

2 MC/09/2626

Date Received: 9 December, 2009

Location: Land Bounded by The Brook, Queen Street, Slicketts Hill and Cross Street, Chatham, Kent

Proposal: Outline application for a mixed use scheme comprising of residential and retail (Classes A1 and A2) development with ancillary parking

Applicant: Mr J Finlayson

Agent: Ms A Bloomfield Bloomfields Ltd 66 College Road Maidstone Kent ME15 6SJ

Ward River

Recommendation of Officers to the Planning Committee, to be considered and determined by the Planning Committee at a meeting to be held on 10 March, 2010.

Recommendation - Approval with Conditions

(as amended by drawing number 3469 Rev A received on 17th February 2010)

- 1 Approval of the details of the appearance of the buildings and the landscaping (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.

Reason: To accord with the terms of the submitted application and to ensure that these details are satisfactory

- 2 Plans and particulars of the reserved matters referred to in Condition 1 above shall be submitted in writing to the Local Planning Authority for approval. Such application for approval shall be made to the Authority before the expiration of five years from the date of this permission and the reserved matters shall be carried out in accordance with the approved details.

Reason: To comply with Section 92(2) of the Town and Country Planning Act 1990.

- 3 The development to which this permission relates must be begun no later than the expiration of 2 years from the final approval of the reserved matters or in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990.

- 4 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 until conditions 5 to 8 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 8 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.

- 5 An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the 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. 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. 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.

- 6 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. 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.

- 7 The approved remediation scheme 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 (referred to in PPS23 as a validation 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 occupation of the development.

Reason: To ensure that the development is undertaken in a manner which acknowledges interests of amenity and safety.

- 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 in accordance with the requirements of condition 5, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 6, 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 6 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 7.

Reason: To ensure that the development is undertaken in a manner which acknowledges interests of amenity and safety.

- 9 Prior to the commencement of the development hereby permitted, a scheme for protecting the proposed development from transport related noise, shall be submitted and approved in writing by the Local Planning Authority. The scheme shall include details of acoustic protection sufficient to ensure internal noise levels (LAeq,T) no greater than 30dB in bedrooms and 35dB in living rooms with windows closed. Where the internal noise levels (LAeq,T) will exceed 30dB in bedrooms and 35dB in living rooms with windows open, the scheme shall incorporate appropriate acoustically screened mechanical ventilation. All works, which form part of the approved scheme, shall be completed before any part of the development is occupied and shall thereafter be maintained in accordance with the approved details.

Reason: To safeguard residential amenity in accordance with policy BNE2 of the Medway Local Plan 2003.

- 10 Prior to the commencement of the development hereby permitted, an acoustic assessment shall be undertaken to determine the impact of noise arising from the commercial buildings of the development site. Noise from commercial premises should be controlled, such that the noise rating level (LA,T) emitted from the development does not exceed the background noise level (LA90,T), by more than 3dB. All measurements shall be defined and derived in accordance with BS4142: 1997. The results of the assessment and details of any mitigation measures shall be submitted and approved in writing by the Local Planning Authority. The approved measures shall be implemented before the development is brought into use and thereafter be maintained in accordance with the approved details.

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

- 11 Prior to the commencement of the development hereby permitted, a construction code of practice that describes measures to control noise and dust impacts arising from the construction phase of the development shall be submitted and approved in writing by the Local Planning Authority.

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

- 12 Prior to the commencement of the development hereby permitted, a scheme to minimise the transmission of noise between the residential apartments, shall be submitted and approved in writing by the Local Planning Authority. All works which, form part of the approved scheme shall be completed before any part of the development is occupied and shall thereafter be maintained in accordance with the approved details.

Reason: In the interests of residential amenity in accordance with policies BNE2 and BNE3 of the Medway Local Plan 2003.

- 13 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 to be carried out by a suitably qualified person in accordance with a written specification and timetable which has been submitted to and approved by the Local Planning Authority.

Reason: To ensure that features of archaeological interest are properly examined and recorded.

- 14 No development shall be commenced until details of the method of piling foundations for the buildings has been submitted to and approved in writing by the Local Planning Authority. The piling shall be undertaken in accordance with the approved details.

Reason: To safeguard ground water supplies in the locality in accordance with BNE23.

- 15 The commercial use hereby permitted shall only operate between the hours of 08:00 to 19:00 Mondays to Saturdays and 09:00 to 18:00 on Sundays and, Public Holidays unless otherwise agreed in writing by the Local Planning Authority.

Reason: To regulate and control the permitted development in the interests of amenity in accordance with Policy BNE2 of the Medway Local Plan 2003.

- 16 No goods shall be loaded, unloaded, stored or otherwise handled, within the application site outside the hours 07:00 to 19:00 Monday to Friday, 08:00 to 18:00 Saturday or at any time on Sunday or Bank Holidays.

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

- 17 Prior to commencement of the development details of the management of the car parking area, including the allocation of no more than 50% of the total number of residential parking spaces to individual dwellings, shall be submitted to and approved in writing by the Local Planning Authority. The management of the car parking area shall be implemented in accordance with the approved details upon first occupation of the development, and thereafter maintained as such unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure an efficient and flexible communal parking provision that accommodates variations in car ownership and parking demand, in the interests of residential amenity.

- 18 No part of the development hereby permitted shall be occupied until enhanced pedestrian crossing facilities on the Brook, as illustrated on drawing number 3469, are constructed and available for use.

Reason: To ensure the development benefits from a satisfactory level of pedestrian accessibility and connectivity with Chatham High Street, in accordance with Policy T3 of the Medway Local Plan.

19 Prior to first occupation of the development a residential Travel Plan, including site-specific measures to promote and facilitate walking and cycling, together with incentives to encourage the use of public transport, shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be implemented in accordance with the approved details upon first occupation of the development.

20 Prior to first occupation of the development, a Car Club Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Car Club Strategy shall include, as a minimum, the following details:

- A timetable for the implementation of a residential car club on the site
- The location of the car club facilities
- The number of car club vehicles
- A vehicle maintenance and replacement strategy
- Membership fees
- Car club parking facilities
- Marketing and promotion, including a special launch event and introductory offers to encourage use
- Monitoring strategy and review

A residential car club for the development shall thereafter be implemented in accordance with the approved Car Club Strategy, for a minimum period of 5 years.

