

MC/19/0038

Date Received: 7 January 2019

Location: Bardell Terrace Rochester Kent ME1 1NG

Proposal: Residential - led mixed use development comprising 331 residential units, non-residential floor space comprising 1,894 sqm of Class A1, A2, A3, A5 and D2 floorspace associated car parking (258 car parking spaces and 8 on street spaces) landscaping, engineering works, highway works to the junction of Corporation Street and High Street and alterations to pedestrian crossing - Including demolition of all buildings on site apart from the buildings East of Furrells Road fronting onto the High Street which is proposed to be partially demolished

Applicant Quinn Estates Ltd & Classicus Ltd,

Agent Montagu Evans
Miss Emily Disken

Ward: River Ward

Case Officer: Tim Chapman

Contact Number: 01634 331700

Recommendation of Officers to the Planning Committee, to be considered and determined by the Planning Committee at a meeting to be held on 24th July 2019.

Recommendation – Resolution to Approve subject to:

- A. Further archaeological work being undertaken and submitted and the Head of Planning being granted delegated authority to secure any mitigation measures by condition or additional Section 106 obligation if necessary following the submission of the further archaeological work.
- B. The applicant entering into an Agreement under Section 106 of the Town and Country Planning Act to secure:
 - i) Parcel 1 to be 100% Affordable housing
 - ii) A contribution of £79,310.91 towards bird disturbance mitigation measures.

iii) Travel plan

iv) Provision of car club or equivalent financial contribution.

v) S278 agreement to cover off-site highways works, namely:

a. The Star Hill Junction works as shown on drawing number 43370_5501_023 (within the submitted Transport Assessment).

b. The Star Hill roundabout works as shown on drawing number 43370_5501_020 (within the submitted Transport Assessment).

C. The imposition of the following 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:

Drawing numbers 0506 rev P-00 and 0570 Rev P-00 received on 15 January 2019; Drawing numbers 0130 Rev P-03, 0140 Rev P-02, 0210 Rev P-01, 0221 Rev P-03, 0222 Rev P-04, 0230 Rev P-03, 0240 Rev P-01, 0241 Rev P-01, 0300 Rev P-00, 0301a Rev P-00, 0308 Rev P-02, 0331 Rev P-03, and 0520 Rev P-03 received on 21 May 2019; Drawing numbers 0005 Rev P-02, 0104 Rev P-00, 0201 Rev P-03, 0301 Rev P-03, 0401 Rev P-02, 0420 P-04, 0422 Rev P-04, 0423 Rev P-04 and 0430 Rev P-04 and received on 23 May 2019; Drawing numbers 0002 Rev P-04, 0101 Rev P-02, 0103 Rev P-04, 0320 Rev P-04, 0340 P-03, 0402 Rev P-02, 0403 Rev P-04, 0411 Rev P-02, 0412 Rev P-02, 0440 Rev P-02, 0441 Rev P-02 and 0501 Rev P-02 received on 30 May 2019; drawing numbers 102 Rev P-04, 0120 Rev P-04 and 0341 Rev P-04 received on 21 June 2019; and drawing numbers 0202 Rev P-06, 0203 Rev P-05, 0208 Rev P-04, 0209 Rev P-04, 0220 Rev P-04, 0302 Rev P-05, 0303 Rev P-04, 0304 Rev P-04, 0305 Rev P-07, 0306 Rev P-04, 0307 Rev P-03 0321 Rev P-06, 0322 Rev P-06, 0342 Rev P-05, 0404 Rev P-04, 0421 P-04, 0502 P-03, 0503 Rev P-02, 0504 Rev P-04, 0505 Rev P-02 and 0520 Rev P-04 received on 8 July 2019.

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

- 3 No development shall take place until Phasing Plan has been submitted to and approved in writing by the Local Planning Authority. The Phasing Plan shall:
 - Define the extent of the area of each phase.

- Specify the order and timing of the proposed phases, which shall be shown sequentially starting with Phase 1.

The development shall be implemented in accordance with the approved Phasing Plan.

Reason: Required before commencement of development to avoid any irreversible detrimental impact to the historic character of the area in accordance with Policies BNE14 and BNE18 of the Medway Local Plan 2003.

- 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 take place 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: Required before commencement of development to avoid any irreversible detrimental impact on human health and water courses as a result of the potential mobilising of contamination and in accordance with Policy BNE23 of the Medway Local Plan 2003.

- 5 No development shall take place until an investigation and risk assessment, in addition to any assessment provided with the planning application, has been completed in accordance with a scheme to assess the nature and extent of any contamination on the 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: Required before commencement of development to avoid any irreversible detrimental impact on human health and water courses as a result of the potential mobilising of contamination and in accordance with Policy BNE23 of the Medway Local Plan 2003.

- 6 No development shall take place until 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 has been prepared and submitted to and approved in writing by the Local Planning Authority. 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: Required before commencement of development to avoid any irreversible detrimental impact on human health and water courses as a result of the potential mobilising of contamination and in accordance with Policy BNE23 of the Medway Local Plan 2003.

- 7 No development shall take place (other than development required to enable the remediation process to be implemented) until the approved remediation scheme has been carried out in accordance with its terms. 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: Required before commencement of development to avoid any irreversible detrimental impact on human health and water courses as a result of the potential mobilising of contamination and 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. Development shall cease and 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 shall be submitted to and approved in writing by the Local Planning Authority.

The remediation must be completed in accordance with the approved scheme and following completion of the measures 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 in accordance with Policy BNE23 of the Medway Local Plan 2003.

- 9 Piling or any other foundation designs using penetrative methods shall not be permitted unless details are first submitted to and approved in writing by the Local Planning Authority. Written approval may be given for those parts of the site where it has been demonstrated by a piling risk assessment that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilisation and in accordance with Policy BNE23 of the Medway Local Plan 2003.

- 10 No development shall take place within a phase until an Air Quality Scheme, which demonstrates how poor air quality from road transport emissions can be mitigated by the installation of a clean air ventilation system for buildings within that phase has been submitted to and approved in writing by the Local Planning Authority. The scheme shall cover all habitable rooms and include details of the design and installation of the clean air ventilation system and, if necessary, air purification equipment. The Air Quality Scheme shall be implemented in accordance with the approved details prior to the occupation of any part of the development to which the phase relates and shall thereafter be retained.

Reason: Required prior to commencement of development to ensure no long term detrimental harm to conditions of amenity in accordance with Policies BNE2 and BNE24 of the Medway Local Plan 2003.

- 11 No development shall take place until an Air Quality Assessment and an Emissions Mitigation Assessment has been submitted to and approved in writing by the Local Planning Authority. The Air Quality Assessment shall include an assessment of air

quality at the application site and details of any scheme necessary for the mitigation of poor air quality affecting the residential amenity of this development. The Emissions Mitigation Assessment should include a damage cost assessment that uses the DEFRA emissions factor toolkit and should include details of mitigation to be included in the development which will reduce the emissions from the development during construction and when in operation. The development shall be implemented in accordance with the approved details prior to the first occupation of any part of the land shall thereafter be retained.

Reason: Required prior to commencement of development to ensure no long term detrimental harm to conditions of amenity in accordance with Policies BNE2 and BNE24 of the Medway Local Plan 2003.

- 12 No development including demolition works shall take place within a phase until a Construction Environmental Management Plan (CEMP) in relation to that phase has been submitted to and approved in writing by the Local Planning Authority. The Construction Environmental Management Plan shall include amongst other matters details of: hours of construction working; measures to control noise and vibration affecting nearby residents; dust and air pollution control measures; pollution incident control, but mitigation measures indicated within the ecology report and site contact details in case of complaints. The construction works within that phase shall be undertaken in accordance with the approved Construction Environmental Management Plan.

Reason: Required before commencement of development in order to minimise the impact of the construction period on the amenities of local residents, wildlife and habitat and with regard to Policies BNE2, BNE37 and BNE39 of the Medway Local Plan 2003.

- 13 No development or site clearance works shall take place within the areas marked as Parcels 5, 6, 7, 9 and 10 as shown on drawing number 0005 P-02 until details of protective boundary treatment to be erected around the former County Court building (203 High Street) have been submitted to and approved in writing by the Local Planning Authority. The protective boundary treatment shall be erected in accordance with the approved details before any development or site clearance works take place within Parcels 5, 6, 7, 9 and 10 and shall thereafter be retained for the duration of the construction works.

Reason: Required before commencement of development to avoid any irreversible detrimental impact on any heritage interest and in accordance with Policy BNE18 of the Local Plan 2003.

- 14 No development shall take place until a scheme showing details of the disposal of surface water, based on sustainable drainage principles, including details of the design, implementation, maintenance and management of the surface water

drainage scheme have been submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority.

Those details shall include (if applicable):

- i) a timetable for its implementation (including phased implementation where applicable).
- ii) appropriate operational, maintenance and access requirements for each sustainable drainage component are adequately considered.
- iii) proposed arrangements for future adoption by any public body, statutory undertaker or management company.

