bus service provision for the Chatham Waters development were secured as part of the Section 106 Agreement, which requires the submission of a Public Transport Strategy and its agreement prior to first occupation of any development on the site and on this basis no objection is raised with regards policy T6 of the Medway Local Plan 2003.

### *Energy*

An energy statement has been submitted with the application, which analyses the energy and CO2 savings that can be achieved by installing renewable or low-carbon technologies. The measures that will be implemented include having a fabric first approach to the thermal envelope, low air permeability rate, solar control glass, high efficiency gas fired boilers, air handling plant and efficient lighting. Furthermore photovoltaic panels are also proposed covering an area of 420m<sup>2</sup>. The scheme is likely to provide in order of 13% of site energy generation from renewable technologies and is considered to accord with policy BNE4 of the Medway Local Plan 2003.

### *Archaeology*

The site falls within an area of archaeological potential, which primarily relates to below ground remains associated with the sites former use as part of the Victorian period dockyard, as well as the potential for earlier but deeply buried deposits associated with the prehistoric and later use of the former marshland. The site may also include deposits of palaeoenvironmental and geoarchaeological interests and whilst these are buried at a considerable depth could be affected by groundwork's, especially piling. Accordingly a condition is recommended to agree a timetable of works and on this basis no objection is raised with regards policy BNE21 of the Medway Local Plan 2003.

### *Contaminated Land*

The application has been accompanied with a Geotechnics Ground Investigation at Chatham Waters Phase 1 Volumes 1 and 2 (PC125098) dated January 2013 and Mott MacDonald Contaminated Land Risk Assessment and Remediation Strategy dated February 2013. The Geotechnics Reports were factual reports on an intrusive investigation and included a site description, location details and objectives. Volume

1 described the procedures for the intrusive investigation and Volume 2 included borehole data and analytical results.

The Mott MacDonald Contaminated Land Risk Assessment and Remediation Strategy, which is based on previous and the latest reports, is comprehensive and the proposals are in line with present guidelines. This is further supported by the Remediation and Earthworks specification. These detailed remediation strategy apply to phase 1 of the Chatham Waters development, which includes the application site for the UTC and are considered acceptable.

Subject to conditions ensuring the works are carried out in accordance with the submitted reports and a verification report is also submitted no objections are raised with regards policy BNE23 of the Medway Local Plan 2003.

#### *Drainage and Flood Risk*

The submitted documents also include a flood risk mitigation strategy and surface water drainage strategy that have been approved as part of the Chatham Waters scheme. Conditions are recommended to ensure that the development is carried out in accordance with these documents and no objections are raised with regards policies CF12 and CF13 of the Medway Local Plan 2003.

#### *Health & Safety Issues*

A consultation with the Health & Safety Executive (HSE) has been carried out using the online system. The quantum of development proposed and its location in relation to the major hazards, which were input on the HSE database, demonstrate that the HSE advise against development. However, this objection is based on the proximity of the proposed use to a major hazard that no longer exists, namely the Sherlodge Gases site that previously occupied the application site. As this installation is no longer present in the area, the council is undergoing the revocation process and to have this removed from the HSE system. Accordingly no objection is raised with regard to this matter. However if the planning committees resolve to approve the application it will be subject to a referral to the HSE.

#### *Local Finance Considerations*

There are none considered relevant to this application.

### **Conclusions and Reasons for Recommendation**

The application would provide for a valuable addition to the educational offer for students in Medway. The previous outline consent for Chatham Waters allowed for a loss of employment land and dock operation in this area and so whilst the scheme is contrary to policy ED1 it is considered acceptable. The building would complement the scale and design of other modern buildings in the locality and the relationship with residential properties would ensure no detrimental impacts with regards amenity. Whilst the size of the site is unfortunate the external spaces and parking provision has been balanced to provide for an attractive but useable site. As such

the scheme is recommended for approval with regards the aforementioned development plan policies. This application is being reported to planning committee due to their previous involvement in the Chatham Waters scheme.

This application is being reported to Planning Committee due to the fact that the proposal is recommended for approval, subject to conditions, but is a departure from the adopted Medway Local Plan 2003 and due to the sensitivity of this prominent site.

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### **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>