21 The development hereby permitted shall not be commenced until such time as a scheme to dispose of surface water has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be implemented as approved.

Reason: To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal.

22 The development hereby permitted shall be built to achieve a Level 4 under the Code for Sustainable Homes unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of sustainable development, design and construction.

23 The external communal areas within the site shall be lit in accordance with a lighting scheme installed on site before occupation of any building on site in accordance with details submitted to and approved by the Local Planning Authority.

Reason: To safeguard conditions of amenity within the scheme of development permitted in accordance with Policy BNE2 of the Medway Local Plan 2003.

- 24 No part of the building shall be occupied, until the area shown on the submitted layout as vehicle parking space and garaging has been provided, surfaced and drained. Thereafter it shall be kept available for such use and no permanent development, whether or not permitted by the Town and Country Planning (General Permitted Development) Order 1995 (or any order amending, revoking or re-enacting that Order) shall be carried out on the land so shown or in such a position as to preclude vehicular access to this reserved parking space and garaging unless otherwise first agreed in writing by the Local Planning Authority.

Reason: Development without provision of adequate accommodation for the parking or garaging of vehicles is likely to lead to hazardous on-street parking and in accordance with Policy T1 of the Medway Local Plan 2003.

- 25 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order amending, revoking and re-enacting that Order with or without modification) no development relating to the row of town houses fronting Cross Street shall be carried out within Classes A - H of Part 1 of Schedule 2 of that Order unless planning permission has been granted on an application relating thereto.

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

- 26 No development shall be commenced until details of an Environmental Sustainability Assessment have been submitted to and approved in writing by the Local Planning Authority. The details to be submitted pursuant to the requirements of this condition shall include details of:

Energy efficiency;
Renewable energy production and use of renewable technologies;
Water consumption;
Domestic, commercial and construction waste recycling;
The use of recycled materials; and
Modern methods of construction.

The approved Environmental Sustainability Assessment shall be used to inform the subsequent submission of details in these respects within the development. The development shall be implemented in accordance with any approved target within the Environmental Sustainability Assessment or related document unless any variations are otherwise first approved in writing by the Local Planning Authority and the approved details shall thereafter be maintained and retained.

Reason: To ensure satisfactory arrangements are made for reducing the demand for energy, recycling and water conservation in the interests of sustainability in accordance with Policy BNE4 of the Medway Local Plan 2003.

- 27 Prior to the submission of a reserved matters application, details of a bat survey, to be carried out between the months of March and September only including 2 evening surveys, shall be submitted to and approved in writing by the Local Planning Authority. The bat survey shall be undertaken by a suitably qualified person and the development shall be undertaken in accordance with the findings and recommendations of the approved survey unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of ecological issues in accordance with policy BNE37 of the Medway Local Plan 2003.

- 28 The development hereby permitted and the details referred to in Condition 1 ('the reserved matters') shall relate to a maximum of 118 residential units across the site.

Reason: To safeguard residential amenity of future occupiers by providing an acceptable relationship between numbers, unit size, amenity space and parking.

For the reasons for this recommendation for approval please see planning appraisal section and conclusion at the end of this report.

Site description

The application site currently comprises a pair of split-level car parks with approximately 130 car parking spaces. The site is enclosed by highway to all directions, with Cross Street to the northeast, Queen Street to the northwest, the Brook to the southwest and Slicketts Hill to the southeast. Access to the car parks is from Queen Street and from Cross Street. The site itself is at the south-eastern most end of The Brook before it becomes Union Street and forms a break between the residential properties to the north of the site and the commercial area formed by the High Street.

The site has a frontage of approximately 150 metres along The Brook and has a maximum depth of approximately 50 metres. The site does not include 18 Queen Street that is located on the corner of Cross Street and Queen Street. The land in the area drops down from the Great Lines to the north down to The Brook. This results in a variation of approximately 11 metres between the level of Cross Street and the level of The Brook.

Within the site and located centrally between the two car parks is a thick bank of mature trees that rises from the mid point of the Queen Street car park to Cross Street. There is sporadic low level shrubbery to mature established trees along The Brook and this continues up Slicketts Hill and Queen Street, which act as an informal boundary treatment to the car parks. This is complemented by picket fencing to The

Brook and metal railings and guards to the remaining frontages. Located centrally within the car parks is an electrical substation.

The built form to the north, along Cross Street is of a mixed design and includes two and three storey residential dwellings with various retail and non-residential uses scattered within the predominately residential pattern. Those residential properties along Queen Street follow a more distinctive pattern of two-storey terraced properties. Situated on the corner of Cross Street and Queen Street is a single residential dwelling not reflecting entirely the appearance of either street scene. The boundary treatment between this dwelling and the site consists of brick walls approximately 2 metres in height.

To the southeast of the site is the red brick Indoor Market, Tesco and NCP multi-storey car park. To the southwest of the site, along The Brook is a mix of development, with a range of part two / part three storey buildings on the corner of Union Street reducing in height to single storey and temporary modular buildings. These predominately serve car sales business. Further west the built form consists of two storey terraced buildings (along Bachelor Street) and the detached warehouse style Halfords Building. Finally on the opposite corner of Queen Street is a former petrol station / hand car wash site that is currently vacant.

At present, adjacent to the southern boundary of the site and located within the highway of The Brook is a lay by and bus stop and a turning lane for traffic leading up Slicketts Hill.

Proposal

The application seeks outline consent for a mixed use scheme comprising of residential and retail (Classes A1 and A2) development with ancillary parking. The applicant has confirmed that layout, scale and access are to be considered at this stage with external appearance and landscaping being reserved for future consideration.

The development is essentially in 2 parts; the main element will consist of the retail accommodation and series of residential apartments that would be located on the southern portion of the site providing a frontage onto The Brook, Slicketts Hill and Queen Street. The second element will be a row of town houses fronting onto Cross Street. There will also be one block of flats on the corner of Slicketts Hill and Cross Street to act as a transitional building between the two elements.