Reason: To manage surface water during and post construction and for the lifetime of the development as outlined at Paragraph 165 of NPPF.

- 15 Prior to the first occupation of any building (or within an agreed implementation schedule) a signed verification report carried out by a qualified drainage engineer (or equivalent) must be submitted to and approved by the Local Planning Authority to confirm that the agreed surface water system has been constructed as per the agreed scheme and plans. The report shall include details and locations of critical drainage infrastructure (such as inlets, outlets and control structures) including as built drawings, and an operation and maintenance manual for the unadopted parts of the scheme as constructed.

Reason: This condition is sought in accordance with paragraph 165 of the NPPF to ensure that suitable surface water drainage scheme is designed and fully implemented so as to not increase flood risk onsite or elsewhere.

- 16 No development shall take place above slab level within a phase until a scheme for protecting the proposed development within that phase from transport noise sources has been submitted to 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 and a maximum noise level (LAm_{ax}) of no more than 40dB(A) with windows open. Where the internal noise levels will be exceeded with windows open, the scheme shall incorporate appropriate acoustically screened mechanical ventilation. The scheme shall include details of acoustic protection sufficient to ensure amenity/garden noise levels of not more than 55dB (LAeq,T). The development shall be implemented in accordance with the approved details prior to the occupation of any part of the development to which the phase relates and shall thereafter be retained.

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

- 17 No development shall take place above slab level within a phase until an acoustic assessment has been undertaken to determine the impact of noise arising from commercial noise sources on the development within that phase. The noise rating level (L_{Ar,Tr}) of these sources shall be at least 10dB below the background noise level (L_{A90,T}) at the nearest residential facade. All measurements shall be defined and derived in accordance with BS4142: 2014. The results of the assessment and details of any mitigation measures shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details prior to the occupation of any part of the development to which the phase relates and shall thereafter be retained.

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

- 18 No development shall take place above slab level within a phase until detailed elevations and sections through external walls taken at ground, mid and roof levels for each building within that phase have been submitted to and approved in writing by the Local Planning Authority.

The details should include windows, eaves, parapets, verges, lintels, cills, balconies, entrances and any other architectural detailing requested by the Local Planning Authority.

The details are to be submitted using a combination of plan, section, mood boards, models and component assemblies at a scale to be agreed in writing with the Local Planning Authority. The development within the phase to which it relates shall be implemented in accordance with the approved details and shall thereafter be retained.

Reason: To ensure that the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality and conservation area in accordance with Policies BNE1 and BNE12 of the Medway Local Plan 2003.

- 19 No development shall take place above slab level within a phase until details and samples in the form of sample panels (of an agreed size), and component assemblies of all materials to be used externally (including the development works related to the identified non-designated heritage assets of the former Missions to Seamen Institute and A.F Smith and Sons building) have been submitted to and approved in writing by the Local Planning Authority.

The development shall be implemented 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 and conservation

area in accordance with Policies BNE1 and BNE12 of the Medway Local Plan 2003.

- 20 No development shall take place above slab level within a phase until sample panels of brickwork including mortar colours, joint types and pointing finishing for each brick type at a size of no less than 2sqm per panel have been constructed and made available for inspection at agreed secure locations within the site for approval in writing by the Local Planning Authority. The development within the phase to which it relates shall be implemented in accordance with the approved details.

The sample panels shall thereafter be retained on site for the duration of the construction activity for the phase to which it relates.

Reason: To ensure that the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality and conservation area in accordance with Policies BNE1 and BNE12 of the Medway Local Plan 2003.

- 21 Prior to the occupation of any flat within an individual building, details of the privacy screens related to the private terraces and/or balconies of that building shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details prior to the occupation of the flat to which the private terrace(s)/balcony (ies) relates and shall thereafter be retained.

Reason: To ensure adequate privacy for the occupiers of the development in accordance with Policy BNE2 of the Medway Local Plan 2003.

- 22 Prior to the installation of any external lighting across the site, details of such lighting shall be submitted to and approved in writing by the Local Planning Authority. Details shall include height, position, external appearance, any shielding, light intensity, colour, spillage (such as light contour or lux level plans showing the existing and proposed levels) and hours of use together with a report to demonstrate its effect on bats (including reference to the recommendations of the Bat Conservation Trust) and of how this effect has been minimised and a report to demonstrate its effect on the landscaping of the site and vice versa (including an overlay of the proposed lighting onto the site landscaping plans), views of the site from High Street, Star Hill, Corporation Street, Furrell's Road and Bardell Terrace, and of how this effect has been minimised. Any external lighting shall be implemented in accordance with the approved details.

Reason: In order to limit the impact of the lighting on the wildlife and with regard to Policies BNE5, BNE6 and BNE39 of the Medway Local Plan 2003.

- 23 Prior to occupation of each phase an Ecological Enhancement Plan detailing what ecological enhancements will be incorporated, relevant to that phase shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details prior to the occupation of any part of the development to which the phase relates and shall thereafter be retained.

Reason: In order to limit the impact of the lighting on the wildlife and with regard to Policy BNE39 of the Medway Local Plan 2003.

- 24 Prior to the first occupation of the development herein approved, full details of hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. Details shall include:

- I. Plans and information of existing and proposed finished ground levels, means of enclosure, car parking layouts, other vehicle and pedestrian access and circulation areas, all paving and external hard surfacing, lighting (in accordance with condition 22) and services (including drainage in accordance with condition 14), minor artefacts and structures (seating, refuse receptacles and raised planters). Soft landscape works, including details of planting plans, tree positions, planting build ups, written specifications (including cultivation and other operations associated with grass, tree and planting establishment, aftercare and maintenance); schedules of plants, noting species, plant sizes, root treatments and proposed numbers/densities where appropriate.
- II. The design and specification of tree planting to enable healthy establishment at maturity. Information should provide details for the planting environment (including within hard landscape, raised planters and green roofs), calculated soil volume, tree support and tie specification, guards and grilles, aeration and irrigation systems, soil build-up information (avoiding the use of tree sand), tree cell systems (to street tree planting environments).
- III. The design and specification of green roofs, terraces and podium decks. Including drainage and soil build up, planting plans & plant schedules, the treatment for any tree planting (including tree pit details and tree supports), all paving and hard surfacing, minor artefacts and structures.
- IV. Detailed information for the design and specification of green wall and climbing systems, including planting selection, specification and details of irrigation systems.
- V. A timetable for implementation.

The development shall be implemented in accordance with the approved details and timetable and 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.

Reason: To ensure a satisfactory external appearance and provision for landscaping in accordance with Policies BNE1 and BNE6 of the Medway Local Plan 2003.

- 25 Prior to the first occupation of the development herein approved, a Landscape Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Landscape Management Plan shall include long-term design objectives, management responsibilities and maintenance schedules for all landscape areas including green roofs and climbing systems (except for small, privately owned, domestic gardens) for a minimum period of five years and arrangements for implementation. The development shall thereafter be managed in accordance with the approved details.

Reason: To ensure a satisfactory external appearance and provision for landscaping in accordance with Policies BNE1 and BNE6 of the Medway Local Plan 2003.

- 26 No dwelling or building shall be occupied within a phase until a plan indicating the positions, design, materials and type of boundary treatment to be erected within that phase has been submitted to and approved in writing by the Local Planning Authority. The details for the phase containing Parcel 6 shall include secure gates to be located to both ends of the southeast elevation of Parcel 6 to secure the area between the building of Parcel 6 and the adjacent County Court building. The boundary treatment shall be implemented in accordance with the approved details before any dwelling or building within that phase is occupied and shall thereafter be retained.

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

- 27 No commercial unit within a phase to which it relates shall be occupied until the following details have been submitted to and approved in writing by the Local Planning Authority:-

- i) The use
- ii) Hours of opening
- iii) Hours of delivery

The development shall be implemented in accordance with the approved details before the first use of the commercial unit(s) to which the phase relates and shall thereafter be retained.

Reason: To ensure no long term detrimental harm to conditions of amenity and vitality of street scene in accordance with Policy BNE2 and R8 of the Medway Local Plan 2003.

- 28 No commercial units within a phase to which it relates shall be occupied until an acoustic assessment has been undertaken to determine the impact of noise from proposed use. The results of the assessment and details of a scheme of mitigation measures necessary to ensure an appropriate level of aural amenity within habitable rooms and amenity/garden areas shall be submitted and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details before the first use of the commercial unit(s) to which the phase relates and shall thereafter be retained.

Reason: To ensure no long-term detrimental harm to conditions of amenity in accordance with Policy BNE2 of the Medway Local Plan 2003.

- 29 No part of the development within a phase to which it relates shall be occupied until details of refuse storage arrangements, including provision for recyclables, for the residential units and for the commercial units has been submitted to and approved in writing by the Local Planning Authority for that phase. The refuse storage arrangements shall be implemented in accordance with the approved details prior to the first occupation of the residential units or commercial units to which the refuse storage relates within that phase and shall thereafter be retained.