The building would be set back by between 6-8 metres from the pavement edge of The Brook. The development has been designed with the approved highway network scheme in mind and so this set back is from the edge of the approved road. The public realm between the building and pavement edge would have seating and trees etc. The accommodation immediately fronting The Brook at ground / first floor level would be double height providing a total of 3,375sqm of commercial floorspace falling within the A1 (retail) and A2 (financial and professional services) use classes. The indicative plans show 1,350sqm being taken up by an 'anchor tenant and the remaining 2,080sq m is flexible. The application documents give no information concerning opening hours.

Above the retail element would be a parking deck that would provide 107 residential car park spaces (8 of which shall be disabled) and 10 car park spaces for the anchor tenant (1 of which shall be disabled) along with 202 bike stores and locks. The residential car park shall be accessed from Queen Street and the anchor tenant car parking being accessed from Slicketts Hill. Access from the internal residential and commercial car parking will be via internal access stairs into the retail units and apartment blocks above. Above the parking deck 5 podium buildings are proposed. The podiums would be inward facing with flank elevations facing onto The Brook. The podiums would be accessed by recessed entrances at each end of the ground floor frontage. Each podium will be approximately 24.5 metres in height above the highway level, with a width of approximately 13.5 metres. A resultant gap of approximately 16.5 metres would be created between each podium. The middle three podium blocks would overhang the pavement of The Brook by approximately 2 metres. Between each podium block areas of landscaping are proposed to provide a mix of communal and private amenity space for the units (the landscaping details are indicative at this stage). Internally, the indicative plans of the podiums show a mixture of one, two and three bedroomed apartments of varying layouts.

The middle 3 podium blocks are shown to be a width of 13.5 metres for a depth of 21.5 metres where they narrow down to a width of 11 metres for a further depth of 6.5 metres. To the rear (north) of the podium blocks would be a pedestrian walkway with the rear boundaries of the properties fronting Cross Street beyond. This element of the scheme proposes the 14 town houses. The dwellings will be paired and a step will be introduced within each pair, resulting in a varying height of approximately 7.5 metres or 8.5 metres. The frontage of the row of town houses shall extend for a width of approximately 90 metres along Cross Street. The corner of Cross Street and Slicketts Hill would contain the sixth apartment building, which itself will be approximately 14 metres in height at its highest point in relation to Cross Street (or approximately 23 metres in height from the Brook highway, taking into account the change in levels). The town houses are shown to have separate 'garden rooms' within the rear amenity space in the form of a detached building that can be used as an office or modest annex. The proposal also includes 16 car parking spaces that would be provided along Cross Street for use by the occupiers of the town houses.

Overall the application documents show that 118 units are indicatively proposed which will allow for 14 houses of which 7 units being 3 bedroom and 7 units being 4 bedroom. 104 flats and maisonettes are proposed with 48 being one bedroom, 38 being two bedrooms and 18 being three bedroom. The applicant has indicated that within these figures, there will be a mix of market, social rented, intermediate and key worker housing.

Site Area/Density

Site area: 0.76 hectares (approx) (1.877 acres)

Site density: 155 dwellings per hectare (approx) (62.87 dpa)

Relevant Planning History

MC2009/0522 Change of use to highway land to facilitate the proposed construction of new highway and demolition of residential properties along with associated engineering and landscaping works
Approved with Conditions, 13th July 2009

Representations

The site has been advertised on site by means of four site notices (one in each corner of the site) and in the press. Neighbour notification letters have also been sent to the owners / occupiers of 97 – 99, 100, 100 – 110, 110, 110A, 110B, 112, 116, 129, Big M Auto Safety Centre, Tesco, Coslo Ltd, Stus Auto Spares and Twin The Brook; Halfords (1-3), 1A, 2, 3 (The Jolly Caulkers), 3 (Flat above The Jolly Caulkers), 4, 5, 8, 10, 10 (Flat 1), 12, 14, 16, 18, 20 Batchelor Street; 1, 3, 9 (Juddys Luncheon Club, Smiths Arms), 9A, 9A (Flat A), 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31 (The Training Network), 31 (First Floor Flat), 33, 35, 36, 37, 39, 41, 43, 45, 47, 49, 50 and 51 Cross Street; Flats 1 – 24 (inclusive), 25a, 25b and Wardens Flat Grievson House, Eldon Street; 2, 4, 6, 8, 18, 18a, 20 and 20a King Street; 263-269 (Barclays Bank), 275, 277, 279-285 (Iceland), 287 – 289, 291 – 293, 295, 297, 299, 301 – 303, 301, 301a (Flat A), 303, 303a, 307, 307A, 325 (White Lion Hotel), 325 (Flat A, White Lion Hotel) and South Eastern Security Services High Street; 1 – 16 (consecutive) Lines Terrace; 1 –11 (odd) and 18 Queen Street; 16c Meadowbank Road.

Pentagon Management Suite – Pentagon Shopping Centre, MHS Homes, Broadside, Leviathan Way; Southern Water; The Environment Agency; The Highways Agency; Kent Wildlife Trust; Kent Fire and Rescue Service; Kent County Council Archaeological Department; Kent Police; Natural England; EDF Energy and Southern Gas Networks.

The Environment Agency have raised no objection but have recommended conditions relating to disposal of surface water drainage, land contamination and land remediation and has also recommended informatives regarding drainage and fuel, oil and chemical storage.

Highways Agency have raised no objection

Kent Fire and Rescue Service have raised no objection but have recommended an informative regarding the installation of a fire hydrant, fire fighting staircases, dry / wet rising mains, access to town houses, enclosed car parking and purpose group separations.