Reason: To ensure the provision and permanent retention of refuse storage in accordance with Policy BNE2 of the Medway Local Plan 2003.

- 30 No part of the development within a phase to which it relates shall be occupied until details of secure private cycle parking provision in the form of individual lockers for the residential units and details for cycle parking provision for the commercial units has been submitted to and approved in writing by the Local Planning Authority for that phase. The cycle parking shall be implemented in accordance with the approved details prior to the first occupation of the residential units or commercial units to which the cycle provision relates within that phase and shall thereafter be retained.

Reason: To ensure the provision and permanent retention of bicycle spaces in accordance with Policy T4 of the Medway Local Plan 2003.

- 31 No part of the development shall be occupied until a Car Parking/Service Management Plan, has been submitted to and approved in writing by the Local Planning Authority. The submitted details shall include the operational arrangements for residential and commercial vehicles, space sharing arrangements, disabled parking, car club arrangements, Parking Management Strategy review arrangements and the removal of entitlement for residents of the approved development to apply for street parking permits. The development shall be implemented in accordance with the approved details and thereafter retained.

Reason: To ensure that the development permitted does not prejudice conditions of highway safety or efficiency outside of the site and to accord with policies BNE2, T13 and T2 of the Medway Local Plan 2003.

- 32 No development within a phase to which it relates shall be occupied until the area shown on the approved plans as vehicle parking spaces for that phase 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 2015 (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.

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 Policies T1 and T13 of the Medway Local Plan 2003.

- 33 No dwelling within a phase to which it relates shall be occupied until 1 in 10 parking spaces have been fitted each with a 3.6kW electric vehicle charging unit. The charging units shall be maintained in place and in good working order thereafter.

Reason: In the interests of sustainability in accordance with paragraph 110E of NPPF 2019.

Proposal

This application seeks planning permission for mixed use development comprising 331 residential units, non-residential floor space comprising 1,894 sqm of Class A1, A2, A3, A5 and D2 floorspace associated car parking (258 car parking spaces and 8 on street spaces) landscaping, engineering works, highway works to the junction of Corporation Street and High Street and alterations to pedestrian crossing - Including demolition of all buildings on site apart from the buildings East of Furrell's Road fronting onto the High Street which is proposed to be partially demolished.

The proposal has been subject to extensive redesign following consultation responses.

The scheme is broken down into plots for development and other alterations to highways, crossings and public realm are also proposed. A summary of each plot is provided:-

Parcel 1 – Fronting Corporation Street

This would consist of a seven storey, contemporary two toned brick built, flat roofed building with projecting glass balconies, featured brick work panels and the top floor offset. The front elevation has a hit and miss brickwork design to screen the lower ground

floor car parking. The rear elevation is broken up with a rectangular pattern of aluminium cladding.

The property would have a lower ground floor consisting rear entrance of undercroft parking, 15 double cycle stores and associated refuse and plant. The residential flats would be located on the upper ground floor (which includes the main entrance from Corporation Street) upwards for flood risk reasons. This block would contain 35 flats with a mix of 15 one bedroom flats and 20 two bedroom flats.

This block would have 23 parking spaces to the rear and at lower ground floor level accessed from Bardell Terrace. To the front is a section of extended footpath with tree lines to continue the Corporation Street Boulevard.

Parcel 1 has increased by one storey because of the redesign.

Parcels 3, 4 and 5 – Fronting Corporation Street, Bardell Terrace and Furrell's Road

The building is of a contemporary multi toned brick design. The building utilises an angular elevation with recessed balconies fronting Corporation Street. There are numerous projecting elevations fronting Bardell Terrace to create a variety of projecting first floor roof terraces and balconies to the front, with various brick detailing. A section of recessed diamond shaped balconies of a differing brick tone breaks down the elevation. The roof is predominantly flat but has angled parapets that rise up in height towards each end of the building.

The ground floor level is characterised by a series of metal arched surrounds with perforated metal screens which screen the ground floor car parking and entrances to plant, cycle and bin stores. The building would measure part ten storey fronting Corporation Street stepping down to eight stories on the corner of Furrell's Road.

This building would contain 113 flats with a mix of 39 one bedroom flats and 74 two bedroom flats. It would benefit from 56 parking spaces located at the ground floor and on street parking along Bardell Terrace.

This parcel has increased in height, by one storey with the original 15 storey tower element removed from parcel and the buildings now stepping down in height from the rear (north of the site).

Parcel 6 – Fronting Star Hill and High Street

The building is a contemporary C shape building comprising multi toned bricks with two separate styles of design. The eastern elevation of the building is reflective of the building on Parcel 3, 4 and 5 varying from nine storeys fronting Corporation Street stepping down to six storeys fronting Furrell's Road. This building would consist of a mixture of brick including the use of projecting bricks and soldier courses with metal decorative panels and a mixture of recessed balconies.

The western elevation of the building fronting Star Hill and the High Street is a curved brick design turning the street corner, with recesses and steps down from six to four storeys to the boundary with the neighbouring listed building. The materials are a mixture of buff brick and metal decoration, the recessed section of brickwork are at a different origination, brick soldier courses and projections are also used within this section of the building. The commercial units and shop frontages would be prominent at ground floor level with large shopfront windows; these are proportioned to meet the vertical rhythm of the residential windows above.

This building would contain 103 flats with a mix of 27 one bedroom flats and 76 two bedroom flats. It includes 127 parking spaces located at the lower ground, split level at ground floor and parking at first floor levels. Three flexible use units commercial space are proposed at the ground floor.

Parcel 7 Fronting Furrell's Road adjacent entrance to Rochester Riverside

The building is of a contemporary multi toned brick design with stone horizontal detailing. The building utilises an angular elevation at Furrell's Road, varying roof heights, recesses and recessed balconies. A roof terrace is proposed within the western corner at second floor level with projecting balconies featuring for the flats in the levels above. The first floor is proposed to be parking and both the ground floor and first floor utilise metal perforated panels to reflect the verticality from the uniform window settings. The building would measure part eight storeys fronting Furrell's Road stepping down to seven storeys fronting Station Approach.

This building would contain 44 flats with a mix of 33 one bedroom flats and 22 two bedroom flats. It would benefit from 44 parking spaces located at the ground floor and first floor levels.

Parcel 9 and 10 – Fronting High Street Rochester

The scheme proposes partial demolition of the existing buildings but would retain and adapt the former Peugeot Garage show room and double storey glazed shop fronting the High Street, An addition of a contemporary cement cladded extension with glass balconies and double glazed door opening reflecting the window rhythms of the older building below would be constructed. To the rear a new contemporary building utilising a mixture of cladding, brick work and stone which would be part four, part three storeys to create a court yard development.

This building would contain 25 flats with a mix of 7 one bedroom flats and 18 two bedroom flats. It would benefit from 20 parking spaces located at the ground floor level. Two flexible use units of commercial space are proposed at the ground floor.

Comparison with the originally submitted proposal

The most significant change has been to removal of a 15 storey tower element and the stepping down of the central part of the development (Parcels 3-6) from the railway line to the north. Parcels 1 and Parcel 3/4/5 have increased by 1 storey and Parcel 6 has reduced by 6 storeys with the removal of the tower. Parcel 7 adjoining the railway to the east of the site has reduced by 2 storeys while Parcel 9/10 has reduced by 1 storey on the frontage with the High Street with the reduction of scale of dormer windows to the existing building. In addition, the eastern element of Parcel 6 has been set back in order to give more space to the listed courthouse building on the High Street.

The area between Parcel 3/4/5 and Parcel 6 has altered. The original proposal was for businesses fronting the area, thus creating a new public street. Following discussions with officers, this has been changed to a private car park for the following reasons:

- The eastern end of the 'street' was not a through route. The original proposal included two narrow alleys from the eastern end of the 'street', which could not be considered either safe or attractive. Whilst there is a possibility for a future connection to Furrell's Road to the east, the site that would allow such a connection is not within the developers ownership and in any event, such a street could take footfall away from the existing High Street;
- To provide sufficient parking for residential and commercial uses.

A key driver in discussions has been the desire to improve pedestrian connectivity across Corporation Street, from Rochester towards Chatham. This revised proposal includes a pedestrian crossing on the north side of the A2/High Street junction.

Alterations to junction, new crossing and public realm

The proposal also includes the reconfiguration of the Corporation Street/Star Hill and High Street junction by removing the left turn lane and incorporating that into pedestrian public realm with soft landscaping. Between the Parcels 3/4/5 and 6 a new public realm square would be created. In front of Parcel 1 a widened tree lined footpath would be provided reflecting other proposals along Corporation Street to provide the Corporation Street Boulevard.

The scheme also seeks to provide a new pedestrian crossing across the junction to improve connectivity from the Historic Rochester High Street to Lower Rochester High Street.