Kent County Council Archaeological Department have raised no objection but have recommended a condition relating to implementation of an archaeological programme of works

Kent Police have raised no objection but have raised a number of points from a crime prevention through environmental design perspective: -

- A lack of on-site parking may introduce a detrimental form of inappropriate or remote parking,
- Damage may be caused to vehicles not parking integrally,
- Unlimited vehicular access may be result in unauthorised access
- In severe whether, entrances on steep gradients may lead to displaced parking,
- CCTV use should be recommended
- Loitering, congregation or anti social activity may occur in the recessed entrances,

Development Plan Policies

National Planning Guidance

Planning Policy Statement 1: Delivering Sustainable Development
Planning Policy Statement 3: Housing
Planning Policy Statement 6: Planning for Town Centres
Planning Policy Guidance 13: Transport
Planning Policy Guidance 16: Archeology and Planning
Planning Policy Statement 22: Renewable Energy
Planning Policy Statement 23: Planning and Pollution Control
Planning Policy Guidance 24: Planning and Noise
Planning Policy Statement 25: Development and Flood Risk

South East Plan 2009

Policy BE1	(Management for an Urban Renaissance)
Policy SP3	(Urban Focus and Urban Renaissance)
Policy KTG1	(Core Strategy)
Policy KTG2	(Economic Growth and Employment)
Policy KTG4	(Amount and Distribution of Housing Development)
Policy KTG5	(The Role of the Retail Centres)
Policy CC1	(Sustainable Development)
Policy CC2	(Climate Change)
Policy CC4	(Sustainable Design and Construction)
Policy CC6	(Sustainable Communities and Character of the
Policy CC9	(Use of Public Land)
Policy H1	(Regional Housing Provision 2006-2026)
Policy H5	(Housing Design and Density)
Policy T4	(Parking)
Policy NRM1	(Sustainable Water Resources and Groundwater Quality)
Policy NRM2	(Water Quality)
Policy NRM9	(Air Quality)

Policy NRM10	(Noise)
Policy NRM11	(Development Design for Energy Efficiency and Renewable Energy)
Policy TC1	(Strategic Network of Town Centres)
Policy TC2	(New Development and Redevelopment in Town Centres)

Medway Local Plan 2003

Policy S1	(Development Strategy)
Policy S2	(Strategic Principles)
Policy S4	(Landscape and Urban Design Guidance)
Policy S5	(Medway 'City' Centre)
Policy S6	(Planning Obligations)
Policy BNE1	(General Principles for Built Development)
Policy BNE2	(Amenity Provision)
Policy BNE3	(Noise Standards)
Policy BNE4	(Energy Efficiency)
Policy BNE6	(Landscape Design)
Policy BNE21	(Archaeological Sites)
Policy BNE23	(Contaminated Land)
Policy BNE24	(Air Quality)
Policy BNE37	(Wildlife Habitats)
Policy BNE43	(Trees on Development Sites)
Policy H1	(Housing)
Policy H4	(Housing in Urban Areas)
Policy H5	(High Density Housing)
Policy H10	(Housing Mix)
Policy R1	(Chatham – Comparison Retailing)
Policy R2	(Chatham – Convenience Retailing)
Policy R12	(Mixed Use Schemes)
Policy T1	(Impact of New development on the Highway Network)
Policy T2	(Access to the Highway Network)
Policy T3	(Provision for Pedestrians)
Policy T4	(Cycle Facilities)
Policy T13	(Vehicle Parking Standards)

Planning Appraisal

The determining issues in relation to this application relate to:

- Principle and density;
- Street scene and design;
- Neighbour amenities;
- Highway matters;
- Contaminated land;
- Archaeology;
- Trees / Ecology Issues; and
- Infrastructure contributions

Principle and Density

The application site is located within the defined urban boundary of Chatham on the edge of the Town Centre. The main retail core of Chatham is located to the south of the site along the High Street and radiating side streets. The site is located on the northern edge of The Brook, which has a mix of uses fronting onto it. A collection of residential streets is located to the east; west and north with the Great Lines area of public open space further north.

The South East Plan 2009 acknowledges the importance of the Kent Thames Gateway as a major growth region and the role Medway has in the delivery of this area. Policies KTG1 and KTG2 of the South East Plan identify Medway as an area for both residential and retail development whilst developing the function of a 'city centre' within the Thames Gateway. Policy KTG5 also states '....Chatham will be further developed as the major town centre at which new mixed retail, leisure and service uses will be concentrated.' The role of Medway and specifically Chatham is further outlined in the Medway Local Plan 2003. Policy S5 of the Local Plan identifies Chatham as being Medway 'City Centre' and the importance of locating retail services within the town centre to enhance this core area. Policies R1 and R2 also identify Chatham 'core area' as being an appropriate location for both comparison and convenience retailing falling within Class A1 along with development falling within Class A2. In addition the Medway Local Plan 2003 designates part of the application site for Housing. This area is roughly where the line of townhouses fronting Cross Street is proposed along with the apartment block located on the corner of Cross Street and Slicketts Hill. Policy H1 of the Local Plan identifies this site for housing and capable of delivering 26 units. The row of town houses would achieve 14 units with further units in the apartment block. Policy H4 of the Local Plan supports residential development within urban areas including mixed commercial and residential schemes in proximity of town centres.

Following the adoption of the local plan the Chatham Centre and Waterfront Development Brief was adopted in 2008. This document establishes regeneration ambitions across 3 distinct parts of Chatham town centre, being, The Brook, Station Gateway and The Waterfront. The references to The Brook in the document illustrate an opportunity and desire to provide a mix of uses including expanded retail floorspace for Chatham as well as residential accommodation that would benefit from town centre living. The document also outlines land use in these areas and identifies the application site as having a retail ground floor frontage to The Brook with residential fronting Cross Street, Queens Street and Slicketts Hill and all upper storey's having residential accommodation.

Taking into consideration the policy background it is considered that the broad principle of the development is in line with the development plan for the area and would be in line with the regeneration ambitions for Chatham.

The density of the development would equate to approximately 155 dwellings per hectare. Government guidance in PPS3 encourages densities of up to 50 dwellings per hectare with the South East Plan 2009 giving a target of around 40 dwellings per hectare. However it is acknowledged that in certain areas higher density residential schemes will be appropriate. Due to the central location of the site in a highly sustainable area it is considered a higher density is appropriate on the site subject to consideration of amenity, highway and other issues.

Accordingly the proposal is considered acceptable and in accordance with policies KTG1, KTG2, KTG5, TC1, TC2, H1 and H5 of the South East Plan 2009 and policies S5, R1, R2, H1, H4 and H5 of the Medway Local Plan 2003.

Street scene and design

The site is largely an island site with frontages on all four sides (excluding the boundary with 18 Queen Street). The key frontage of the site is on The Brook which is currently a heavily trafficked route, with a disjointed character dominated by the rear of the Pentagon centre and multi-storey car park, car orientated retail and poor quality buildings of varying sizes and set backs. The site slopes very steeply up towards Cross Street where it is faced by two-storey terraced housing. Similar housing also steps up Queen Street on its north side facing the site. The Slicketts Hill edge is faced by the blank flank wall of a large retail unit. As such, the proposal must respond to this transitional situation between the domestic character of the area to the northeast and urban setting of its edge on The Brook, whilst also addressing a dramatic change of level across the site. Rather than considering the application within the context of its current surroundings, it should be viewed in relation to the scale of development envisaged in the Chatham development brief and how it supports delivery of the development brief objectives.

The adopted development brief for Chatham Centre and Waterfront promotes perimeter block development with domestically scaled frontages of 3/4 storeys along Cross Street, and up to 6 storeys in height along The Brook in order to create frontages of sufficient scale to frame space and create a dense 'urban' feel within the town centre. To reinforce this point, the brief describes The Brook as a 'boulevard'.

The proposed development similarly splits the development site into two main parts. 2-3 storey houses form the Cross Street edge of the site. This is an appropriate response to the domestic scale of the neighbouring buildings in this area. In contrast to the brief however, the larger portion of the site is occupied not by a simple continuous street frontage of buildings, but by an 8 metre high continuous podium of commercial space and car parking, topped by a series of six storey high residential blocks at right angles to the street.

The overall height of the development along The Brook is therefore 2-3 storeys greater than that envisaged in the adopted development brief for Chatham. The Design and Access Statement that supports the application makes a strong case for this increase in the height. The latest road scheme for the Brook indicates that its width will be increased from the 24 metres indicated in the masterplan to 34 metres. In order to achieve a street section with the same sense of enclosure, a

proportionate increase in the height of adjacent buildings is required. This is a logical argument but does, of course, signal a precedent for departure from the masterplan along the length of The Brook. Visual information submitted with the application that shows that the scheme is of a similar scale to the proposed large scale Tesco development immediately adjacent to the site. The visual impact assessment (undertaken in line with Building Heights Policy) indicates that the proposed buildings, by dint of being tucked in close to the very steep slope of the Lines, will not have a significant negative impact on the setting of the Great Lines or on other strategic views.

There is no doubt that the increase in scale will result in development that is larger than that seen in Chatham for some time. However, this scale is not inappropriate to the concept of a city scale boulevard proposed by the development brief for this part of Chatham, particularly if the scheme is of the highest architectural quality.

The perpendicular orientation of the apartment blocks to the street produces a very strong and assertive rhythm along The Brook. Although the scheme is in outline only, the illustrations indicate that in the right architectural hands, this development could create a powerful and highly distinctive piece of architecture that sets a good precedent for the development of the rest of The Brook as a new and high quality quarter in its own right.

Three storey town houses are proposed for the length of Cross Street. These are paired such that they will, as with the frontage blocks, create strong sense of rhythm and character along the street. The reduced scale is appropriate to the domestic architecture of existing buildings on this part of the hillside.

The Slicketts Hill / Cross Street corner is marked by a bespoke four-storey high apartment block, which successfully mediates between the very large flank of buildings fronting The Brook and the smaller townhouses. The opposite corner on the junction of Cross Street and Queen Street is not part of the site. The relationship, between the small and ordinary house in this location, and the powerful new architecture of the proposed scheme, is most definitely incongruous. However, this should be seen as an argument for the future incorporation the remaining dwelling into the concept agreed for this part of Chatham, rather than a weakness in the design of the scheme itself.

The key aspiration for the Brook is to transform its vehicular dominated character and achieve a more pedestrian-friendly boulevard environment. The height and imposing nature of the buildings demands a commensurately generous public realm. The proposed 8 metre pavement width compares to that provided in many main streets in central London, and is generous compared to pavement widths elsewhere in Chatham. Street trees are proposed as an integral part of the landscape concept. These are capable of forming an important buffer and green element in contrast to the busy street and the proposed large buildings. However, it should be noted that whilst 8 metres may provide sufficient space for large street trees to establish, it is likely that a future maintenance programme will be required to deal with branches overhanging the highway.

The elevations and plans submitted as illustrative material indicate a bespoke scheme of very high architectural quality, which has been worked out in some detail. Materials and detailing are carefully chosen according to each building's townscape role within the overall scheme; elements such as entrances and corners, are carefully worked out, and a host of other design choices are evident. However, elevational appearance and choice of materials are not part of this outline application and as such appropriately worded conditions and informatives are recommended to control the final appearance of the building and to guide any subsequent reserved matters application.

The development has also been designed to take account of sustainable construction methods. The use of centralised heating systems, photovoltaic and solar water heating has been outlined on the application documents and drawings. These measures would support the aspirations of the Rochester Riverside Green Charter and policy framework in the South East Plan. In addition due to the central location of the site close to open space, community facilities and transport links the development would promote sustainable living. In order for this to be achieved through the development process a condition is recommended.

Accordingly proposal is considered acceptable and in accordance with policies BE1, SP3, NRM11, CC1, CC2, CC4 and CC6 of the South East Plan 2009 and policies BNE1, BNE6, S4 and T3 of the Medway Local Plan 2003.

Neighbours Amenities

When assessing residential amenity, consideration should be given to the impact on surrounding dwellings as well as the level of amenity created for future occupiers of the development. The closest residential dwellings to the site are located on the western side of Queen Street and northern side of Cross Street together with 18 Queen Street that is located in the north western corner of the site (though not part of this application). The northern side of Cross Street that is opposite the application site consists of a mix of residential houses and flats along with a small retail warehouse premises. The development of a row of town houses along the southern side of Cross Street together with the apartment block would relate to the properties on the northern side of the street in a similar way as a traditional street scene. Taking into consideration the presence of front gardens along with the pavement and road width a minimum separation of 16 metres would be achieved that would increase to 23 metres in places. The height of both sets of buildings would also be comparable. As such it is considered there would be no unacceptable detrimental impact in terms of loss of privacy, outlook or light to these dwellings as a result of the development.