Site Area/Density

Site Area: 4 hectares (9.88 acres)
Site Density: 82.75 dph (33.50 dpa)

Relevant Planning History

Whole Site

MC/18/2815 Town and Country Planning Act (Environmental Impact Assessment) Regulations 2017 - request for a scoping opinion for residential development scheme
Decision: Withdrawn
Decided: 25 September 2018

MC/18/2554 Town and Country Planning Act (Environmental Impact Assessment) Regulations 2017 - request for a screening opinion for residential development scheme
Decision: EIA Not required
Decided: 20 September 2018

Unit 1 Bardell Terrace

MC/00/1687 Change of use from general industrial (Class B2) to equipment hire depot.
Decision: Approved with conditions
Decided: 4 January 2001

Representations

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

Historic England, Highways Agency, Environment Agency, Natural England, Southern Water, Network Rail, NHS, Southern Gas Network, EDF Energy, Rochester Airport, KCC Archaeology, KCC Biodiversity and Kent Police have also been consulted.

Nine letters of objection have been received from neighbours including the Royal Mail with the following objections:

- Parking and traffic issues.
- Lack of infrastructure.
- Too tall and impact on Historic Rochester.
- Flats too small.
- Loss of light.
- Noise and disturbance to future residential occupiers from Royal Mail buildings.
- Ill positioned service bay opposite Royal Mail property.

Historic England have objected to the impact on historic views of the Castle and Cathedral from the 15 storey element. Unsympathetic alterations to unlisted building, the

impact on the conservation area, the inclusion of an incongruous two storey dormer on former Peugeot garage unlisted building and a significant change to the grade II listed Former County Court. It is considered there is the possibility for public benefits via regeneration and create a high quality development which is sympathetic to its sensitive historic context however the proposal does not fulfil these aspirations.

The City of Rochester Society have objected regarding the mix of uses, and the height, scale and design that does not respect the historic townscape or of the highest quality. Concerns of lack of s106 contributions and substandard living conditions for the future occupiers of noise, pollution, sunlight, daylight, outlook and layouts.

Eight letters of support from seven different addresses have been received.

KCC Archaeology have written advising that the site has the potential to contain a range of archaeological and paleo-environmental remains spanning multiple periods. These could include archaeological remains of high or very high significance and further information in the form of an archaeological field evaluation should be sought before the application is determined. They also raise concerns regarding the impact of tall buildings on the historic townscape and setting of listed buildings.

ESP Utilities Group have written to confirm that there are no ESP Utilities Group gas or electric apparatus in the area.

Southern Gas Networks have written to confirm the site is in the vicinity of a low pressure mains. There should be no mechanical excavations taking place within 0.5m of a low/medium pressure system. Where required the position should be confirmed using hand dug trial holes.

Southern Water have written to confirm there are public foul and surface water sewers within the site. Restrictions to development and tree planting from the sewers and existing infrastructure should be protected during development. No soakaways, swales or ponds within 5m of the public sewer. The applicant is advised to discuss protection measures with Southern Water.

Additional foul sewage flows could have an impact on public sewer network and the developer should work in accordance with Southern Water for the occupation of the dwellings in line with network reinforcements. The development should make use of SUDS and is reminded that a formal application for connection to sewerage system is required.

The Environment Agency have written raising concerns regarding contamination and have suggested conditions. Due to location near sewers and ground water conditions and informative should be imposed regarding piling.

KCC Biodiversity have written to indicate the surveys submitted are sufficient to determine the application and detail the low numbers of foraging/commuting bats along

the railway boundary and the potential of badgers and nesting birds. The report indicates a number of recommendations to reduce the impact on species during construction and this should be included in a construction management plan condition. Further conditions regarding lighting due to bats and ecological enhancements are recommended.

Kent Police have written to set out concerns for security sets out issues to be addressed and suggest the developer contacts them to ensure compliance SBD.

Kent Fire and Rescue Services have written to indicate the access is acceptable.

Highways England raise no objection and would not materially affect the safety, reliability and or operation of the strategic road network.

Re-consultation Responses

The scheme was amended on the 21 May 2019 and re-consultation was carried out. The following representations were received in response:-

The City of Rochester Society have objected to the amended scheme due to the loss of the central walkway and loss of B1 use, no affordable housing being provided, unsympathetic massing, dominate structures not appropriate for a conservation area, no ground floor activity, not exceptional architecture and poor amenity for future occupiers.

Historic England have written to remove their original objection. The new layered massing would contribute more positively to Medway's distinct skyline without compromising the prominence of Rochester Cathedral. The architectural language would work well in the location subject to the provision of high quality being sustained in the construction phase across the development and conditioned appropriately. The unsympathetic addition to parcel 10 has been removed and replaced with more sympathetic dormers. The harm to designated heritage assets has been significantly reduced. Any remaining harm could be offset by the benefits to the Star Hill Sun Pier Conservation area by an enhanced crossing encouraging increased footfall. Historic England no longer objects to this application.

Southern Water have confirmed that their previous response remains valid after the amended scheme.

Highways England have no further comments.

Natural England have indicated that they have no objection to the proposals.

Network Rail have written to recommend that the developer contacts Network Rail Asset Protection London South East prior to any works commencing onsite. During construction the developer must not:- encroach on Network Rail land; affect the safety or operation of its infrastructure; undermine its support zone; damage company infrastructure; place additional load on cuttings; adversely affect any railway land or structure; over sail or

encroach upon air space of any Network Rail Land; cause to obstruct or interfere with any works. A list of recommendation are made.

Development Plan

The Development Plan for the area comprises the Medway Local Plan 2003 (the Local Plan). The policies referred to within this document and used in the processing of this application have been assessed against the National Planning Policy Framework 2019 and are considered to conform.

Planning Appraisal

Background

The application was original submitted as residential - led mixed use development comprising 314 residential units, non-residential floor space comprising 1,283 sqm of Class A1, A2, A3, A5 and D2 floor space and 967sqm of Class B1 floorspace, associated car parking (273 spaces) landscaping and engineering works - Including demolition of all buildings on site apart from the buildings East of Furrell's Road fronting onto the High Street which is proposed to be partially demolished.

There was a tall tower element on Parcel 6, which was 15 storeys tall. There were significant concerns the scheme and its impact on the character of the area and impact on the Listed Buildings. Consequently, the applicants have engaged with the Council and Historic England to amend the scale and massing of the proposal, especially removing the 15 storey tower to provide a more ranged taller building scheme and the removal of the B1 commercial elements of the scheme.

Principle

The site is within the existing urban area and located predominantly within the Star Hill to Sun Pier Conservation Area. The site also adjoin the Historic Rochester and the Star Hill Conservation Areas.

Parcel 1 forms the northern area of the site which comprises an area of hardstanding previously occupied by a car dealership. Parcels 3, 4, 5 and 6 form the central area of the site. These parcels 3 and 4 are occupied by several industrial buildings and areas of hardstanding used for car parking. Parcels 7, 8, 9 and 10 form the southern area of the site. This area is occupied by a large industrial building and buildings 2-3 storeys in height with retail units fronting onto the High Street.

Fronting the High Street is the Grade II listed building, the former County Court, located between Parcel 6 and Parcel 10 of the site.

The commercial uses on Plots 1, 6, 7 and 10 have now ceased. The remainder of the site has active business uses on Plots 3, 4 and 5, however these are not within specifically

designated policy areas as defined by the proposals map accompanying the Local Plan. Policy ED3 of the Local Plan is applicable in this regard. This policy states that replacement of existing premises will be permitted where they are not detrimental to local amenity. The proposal is not to replace the employment uses with other uses but with a mixed use scheme of predominantly residential units with some retail and leisure uses. Consideration will be given to the proposed uses and their suitability in this location as well as in any impact with regard to amenity.

A key element of national housing policy is to minimise the loss of greenfield sites for residential use by making the best use of development opportunities within existing urban areas. Given the previous uses of the site and the development currently within it, the site is accepted as a brownfield site. Local and National Policies are generally supportive of residential development in the urban area and the re-use of previously developed land. Paragraph 117 of the NPPF seeks to make as much use as possible of previously developed or 'brownfield' land and paragraph 118 of the NPPF gives substantial weight to the value of using suitable brownfield land within settlements for homes.

Policies R12 and H4 of the Local Plan also lend weight to mixed use scheme in proximity to town centres. The proposal is for high density housing comprising a mix of 1-bed and 2-bed flats close to the town centre, public transport and local facilities. In these locations low density housing will not be permitted in accordance with Policy H5 of the Local Plan. The NPPF and NPPG's encourage higher densities around nodes of public transport such as railway stations.

The impact on the local environment and amenity will be addressed below but in principle there is no overriding objection to the development. At paragraph 10, the NPPF has a presumption in favour of sustainable development so that development that is sustainable can be approved without delay. The proposal is in a sustainable location opposite Rochester Town Centre, in proximity to Rochester train station and bus routes. The NPPF supports the delivery of a wide choice and mix of high quality homes to meet the needs of different groups in the community. The proposal would contribute to the vitality and viability of the area.

The redevelopment of the site for residential purposes along with some retail and leisure uses is considered acceptable in principle in accordance with Policies S1, H4, H5, H10, R12, ED3 and L2 of the Local Plan and paragraphs 10, 11, 12, 85, 117 and 118 of the NPPF.

Design and Impact on the Historic Environment

The proposed development site is located on a number of currently vacant parcels of land within the Star Hill to Sun Pier Conservation Area, and is adjacent to the Historic Rochester and Star Hill Conservation Areas. The site surrounds an existing Grade II Listed Building (the former County Court building) and is near to several others on the High Street and opposite on Star Hill. A number of non-designated heritage assets are also located in the vicinity, including the former Missions to Seamen Institute (most

recently used as a Peugeot car showroom) located on the corner of Furrell's Lane, and the former A.F Smith and Sons building on the corner of the former train station car park; both forming part of the proposed development site.

Since the last iteration of the proposed development, a series of meetings and on-going dialogue has taken place between the applicants, Medway Council and Historic England in order to agree a means of delivering sustainable development on the site.

A number of issues were raised by officers with regard to the original submission, including:

- The scale and mass of the development
- The impact upon the historic townscape that characterises the Conservation Areas
- The impact upon the setting of the Grade II Listed County Court building
- The development of the non-designated heritage assets (the former Missions to Seamen Institute and A.F Smith and Sons building)
- The long and medium distance views of Rochester Castle and Cathedral

Positive discussions have sought to mitigate many of these issues in order to create a more sympathetic development that enhances the historic environment. The revised proposal has been assessed in relation to its impact on the character and appearance of the locality including in relation to existing heritage assets, both listed buildings, such as the Court House on the High Street, and the effect on longer views of Rochester Cathedral, as well as the Star Hill to Sun Pier conservation area. Local Plan Policies BNE14, BNE18 and BNE20 and paragraphs 194 and 196 of the NPPF relate.

The scale and mass of the development

The overall height of the development has been reduced, with the 15 storey elements being removed from Parcel 6 and the accommodation redistributed throughout the site by slightly increasing the height of other buildings (mainly towards the rear of the site, adjacent to the railway line) and a reconfiguration of the overall layout. This has helped reduce the impact of the development on the street scene and the overbearing appearance on the adjacent buildings.

The impact upon the historic townscape that characterises the Conservation Areas

The revised layout and design of the development has made a reduction on the impact on the historic townscape of the Star Hill to Sun Pier Conservation Area. A range of materials and brick patterns have been described in the submitted drawings that together create an interesting high quality design. The use of brick as a primary facing material and traditional crittall style windows help to give a traditional feel to a modern building in Parcel 6. The introduction of vertical divisions to the fanade and variations in their height fronting the High Street help give the appearance of slim plots which are typical of the surrounding area. Conditions covering materials would help ensure this.

It is important that information of sufficient detail is submitted to ensure the delivery of a high quality development that functions well and adds to the overall quality of the area whilst remaining sympathetic to the local character and history. It is therefore recommended that conditions be attached to require details of materials and architectural detailing. With the imposition of such conditions, the proposal is considered to comply with Policies BNE1 and BNE14 of the Local Plan and paragraph 127 of the NPPF.

The impact upon the setting of the Grade II Listed former County Court building

The revised layout includes an angled corner being introduced to Parcel 6, immediately west of the Grade II Listed former County Court Building. Combined with the loss of the main tower, these alterations have helped reduce the overbearing feel of the overall development on the Court building when viewed from the High Street looking west. This helps reduce the impact upon this valued heritage asset and goes some way to better revealing the building in a future street scene.

The development of the non-designated heritage assets

The previous iteration of the proposed development included the complete reconstruction of the A.F Smith and Sons shopfront, as well as a large box-like extension to the roof of the Missions to Seamen Institute building, both of which are considered to be non-designated heritage assets and a vital component to the character of the Star Hill to Sun Pier Conservation Area. Both of these elements have been removed from the development, with the main portion (fronting the High Street) of the A.F Smith and Sons building being retained for High Street uses (A1, A2, A5 and D2) at ground floor with residential proposed above. The large extension to the roof of the Missions to Seamen Institute building has also been removed and replaced with 6 smaller dormer windows. Similar to its neighbour, much of the attractive original frontage to the building is proposed to be retained with High Street uses (A1, A2, A5 and D2) at ground floor with residential above. These alterations are likely to have a positive impact on the Conservation Area, with the intention of revitalising and bringing 2 valued non-designated heritage assets back into use. To ensure that the non-designated heritage assets continue to make a positive contribution to the character of the Conservation Area, any alterations and additions to these buildings should be made using traditional materials, as per paragraph 192 of the NPPF. The materials to be used would be secured by the conditions as suggested above. Any alterations in terms of the installation of roller shutter and advertisements would be subject to separate planning applications and/or applications for advertisement consent.

The long and medium distance views of Rochester Castle and Cathedral

Viewpoints 1, 2, 3 and 11 of the Building Heights Policy is considered as part of the proposed development. The reduction in height of the tallest elements of the development, have helped alleviate the issues identified in the previous iteration of the development proposal. This includes the most significant impact upon the competing height of the development with the prominence of the Castle and Cathedral on the

townscape that can be enjoyed from numerous (mainly medium and long distance) views throughout Medway. The harm that was previously shown in the original submission has been significantly reduced in this regard.

In summary of this section, Subject to securing details and quality with appropriate conditions, the revised development is considered to address the issues raised in response to the previous proposal and it is clear that the development has progressed in terms of the way it interacts with the historic environment. The harm caused by the development has been reduced to an acceptable level when weighed against the public benefits arising from the development in accordance with Policies BNE1, BNE14, BNE18 and BNE20 of the Local Plan and paragraph 196 of the NPPF.

Landscaping and Public Realm

Integral to the quality of the overall development is the landscaping and public realm proposals. This is highlighted in Policies S4 and BNE6 of the Local Plan and paragraph 127 of the NPPF. A series of public realm and streetscape enhancements that are held predominantly to the periphery of the development, along current road infrastructure are proposed. The greatest areas of public realm are located to the west of the site along Corporation Street and to the east boundary at the junction of Bardell Terrace and Furrell's Road.

Earlier iterations within the design process showed a more generous approach to the public realm (especially to the centre of the development). This has since been scaled back with a central axis dividing residential blocks, providing circulation space and a residential parking court. However, the general layout of the public realm makes sense, assisting in animating the street scene at spatial nodes within the development, whilst providing public areas adjacent to the proposed commercial units. The wedge area between the building at Parcel 6 and the old County Court building is somewhat unfortunate and presents an awkward unusable environment. As a result, there is potential for this area to encourage anti-social behaviour if no measures are put in place. It is therefore recommended that the condition relating to boundary treatment specify the particular need for security gates in this location.

The urban context of the site presents limited opportunity for meaningful soft landscape proposals. The majority of planting is to be contained within two communal terraces intended for residents that are to be located above ground level (to the centre of parcel 6 and corner of parcel 7). These roof terraces present sheltered usable outdoor environments that would receive morning light.

A series of extensive (wildflower and sedum) and intensive (shrub and tree) green roofs are also shown across the scheme. Specifically extensive green roof areas cover Parcels 4 and 6. Whilst these offer a degree of variation at roof level, consideration should be given to whether these could accommodate additional communal terracing, to the benefit of amenity space for residents and for further on-site biodiversity gains. Conditions are

recommended to secure any further ecological enhancements such as the inclusion of hibernacula and/or brown and blue roof system.

Hard landscaping materials provide an opportunity to secure a high quality within the public realm. A select mixed palette of paving materials including the use of York stone pavers and granite setts (to loading bays), coordinated with granite kerbs, is offered to highway footways along primary routes, to provide a contemporary high quality treatment that is both complimentary and in keeping with the wider streetscape character.

Along secondary routes (shared surface areas incorporating parking courts) it is proposed to use a mixed colour palette, including granite sett paving and concrete blockwork. Although a colour palette has been presented for paving material, there is a requirement for detailed product specification and material samples as a condition of information.

Soft planting at ground level within the development consists of street tree planting (within hard landscape) and weathered steel raised island planters (positioned along Corporation Street) featuring tree and herbaceous planting. Tree species selection appears restricted and a more varied approach could assist to both define and reinforce character areas within the development. The treatment of the raised planters could be coordinated with building façade, to further reinforce streetscape character. Details of the planters is included within the condition that is recommended requiring details of the landscape proposals.

A small integrated seating area is proposed between building Parcels 3 and 6, facing Corporation Street. Depending on the usage of commercial units, this area could provide animation to the street scene. Its position on the axis with Corporation Street provides a logical point of focus and termination to the streetscape character, which might be achieved through water or a generous approach to planting areas.