The properties to the western side of Queen Street are located in one terrace and due to the arrangement of the site layout within the application site only the southern most of these dwellings would be opposite part of one of the podium blocks. A separation distance of approximately 14 metres would be created between the front elevation of 1 Queen Street and the side elevation of the closest podium and similarly with the Cross Street situation it would be similar to that of a standard street scene. The marked difference in this instance is the height of the podium block that would be considerably greater than the neighbouring dwellings. In addition due to

the proximity of number 18 Queen Street to the development it is inevitable that there would be an impact on the amenity of this dwelling in terms outlook and sense of enclosure. However the local micro-climatic information supplied as a part of the application also demonstrates that for the majority of the year neighbouring houses will be unaffected by the development in terms of sunlight and overshadowing.

There is a very large difference in scale between the large apartment blocks along The Brook frontage, and the smaller townhouses along Cross Street. However, the slope of the site has been exploited to place the townhouses at the highest point of the site, above a large retaining wall forming the boundary between their rear gardens and the podium that serves the apartment blocks. Design development has resulted in an increase in space between the two sets of buildings. The two now sit reasonably comfortably alongside each other, with minimal compromises on amenity and privacy for future occupiers of the development. In addition, the north east, south west axis of the apartment blocks optimises sunlight into the apartment blocks and courtyard gardens and allows sunlight to penetrate to the back of the development even in winter. The innovative design approach to the townhouses results in them benefiting from rear gardens with 'garden rooms.' These rooms not only provide increased flexible spaces that could be used for the store of bicycles but also provide a frontage to the internal walkway. In addition the design of the townhouses with the creation of roof terraces results in units having multiple areas of external amenity space.

All the apartments also benefit from sizeable areas of amenity space. The internal plans show the creation of a good mix of unit sizes with scissor-plan duplex apartments providing larger units and avoiding single aspect homes creating good levels of outlook and light. Whilst external appearance such as the location of windows is not being considered at this stage the plans demonstrate 104 apartments can fit comfortably on the site whilst also providing good levels of amenity for future occupiers. If the numbers of residential units increased on site within the parameters of the site layout and building scale considered under this application it may lead to poor levels of amenity through small units and a poor relationship with external space. As such a condition is recommended to restrict the number of units to a maximum of 118 on site, in line with the application.

The application has also been supported by an air quality assessment. The assessment has used an existing dispersion model to predict concentrations of the pollutants nitrogen dioxide and particulate matter, which is transport, related pollutants. The assessment has shown that the levels of nitrogen dioxide and particulate matter are below the annual mean air quality objective of 40 ug/m³, which is suitable for new residential development.

The acoustic appraisal demonstrates that the site is within noise exposure categories (NEC) B and C during the day and night. Policy BNE3 states that where noise levels fall within category B, the applicant should demonstrate that adequate mitigation measures are included in the proposal to reduce noise to a satisfactory level or, where appropriate, conditions will be imposed to ensure such mitigation measures; and where noise levels fall within category C, the development will not be permitted unless either (a) the site is allocated for residential development or (b) there are no alternative quieter sites available.

The proposed layout places habitable rooms overlooking the road traffic. The applicant has demonstrated that with high specification glazing, good internal noise levels as defined by British Standard 8233: Sound insulation and noise reduction for buildings – Code of Practice, will be achieved in living rooms and bedrooms with windows closed. Levels will also be commensurate with the World Health Organisation Guidelines (WHO) for Community Noise. However, with windows open for rapid ventilation and summer cooling acceptable noise levels within these rooms will not be achieved. The assessment recommends that mitigation in the form of acoustic trickle vents should be used to provide alternative means of ventilation. However, these will not provide the required amount of air changes and will not be a suitable means of alternative ventilation. Acoustically screened mechanical ventilation will therefore be required and a condition is recommended to control this.

The drawings show that there are some residential apartments, which have bedrooms above or below living rooms. Whilst this layout is indicative it is undesirable and so the sound insulation between the apartments will need to be improved and a condition is recommended to control this. The proposed development includes commercial elements, which have the potential to generate noise and disturbance to the proposed residential properties. Fixed plant associated with the development should be selected and designed to achieve a criteria that will not impact on sensitive receptors and a condition is recommended to control this. Further conditions are recommended to control the hours of operation and delivery and to control dust and noise from construction.

Accordingly the proposal is considered acceptable in terms of amenity considerations and is in accord with policies NRM9 and NRM10 of the South East Plan 2009 and policies BNE2, BNE3 and BNE24 of the Medway Local Plan 2003.

Highways

The transport assessment submitted as part of the application contains survey data relating to the existing use of the site as a public car park. It demonstrates that combined two-way traffic flows are in the order of 30 – 50 vehicles per hour, with peak flows occurring during the middle of the day. The proposed residential development is predicted to generate approximately 60 vehicle movements during each peak period. The retail use could, in theory, produce around 37 two-way vehicle trips during the morning peak and 185 during the evening peak. However, it is proposed that all retail customers park within existing town centre car parks. Furthermore, many of the predicted movements are likely to be linked with existing trips to the town centre, and therefore it is estimated that only 50% of the retail vehicle trips will be new to the local highway network. Based on survey data of similar sites, servicing of the retail element of the site is predicted to generate no more than 1 goods vehicle movement per hour on average.

As such it is considered that the pattern of vehicle movements to and from the site would change as part of the redevelopment proposals, with an additional 13 vehicle movements in the morning peak and an additional 28 vehicle movements during the evening peak. Conversely, a predominantly residential use is likely to generate fewer vehicle movements during the middle of the day when the car park currently on the site is at its busiest. It is considered that this relatively low level of additional traffic can be accommodated on a local network that already carries a high volume of vehicle movements. It should also be noted that the proposed changes to the town centre road layout, considered under application MC2009/0522 and earmarked for construction during 2010/11, will increase highway capacity in the vicinity of the site through additional traffic lanes on The Brook and a revision to its junction with Union Street.