Climber planting is proposed within the parking court between Parcels 4 & 6 that suits the growing aspect. Realistically such planting would offer little in breaking up the materiality of the proposed building and further consideration could be given to urban greening within the development. A combination of green walls and additional climber systems could offer both environmental as well as visual benefits, incorporated to both communal terraces and at street level. Finally, planting throughout the development could benefit from an increase in planting mixes, to provide more visual/seasonal interest. Again, these aspects could be addressed by the details required to be submitted pursuant to the recommended landscape condition.

With the suggested conditions, the proposal is considered to be in accordance with Policies S4 and BNE6 of the Local Plan and paragraph 127 of the NPPF.

Archaeology

The scheme has the potential to affect buried archaeological remains. An Archaeological Desk-Based Assessment has therefore been submitted as part of the application.

The site lies on what would have been lower lying floodplain. Fluvial deposits within the vicinity and potentially at the site contain within them a detailed record of sea-level and climatic change, the evolution of the natural environment and evidence for man's interaction with this environment over some 12,000 years and therefore are of significant paleo-environmental interest. The site's location on the edge of the floodplain, at the interface between higher, drier land and the wetter marshland of the flood plain is potentially significant as it is within this zone where it might be expected to find archaeological remains associated with the past exploitation of the Medway.

Evidence elsewhere within the vicinity suggests there is also potential for archaeological remains from the Iron Age, and the Romano-British, Medieval and Anglo-Saxon periods that could be of high or even very high significance.

Paragraph 184 of the NPPF states that heritage assets are an irreplaceable resource which should be conserved in a manner appropriate to their significance. The NPPF also states at paragraph 189 that the significance of any heritage assets affected by a development proposal should be described. For archaeological remains, it notes the need for desk-based assessment but also explains that sometimes field evaluation will be required in order to adequately understand the significance of any archaeological remains that might be present. Local Plan Policy BNE21 also supports the full and proper assessment of archaeological potential at development sites.

Given the site has the potential to contain archaeological remains of high significance it is recommended that further investigation be carried out prior to issuing a decision. It is suggested and accepted that this is done by field evaluation works comprising a targeted archaeological evaluation, primarily by the excavation of test trenches/pits, in the areas of proposed impact.

It is recommended that Planning Committee resolve to grant planning permission subject to the suggested further archaeological investigation works being undertaken and allowing the Head of Planning delegated authority to secure any recommended mitigation measures through the use of additional conditions and/or s106 obligations. Should mitigation not be achievable, the report shall be referred back to Planning Committee for further consideration.

Amenity

Policy BNE2 of the Local Plan and paragraph 127 of the NPPF seeks to protect the amenities for the existing residents within the locality and the future residents of the proposed development.

Neighbours' Amenity

Impact on MHS Housing on Corporation Street and Parcel 1

Parcel 1 would be located adjacent to existing MHS housing on Corporation Street. As a consequence of the siting of Parcel 1 there would be a lower level of sunlight reaching

habitable room windows on the south eastern flank of the MHS building. The oblique nature of the relationship means that the impact on residential amenity would be minimized and this juxtaposition (approx. 5m) is reflective of the relationship within the existing MHS scheme further to the north west along Corporation Street. It is also considered that this type of relationship is to be expected in an area of taller buildings and is therefore considered acceptable. Balconies in Parcel 1 will have privacy screening to prevent overlooking and a condition is recommended to ensure these screens are in place prior to occupation

Impact on Residential Accommodation in the High Street

Daylight & Sunlight assessments have been undertaken and submitted as part of the application. The BRE assessment uses a number of different elements of assessment including the Average Daylight Factor (ADF) which assesses actual light distribution within defined room areas, whereas the Visual Sky Component (VSC) considers the proportion of the sky visible from a room and Daylight Distribution (DD) is divides the areas of the working plane (above 850mm above floor level) which can receive direct skyline from which that cannot. The latter two assessments are considered the most appropriate for assessing the impact on neighbouring properties as the properties are physically there. The ADF method is featured in the BRE guide for assessing rooms within a proposed development (as seen below).

When considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Under the BRE criteria a window may be adversely affected if the (VSC) measured at the centre of the window is less than 27% and less than 0.8 times its former value. Under (DD) a room may be adversely effected if, following development, the area of the working plane that can receive direct skylight is less than 0.8 its former value.

The neighbouring properties have been assessed against the criteria above. With regards to (VSC) the assessment shows that most pass the BRE Standards. However, there are some that fail. Of those that fail to meet the test, most would have under 50% light loss, which is common, and the remaining few would be within the taller Rochester Gate development. From the light loss shown it is still considered that the rooms within Rochester Gate could be used suitably for their purpose.

It is considered that the impact in terms of sunlight and daylight on neighbouring amenity is not detrimental and taking account of the overall benefit the development of the site would bring to this urban location, no objection is raised in this regard.

Future Occupiers Amenity

Privacy

The layout of the development has been designed to ensure that the majority of units have a minimum distance of 18m between habitable rooms. The distance between Parcels 3/4/5 and 6 is slightly less and ranges between 13-15m. This separation distance is not uncommon in urban residential developments and is typical of many city centre streets. At ground level the space between the two blocks has been revised to avoid public access which will help minimise any impact in terms of privacy by limiting the ability for public to look into properties.

The placing of habitable rooms, balconies and the design of the facade also help to minimise overlooking as follows:

Parcel 3/4/5 features a 'chevron' arrangement in plan, resulting in oblique views from the living rooms and bedrooms, with balconies providing a buffer. The facade of Parcel 6 opposite has also been designed to obscure direct views across the 'street', stepping in and out to naturally shield habitable rooms.

Parcel 6 has a courtyard enclosed on two sides by flats, one side by circulation space. Distances between units ranges from 10-17m. To ensure that overlooking is minimised at the closest proximity, no windows are present to the rear of the flat to the south west corner. The remainder of this elevation to the courtyard features no habitable rooms, with the only windows serving circulation space which means one elevation is not overlooked nor does it result in overlooking.

At the pinch point to the north east corner of the courtyard, the footprint steps in to provide relief, with the closest proximity rooms belonging to the same flat. The 'most active' habitable space - the living room to the north courtyard elevation is deliberately placed to the western corner, at the furthest point away from neighbouring flats to mitigate overlooking.

Outlook

All habitable rooms are provided with windows, which, overall, benefit from suitable outlook due to the distance and relation to neighbouring properties and the proposed development. The five flats stacked in the corner of the internal courtyard of Parcel 6 would have a lower level of outlook due to the siting of the windows within close proximity to each other and tight within the corner however this is not considered unacceptable.

Sunlight and Daylight

As stated above the BRE assessment uses a number of different elements of assessment including the Average Daylight Factor (ADF), which assesses actual light distribution within defined room areas, whereas the Visual Sky Component (VSC) considers the

proportion of the sky visible from a room. The Average Daylight Factor is a reliable daylight test as it takes into account a range of variables, for example, the size of the window and whether the room has more than one window. These are important factors which affect the level of illumination within a room. British Standard 8206:2-2008, Code of Practice for Daylighting recommends ADF values of 1% in bedrooms, 1.5% in living rooms and 2% in kitchens. For other uses, where it is expected that supplementary electric lighting will be used throughout the daytime, such as in offices, the ADF value should be 2%.

When assessed using the factors described above, the majority of rooms will receive enough light to be considered adequately lit for their room usage; but not all will automatically comply with the BRE target values. The results show that of the rooms tested, 89.45% meet the target values with the balconies, and 97.02% of rooms tested meet the target values with the balconies removed. The flats are designed with balconies which naturally cause obstruction to light. When these are removed, the pass rate increases to over 97.02%. As the BRE recognises, there is a balance between light levels within a room and the important pleasant amenity that a balcony provides the occupier.

The results show that the majority of the rooms that fall short of meeting BRE criteria are bedrooms (with a lower requirement for daylighting) and considering the urban setting of this site, are considered well lit and equivalent to acceptable developments in other dense and urban locations. Therefore no objection is raised with regard to sunlight and daylight,

External and Internal Space

Amenity space is provided to a degree for the development with communal terraces located within two of the parcels; one at Parcel 6 and one at Parcel 7. However, with the exception of one unit, each flat has individual amenity space in the form of a balcony or additional internal floorspace where a balcony is not provided in accordance with the Medway Housing Design Standards (MHDS). In terms of the overall internal floorspace of the units, all units within the development comply with the Nationally Described Space Standard. It is considered in this case that whilst there is one unit that does not provide the additional internal floorspace to account for no balcony, it is not a justifiable reason to refuse the application as any harm does not outweigh the benefits of the scheme as a whole.

Noise

There are a number of noise sources within close proximity to the proposed development. An acoustic assessment has been submitted and is considered acceptable.

Royal Mail Site

The existing activities at the Royal Mail site have the potential to have an impact on the future occupiers of Parcel 1. However, such a situation is not uncommon in the case of close-knit brownfield sites coming forward in urban areas for regeneration. Conditions to address any issues arising from existing noise sources are proposed and therefore with

these in place no objection is raised with regard to Policy BNE2 of the Local Plan and paragraphs 127 and 182 of the NPPF.

Transport

Significant mitigation of transport noise will be required to secure guideline noise levels in the internal and external spaces of the residential units. This includes acoustic grades of glazing, barriers and an alternative means of ventilation that does not require the opening of windows. Because closed windows are required to maintain internal noise levels, acoustically screened mechanical ventilation will be required so occupiers can maintain thermal comfort. Trickle vents with air extracted from bathrooms, kitchens and toilets will not be sufficient for the thermal comfort of occupants during warm weather.

Proposed Commercial Units

The final end users/tenants for the commercial units have not been identified at this stage. As such, noise will need to be carefully considered prior to occupation of any of the commercial uses. Potential noise issues include amongst other things external plant, entertainment, patron noise, internal noise transfer, undesirable internal layouts (bedrooms next to living rooms) and ventilation systems. Any uses that involve cooking on food on the premises are likely to require the provision of a commercial kitchen extract system. Noise, vibration and odour from such systems will require specific consideration. It is therefore considered necessary to include a condition to ensure compliance with Policy BNE2 of the Local Plan and paragraphs 127 and 182 of the NPPF.

Refuse Storage Arrangements

The submitted drawings show areas within the ground floor of the development parcels for the storage of refuse. However, it is not clear how the refuse storage arrangements work separately for the residential and commercial components of the development. It is therefore considered that a condition be imposed to require details for the storage of refuse including recyclables for both the residential units and the commercial units. With the use of such a condition, the proposal is considered to be in accordance with Policy BNE2 of the Local Plan and paragraph 127 of the NPPF.

Drainage and flood risk

The vast majority of the site is within Flood Zone 2. National Planning Policy '*Flood Risk and Coastal Change*' states that when considering major development, sustainable drainage systems (SuDs) should be provided unless demonstrated to be inappropriate. A number of SuDs have been considered to manage water quality on site. The use of rainwater harvesting, grey water recycling and water butts where practicable are recommended in order to provide an additional means of surface water attenuation as well as reduced demand on potable water supplies. Further details will be required of the final SuDs scheme along with a maintenance schedule for the lifetime of the development.

Details of any proposed flood resilience measures should also be submitted. The flood resilience and SuDs details could be secured by condition. In preparing details pursuant to this condition, the Flood Estimation Handbook (FEH) should be used for the design storms, as opposed to FSR. For runoff, outputs from both FEH and ICP SuDS should be submitted with the most conservative of the two, being selected.

MicroDrainage outputs (or other industry appropriate software) should be provided for the critical duration for a 2 year, 30 year and 1 in 100 year + 40% intensity climate change scenarios.

With the imposition of the suggested conditions, the proposal is considered to be in accordance with paragraph 165 of the NPPF.

Contamination

Policy BNE23 of the Local Plan and paragraphs 178-180 of the NPPF requires that land known to be or likely to be contaminated should be accompanied by detailed site examination. Appropriate remedial measures to reduce or eliminate risk to human health and the wider environment should be agreed where appropriate.

The site is located upon a principal aquifer overlain by a secondary aquifer and is near the River Medway. The previous of the site presents a risk of residual contamination that could be mobilised during construction. A preliminary geo-environmental report has been submitted. The report refers to Parcels 1 to 4 of the proposed development. The report includes the results of a desk top study and preliminary intrusive investigation. From the findings of the report, and previous potentially contaminative use of the area, it is apparent that some remediation of the sites will be required. It is therefore recommended land contamination conditions be attached to ensure contamination is adequately identified and dealt with.

Subject to the suggested conditions no objection is raised to the proposal under Policy BNE23 of the Local Plan and paragraph 178 of the NPPF.

Air Quality

Policy BNE24 of the Local Plan and paragraph 181 of the NPPF requires new development to take account of the impact on air quality. An Air Quality Assessment has been submitted along with a technical note to demonstrate how the proposed development takes account of the impact on air quality.

The site is within an AQMA area. The submitted report and technical note cannot be considered acceptable as submitted as they do not acknowledge that the site is within an AQMA area. Further information is also required regarding confirmation of the alterations to the road junction, confirmation of the committed development and consideration of traffic from Strood. The methodology for an amended assessment has been agreed with the applicant's consultant, including the consideration of the application within an AQMA

area. It is therefore considered that subject to a condition requiring this further assessment and on the basis that it is considered suitable mitigation can be provided, no objection is raised with regard to Policy BNE24 of the Local Plan and paragraph 181 of the NPPF.

Highways

Site Access

Vehicular access will be provided independently for each development zone. Access will be provided from Bardell Terrace, Furrell’s Road and the High Street. Vehicular access to Parcel 1 in the north-eastern corner of the site is proposed from Bardell Terrace. Parcels 3, 4 and 5 are to have vehicular access from the High Street, at the site of the existing customer parking to the car garage. The northern sections of Parcels 3, 4 and 5 will have some parking bays provided directly from the highway, these will provide 8 regular bays in a parallel parking layout on the southern side of Bardell Terrace. Parcel 6 is expected to be accessed from the High Street on the southern side of the site; Parcel 7 will be accessed from Furrell’s Road and Parcels 9 and 10 are to be accessed from Furrell’s Road and provides 22 regular parking bays.

In addition, the applicant has provide a clear drawing showing the servicing arrangement (transport addendum figure 5.1), it outlines that servicing bays would be in place along Corporation street and Furrell’s Road.

The proposed accesses are considered acceptable and no objection is raised in this regard.

Trip Generation and Distribution

Trip rates for the site have been derived from the TRICS database. Two way AM peak hour vehicular trips are proposed at 100 and 84 in the PM, It should be noted that this is a reduction from the original Transport Assessment (TA) after amendments to the application was made.

Private Flats	22	38	60	44	36	80
A1 Commercial	19	15	35	34	38	72
A3 Restaurant	0	0	0	13	4	17
D2 Gym	2	3	5	8	7	15
TOTAL	43	56	100	99	84	184

Updated Development Mix Trip Generation

It is noted that the current land uses are already generating traffic which has not been discounted from peak hour trip level to provide a robust assessment.

Distribution of trips from the site has been derived via travel to work census data and proposes that the majority of people travelling to work will travel west to Strood and beyond (37%), south to Maidstone and beyond (30%) or east to the Medway towns (28%). The final 5% would be distributed within the Rochester/Chatham vicinity.

Traffic Impact

It is noted that in order to make the best use of previously developed land, and consequentially reduce the requirement for new housing to be built on greenfield land, it is necessary to increase densities which necessarily requires a relaxing of parking provision which accounts for significant proportion of land take on any site.

Also increasing densities on complex brownfield sites, such as this, increases the value of the land and thereby makes them more viable and deliverable, directly contributing towards achieving Medway Council's regeneration objectives.

The modelling methodology adopted for the assessment has been based upon modelling used for permitted developments in the area (primarily Rochester Riverside). The model looks at the 2016 Observed Traffic Flows, 2029 Baseline (background + committed) - 2029 Baseline + Development and assessed the impact on the following junctions;

Victoria Street / Star Hill – Signal Controlled junction;

Star Hill / High Street / East Gate / Corporation Street – Signal Controlled junction;

Corporation Street / Bardell Wharf – Signal Controlled junction;

Blue Boar Lane / Corporation Street – Signal Controlled junction;

Northgate / Corporation Street – Signal Controlled junction;

Gas House Road / Corporation Street – Signal Controlled junction;

High Street / Corporation Street – Signal Controlled junction;

Esplanade / High Street – Signal Controlled junction; and

Canal Road / High Street / A2 / Esplanade – Signal Controlled junction

It is concluded that the proposed development would have a traffic impact which is likely to result in increased queuing and traffic reassignment although with the suggested physical and financial mitigation as set out below, this impact is not forecast to be severe within the context of Policy T1 of the Local Plan and paragraph 109 of the NPPF.

Off Site Highways Works

The applicants have proposed mitigation measures aimed at increasing capacity at Star Hill, High Street and East Gate junction, Star Hill roundabout and signal changes along Corporation Street.

The Star Hill Junction works are shown on drawing number 43370_5501_023 this involves relocating the pedestrian crossing north which would consequently provide additional capacity with an amendment to the signals.

The Star Hill roundabout works are shown on drawing number 43370_5501_020 which makes minor amendments to the flare entry. It should be noted the planning decision notice for Rochester Riverside also contains a condition that no above ground works can take place for Phase 4 of that development until the details of this upgrade have been submitted and approved. It therefore recommended a condition/legal agreement is made that if this development is occupied before Rochester Riverside Phase 4 comes forward the full works to this roundabout will be carried out by this applicant.