Vehicular access to the parking area for the apartment blocks will be from Queen Street, in a similar position to the access currently serving the public car park. A secondary access serving a small parking area for the anchor retail units is proposed from Slicketts Hill, with an adjacent loading bay providing for light deliveries to the apartment blocks. It is not proposed to change the configuration of the roads in the vicinity of the site: vehicles will access the development from The Brook via Slicketts Hill, Cross Street and Queen Street, which will remain one-way. A private pedestrian route through the development from east to west is proposed at second floor level, with secure access for residents provided from Slicketts Hill and Queen Street. Additional pedestrian access points are provided at street level from The Brook. Pedestrian connectivity with the wider area will be improved as part of the proposed changes to the town centre road layout, considered under application MC2009/0522. These improvements comprise a new 4-metre wide shared pedestrian/cycle footway along the northern side of the Brook and controlled pedestrian crossing points at each end of the site that will link the proposed development with the town centre. Notwithstanding this, it is important that the pedestrian crossing points over the Brook are constructed and available for use upon first occupation of the development, and therefore a Grampian condition to this effect is recommended.

The proposed amendments to Cross Street comprise the addition of on street parking bays to serve the proposed town houses. Initially the proposal involved the reduction in the width of the existing parking bays on the northern side of Cross Street however this may have caused problems with parking and traffic flow. As such revised plans have been received maintaining the width of the existing parking spaces in Cross Street whilst also providing 2 metre wide parking bays in front of the town houses and an appropriate highway width. This has been achieved with a slight reduction in the pavement width in front of the town houses and it is considered this arrangement is now acceptable.

Retail servicing and refuse collection for the whole development will take place from a 19 metre long loading bay situated on The Brook, which is sufficient to accommodate one articulated heavy goods vehicle or two rigid heavy goods vehicles. A calculation of the predicted number of deliveries associated with the retail units suggests that, on average, no more than one vehicle per hour will require parking to service the retail units at peak delivery times. As such the proposed loading provision is considered appropriate and designed to fully meet normal demands. Service and delivery vehicles approaching from the south along The

Brook will be required to u-turn at the Dock Road / Wood Street roundabout junction. This will allow vehicles to approach the loading bay on the correct side of the road.

Both vehicular access points, and the loading bays proposed on The Brook and Slicketts Hill, have been carefully designed to ensure they are fully integrated into the urban street fabric and have been subject to a safety audit. Roadside deliveries by large goods vehicles are commonplace in urban areas and, whilst the safety audit raises issues with the proposed lay-by on The Brook, these can be addressed at the detailed design stage through consideration of surfacing treatments, lighting and signing. On this basis, notwithstanding the topographical challenges presented by the site, the development is considered to provide acceptable means access for all modes of travel.

A total of 123 parking spaces are proposed to serve the 118 residential units, which equates to a ratio of 1.04 parking spaces per dwelling across the site. This would comprise 107 spaces within the parking deck and 16 spaces provided in dedicated bays within the public highway on Cross Street. The bays on Cross Street would be added to the controlled parking zone, with residential parking permits allocated by the Council. A total of 202 cycle parking spaces are provided for residents, which equates to an average of 1.7 spaces per dwelling.

The proposed level of parking accords with Medway's current maximum standard of 1.5 spaces per dwelling, and the development is located within an urban area that has good links to sustainable transport: with Chatham Bus Station and Railway Station within 400 metres and 600 metres of the site respectively, the proposed development is likely to be attractive to those who do not place a high priority on car ownership. In terms of local facilities, a Tesco supermarket is adjacent to the site and the High Street is within easy walking distance. Furthermore, the overall ratio of parking spaces to dwellings is broadly in line with recorded levels of car ownership in central Chatham, even allowing for some growth since the last Census. It is also proposed that over 50% of the residential parking spaces within the development are not allocated to individual dwellings. This approach, which is supported by government guidance, will ensure that the development is able to accommodate variations in car ownership and allow the parking pool to be used flexibly and efficiently by residents and their visitors.

Subject to conditions securing the provision of unallocated residential parking spaces within the site and a residential car club, it is considered that an appropriate level of parking is proposed for a development ideally situated to encourage use of the non-car modes of travel readily available to future residents.

Medway Council's Parking Standards indicate that a retail development of 3,375sqm would generate a requirement for a maximum of 188 parking spaces. The application proposes 10 parking spaces for the retail use, which will provide for limited staff car parking and the collection and pick up of goods. Given that the majority of trips to the proposed development will be linked to other retail outlets in the town centre, it is proposed that customers use existing car parks and access the development on foot. The Transport Assessment contains car park surveys demonstrating that spare capacity is available. Notwithstanding this, Medway's Local Transport Plan and the Chatham Centre and Waterfront Development Brief both highlight the aim to

gradually reduce long-term parking in the town centre in favour of park-and-ride services. On this basis it is considered appropriate for the development to make a Section 106 contribution towards future Park & Ride schemes serving the town, this is outlined below.

It is considered appropriate for the development to be supported by a Travel Plan, which would encourage sustainable travel to and from the site. Site-specific measures to promote and facilitate walking and cycling should be incorporated within the Travel Plan, together with incentives to encourage use of public transport.

Whilst the location of the site lends itself towards sustainable travel, it is likely that residents will need to undertake occasional longer distance trips by car. The establishment of a car club on the site would make it easier for residents to meet their transport needs without running their own car, or in some cases without owning a second car. This, in turn, may also have a positive impact upon the number of vehicles requiring parking within the residential area of the development. It is therefore recommended that a car club for residents of the proposed development be secured by planning condition. It is envisaged that the car club will, over time, become self-supporting, however in order to establish the facility and ensure its availability to all future residents and employees, it will be necessary for the developer to guarantee its provision for a minimum of 5 years from first occupation of the development.

Accordingly the proposal is considered acceptable with regard to the impacts on the highway and is in accord with policy T4 of the South East Plan 2009 and policies T1, T2, T4 and T13 of the Medway Local Plan 2003.

Contaminated Land

The applicant has submitted a Geo-Environmental Desk Study undertaken by URS Corporation Limited dated 6 October 2009 (report reference: 49312751/LORP0001). The desktop study includes a site history, site walkover, information on the geology and hydrogeology at the site. A conceptual site model has been developed for the site. The desktop study recommends that a site investigation be undertaken to support the conceptual site model. The report, which has been submitted by the applicant, is acceptable and as such no objection is raised with regards to contamination issues subject to the imposition of a series of appropriately worded conditions.

The report recommends that piled foundations be used at the site. There is potential for piling to create a pathway for contaminated material to come into contact with the aquifer underlying the site and as such an appropriately worded condition is recommended to control this.

Accordingly the proposal is considered acceptable with regard to contaminated land issues and is in accord with policies NRM1 and NRM2 of the South East Plan 2009 and policy BNE23 of the Medway Local Plan 2003.

Archaeology

The site is situated within the centre of historic Chatham alongside The Brook. Within the immediate vicinity of the application site are two records relating to Roman burial grounds, which lie to the north. A further eleven Romano-British urn burials are also recorded as having been discovered directly to the south in 1910, although it is possible that these are a duplicate record. In addition, the corridor of the Roman road which linked Rochester with Canterbury runs east west approximately 250m to the south-west of the site and further Roman finds have been recorded in the vicinity. It has been suggested that Slicketts Hill follows the route of a Roman road or trackway leading to the north and across the Great Lines. A Middle Bronze Age rapier has also been found about 150m south of the site during construction work for the British Queen pub in 1909. The Scheduled Ancient Monuments of The Brook Low Level Pumping House and the Brompton Lines are also within close proximity to the site.

The archaeological desk-based assessment acknowledges that archaeological potential of the site but suggests that much of this potential will have been heavily truncated or removed entirely as a result of the past impacts at the site. Photographs included with the archaeological desk-based study and other reports included with the application clearly show terracing at the site but there are other areas that do not appear to have been terraced. Whilst some of this terracing will undoubtedly have impacted upon archaeological remains in other parts of the site there may be deposits of made-ground which seal and overlie buried archaeology.

Despite past development and terracing at the site that it remains possible that there are important archaeological remains surviving at the site. Given the archaeological potential of the site a condition is recommended relating to a programme of archaeological work. It is envisaged that the first phase of such a programme would be the targeted archaeological evaluation of the site, by machine excavated trial trench to determine the extent of past disturbance and whether archaeological remains survive at the site.

Accordingly subject to the imposition of the appropriate condition no objection is raised in relation to archaeology issues and the provisions of policy BNE21 of the Medway Local Plan 2003.

Trees / Ecology Issues

The site currently has a collection of mature and semi-mature trees within it mainly located along the frontage with The Brook or across the centre. The larger trees are primarily multi-stemmed coppiced trees that appear to have self-sown however they do have visual amenity value in the area. The Chatham Centre Development Brief allocates the site for re-development and many of the trees on the edge of the site with The Brook can be removed under the approved road scheme and as such no objection is raised with regards to the loss of the trees. However their loss will result in essentially no planting along The Brook and as such it is important that the reserved matters application is complemented by a robust landscaping scheme to mitigate to the loss and provide sustainable tree planting in the future.

Ecological work has been carried out on site by the applicants and the retaining wall located across the middle of the site has been identified as a potential habitat for bats, although none have currently been found. As such the site is considered to be of low value for bats but to ensure legal compliance and inline with the applicants supporting statement a condition is recommended to ensure a further bat survey is undertaken on site. In addition it is acknowledged that the existing planting that could provide bird-nesting habitat will be cleared as part of the scheme and an informative is added regarding the time during which this should be undertaken. Due to the distance of the site from pond habitats the development would not cause detrimental impact to amphibians and no badgers were recorded on site during the field survey.

Accordingly subject to the imposition of the appropriate condition no objection is raised in relation to tree or ecology issues and the provisions of policies BNE37 and BNE43 of the Medway Local Plan 2003.

Infrastructure Contributions

The application has shown indicative plans for more than 10 units and therefore, in accordance with the Council's Guide to Developer Contributions the Council would be seeking developer contributions. As a result of the relevant consultations the following have been requested: -

- Primary Care Trust – £55,218.10 – The contribution would go towards the development of the Community Healthy Living Centre in Chatham or other developments in the area.
- Metropolitan Park - £29,488.20 – The contribution would go towards the shortfall of metropolitan park facilities in Medway
- Greenspaces - £88,346.10 - The contributions would be towards off site provision and / or maintenance of outdoor playing space.
- Waste & Recycling - £10,000 – The contribution would go towards the requirement for waste and recycling as a result of the development.
- Highways – £64,000 towards future Park & Ride schemes serving Chatham Town Centre and funding towards travel plan monitoring

The applicant has confirmed they consider the financial requests acceptable. As the applicant is Medway Council these contributions would be secured through the land sale agreement, which would include the requirement for the land purchaser to enter into a Section 106 with the Council to secure the provision of financial contributions. Accordingly no objection is raised to the proposal under Policy S6 of the Medway Local Plan 2003.

Conclusions and Reasons for Approval

In summary it is considered that the proposed development would enhance retail provision and support town centre living that is in line with the regeneration ambitions of Chatham. Part of the site is allocated for housing in the local plan and the development overall is in accordance with the mix of uses in the Chatham Centre Development Brief. The scale of the buildings whilst noticeably higher than those currently nearby illustrates how taller buildings and developments of higher density can be appropriate in certain locations. The layout of the buildings maximizes the

potential of the site whilst also providing good levels of residential amenity for future residents. The access arrangements are also considered acceptable. The external appearance and landscaping for the scheme are reserved for future consideration however these matters will need to be of high quality to result in an effective delivery architectural ambition. Such development would be in accordance with the development plan and local policy.

This application would normally fall to be determined under officers' delegated powers, but is being reported for Members' consideration due to the significance of the development.