The applicant has also outlined that signal timing adjustments for the network identified in the Transyt Model Corridor would be carried out.

It is considered that whilst the wider benefit for the mitigation schemes listed above would be limited, the schemes would mitigate the proposed development and therefore considered acceptable.

The schemes should be delivered by applicant via S278 agreements.

Sustainable Transport Accessibility

Bus and Rail Travel

The site lies approx. 200m from 2 bus stops. These stops provide access to a number of bus services with varying frequency, ranging from the 145, operating every 10 minutes providing 6 per hour, to the 142 which is an hourly service. It is considered that given the variety and frequency of services, it would be a genuine alternative to the car as a mode of transport.

Cycle Accessibility

The development site is situated between a local and national cycleway which provide a continuous route into either Chatham or Rochester and other nearby locations. The proposal is therefore considered to be well connected in terms of the cycle network in accordance with Policy T4 of the Local Plan.

Walking Accessibility

Given the site's central location adjacent Rochester town centre, walking distances to key amenities are low. Pedestrian crossing facilities are currently in place the High Street heading towards Chatham and a signalised pedestrian crossing is provided across Corporation Street for those wishing to access Rochester (as stated above, this crossing would be revised as part of the proposal). Other key locations are included within the TA, demonstrating that walking distances are low and therefore acts as an attractive method of travel to a number of locations around Rochester/Chatham.

Car Parking

Car parking is proposed for 258 spaces on-site, which would be a parking provision of 0.8 per residential dwelling. It is noted that car ownership is considered to be lower for the location and type of development. Therefore the number of spaces proposed for residential units is acceptable.

- Parcel 1 in the north-eastern corner of the site provides 23 regular parking spaces, in addition to these bays Parcel 1 will also provide 2 mobility impaired bays and bicycle parking.
- Parcels 3, 4 and 5 are to have vehicular access from the High Street. At the site of the existing customer parking to the car garage there will be 8 regular bays in a parallel parking layout on the southern side of Bardell Terrace. These bays are expected to be a direct replacement for the bays that are currently provided on the northern side of the road; which are to be removed as part of the scheme.
- Parcel 5 there are 84 residential bays proposed
- Parcel 6 is expected to provide a total of 76 residential spaces and 8 publicly accessible bays.
- Parcel 7 will be accessed from Furrell's Road and will provide a multi-storey car park with a total of 46 regular parking bays.
- Parcels 9 and 10 are to be accessed from Furrell's Road and are to provide 22 regular parking bays.

Concerns are raised that no parking seems to be made available for staff for the commercial uses, however given the commercial unit types, it is not expected that there would be a large number of employees and therefore any overspill into public car parks is not considered to result in a severe impact.

A condition would be required for a Parking Management Plan that includes preventing prospective residents applying for residential parking permits and the potential to allocate parking spaces to prevent pressure on existing parking spaces.

Cycle Parking

The applicant has indicated that cycle parking will be provided at a rate of 1 space per residential dwelling, which will be located in communally accessible areas within the cores of the building parcels. However it is noted that no details have been provided regarding commercial cycle storage, details of how this will be managed and secured in the long term should be secured via condition.

Car Club

The applicant has indicated their willingness to provide space for Car Club vehicles for the development, with bays to be provided on site to accommodate for this. Details of how this will be managed in the long term should be sought to ensure this service is maintained as well as the number of vehicles which will be stored onsite. A Section 106 obligation is recommended in this regard.

Travel Plan

The Travel Plan (TP) has given some thought to the measures which seek to maximise the potential of sustainable travel opportunities. Notwithstanding this there are omissions in the TP which need to be addressed for it to be acceptable:

As the uses proposed have been amended, the Travel Plan needs to take this into account (TP 9.2.5). Work is also required to demonstrate that the TP will be marketed effectively to residents and prospective buyers.

Although they have been defined as outside the scope of the TP, this is a good opportunity for the applicant to commit to cycle parking for the potential caf' and gym uses. It is reasonable to assume a proportion of trips to these facilities will be external to the development.

Management and funding of the TP needs further consideration and detailing, particularly in terms of an indicative budget for measures, Implementation Plan items and consultation with residents. A Section 106 obligation is recommended to secure this.

Summary of Highways Section

The proposal would not result in severe impact to the highway network or significantly impact highway safety and is considered to be acceptable in terms of Policies T1, T2, T13 and T14 of the Local Plan and paragraphs 102, 103, 109 and 110 of the NPPF. The proposal also has the provision of secure cycle storage on a 1:1 basis in accordance with Policy T4 of the Local Plan.

Bird Mitigation

As the application site is within 6km of the North Kent Marshes SPA/Ramsar Sites, the proposed development is likely to have a significant effect, either alone or in-combination, on the coastal North Kent Special Protection Areas (SPAs)/Ramsar sites from recreational disturbance on the over-wintering bird interest. Natural England has advised that an appropriate tariff of £239.61 per dwelling (excluding legal and monitoring officer's costs, which separately total £550) should be collected to fund strategic measures across the Thames, Medway and Swale Estuaries. The strategic measures are in the process of being developed, but are likely to be in accordance with the Category A measures identified in the Thames, Medway & Swale Estuaries Strategic Access Management and Monitoring Strategy (SAMM) produced by Footprint Ecology in July 2014. The interim tariff stated above should be collected for new dwellings, either as new builds or conversions (which includes HMOs and student accommodation), in anticipation of:

- An administrative body being identified to manage the strategic tariff collected by the local authorities;
- A memorandum of understanding or legal agreement between the local authorities and administrative body to underpin the strategic approach;
- Ensure that a delivery mechanism for the agreed SAMM measures is secured and the SAMM strategy is being implemented from the first occupation of the dwellings, proportionate to the level of the housing development.

The applicants have agreed to pay this tariff and it is included as one of the heads of terms to be secured as part of the section 106 legal agreement. No objection is therefore raised under paragraphs 175 and 176 of the NPPF and Policies S6 and BNE35 of the Local Plan.

S106 Matters

The Community Infrastructure Levy Regulations 2010 provide that in relation to any decision on whether or not to grant planning permission to be made after 6 April 2010, a planning obligation (a s106 agreement) may only be taken in to account if the obligation is (a) necessary to make the development acceptable in planning terms;(b) directly related to the development; and (c) fairly and reasonably related in scale and kind to the development. The obligations proposed comply with these tests because they have been calculated based on the quantum and location of the development. The contributions have been partly reflected in a formulae based approach. New residential development can create additional demand for local services. Policy S6 of the adopted Local Plan states conditions and/or legal agreements should be used to make provision for such needs.

Viability

The applicant submitted a Viability Assessment which has been considered by the Council's viability advisor. The advisor concludes that the scheme is unable to provide

Section 106 requirements as set out in the Medway Guide to Developer Contributions and Obligations 2018 including the 25% towards affordable housing. This is due to the costs of site purchase, existing use value and likely cost of construction.

As a consequence it is not considered justified to seek such financial contributions. However, a proportion of affordable housing is achievable and therefore in order to provide a degree of compliance with Policy H3 of the Local Plan, it is proposed that the accommodation within Parcel 1 will deliver the affordable housing provision. This equates to approx. 10% of the overall residential accommodation across the site. This affordable housing provision will be included within the Section 106 along with the contribution for off-site bird mitigation.

Conclusions and Reasons for Approval

The site has been vacant and underused with a series of small scale incremental and temporary uses for some thirty years. It is considered that the current proposal, in presenting a dense urban form with a mix of uses, represents an appropriate, sustainable response to the location taking account of the townscape, with particular regard paid to the historic environment and heritage issues. The proposal offers economic, social and environmental benefits in terms of the re-use of previously developed land, the visual benefits associated with bringing the site back into active use, employment, provision of 331 new homes and improvements to the pedestrian connectivity within the locality.

The proposal is considered to represent a high quality residential and commercial development that substantially contributes to the urban regeneration of Corporation Street and provides a key link between historic Rochester and Chatham to the east. The compromises in terms of residential amenity are considered acceptable when taking into account the overall regenerative benefit of the proposal.

The proposal is considered to be in accordance with Policies S1, S4, S6, ED3, R12, H3, H4, H5, H10, L2, BNE1, BNE2, BNE6, BNE14, BNE18, BNE20, BNE21, BNE23, BNE24, BNE35 T1, T2, T13, T14 of the Local Plan and paragraphs 10, 11, 12, 85, 102, 103, 109, 110, 117, 118, 127, 165, 175, 176, 178, 179, 180, 181, 182, 184, 189, 194 and 196 of the NPPF.

This application would normally be determined under delegated authority but is being reported to planning committee due to the extent of representations expressing a view contrary to the recommendation and due to the strategic nature of the proposal.

Background Papers

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

Any information referred to is available for inspection in the Planning Offices of Medway Council at Gun Wharf, Dock Road, Chatham ME4 4TR and here <http://publicaccess1.medway.gov.uk/online-applications/>