

Transport

- 11.1 A sustainable and effective transport network is intrinsic to how places work well, and is a fundamental component of successful growth. Transport is one of the most high profile matters associated with development. Consultation on the emerging Local Plan has confirmed concerns about existing pressures on transport networks and their capacity to accommodate growth. These concerns are substantiated in the technical transport assessments being carried as part of the evidence base for the new Medway Local Plan.
- 11.2 Medway benefits from high levels of accessibility to rail and motorway links, but also experiences congestion and a complex highways network, resulting from its geography and historical pattern of development. Transport provides some of Medway's key opportunities for sustainable growth, but also presents some of the greatest challenges. In planning for a successful University waterfront city by 2035, it is essential that considerations of how people will move around form the core of Medway's growth strategy. This will also inform the character of a revitalised urban centre, with an attractive, accessible and inclusive public realm.
- 11.3 Medway's key location in north Kent brings additional transport considerations. The council is committed to working with transport planning agencies, neighbouring authorities and partnerships to coordinate planning and investment in strategic transport networks. Plans for the Lower Thames Crossing to the east of Gravesend will have impacts for Medway and the local and strategic road network. Developments planned to the east of Medway including Ebbsfleet and the proposed London Entertainment Resort, and associated road schemes are also key considerations. Extensions to rail services and connections, such as Crossrail, form part of the wider transport strategy. Medway's wharves are of regional and national importance. The river defines Medway, and there is much support to open up access and realise opportunities for regeneration. The England Coastal Path will run along the land to the south of the Medway Estuary and around the Hoo Peninsula.
- 11.4 The transport policies have been prepared in accordance with national planning policy and the Medway policy framework,¹⁴³ including the Local Transport Plan

¹⁴³ Medway Council, 'Medway Council Plan (2016-21)', Available at:
<http://www.medway.gov.uk/pdf/Council%20Plan%20201617%20Final.pdf>

Medway Council '*Joint Health and Wellbeing Strategy for Medway (2012-17)*', Available at:
<http://www.medway.gov.uk/pdf/Joint-Health-and-Well-being-Strategy-for-Medway-2012-2017.pdf>

Thames Gateway Kent, '*Thames Gateway Kent Plan for Growth (2014-20)*', Available at:
<http://www.tgkp.org/content/documents/TGKP%20Growth%20Plan%20brochure%20%20-%20web.pdf>

Medway Council, '*Medway's Cultural Strategy (2014-19): Rich heritage-great future*', Available at:
<https://democracy.medway.gov.uk/mgconvert2pdf.aspx?id=25118>

(LTP),¹⁴⁴ which provides the transport strategy for the period 2011 to 2026. The LTP is supported by the Cycling Action Plan (2016-18)¹⁴⁵ and the Public Rights of Way Improvement Plan (2007-17).¹⁴⁶ Responses to previous consultations and the emerging evidence base have informed the scope and detail of the policies.

- 11.5 Transport issues are among the most frequent and contentious issues raised during the previous two consultations on the emerging Local Plan . It is important to note however that planning policies must relate to the development and use of land, while other strategies, including the LTP, will directly deliver improvements to transport.
- 11.6 The council has commissioned a Strategic Transport Assessment (STA) as a key component of the evidence base. It is used to assess the existing situation and determine the transport implications of potential site allocations, providing an understanding of the cumulative and site specific impacts in terms of the capacity of the road network and the associated safety issues. The STA will inform strategic and specific mitigation requirements for sites allocated for development in the Local Plan.
- 11.7 High level modelling indicates that key junctions across Medway and especially in Chatham town centre will exceed capacity by 2035. However, several junctions in Chatham are already exceeding or operating close to capacity. Modelling to date has not included mitigation or sustainable transport initiatives, i.e. it has presented a 'Do nothing' scenario. A strategic approach to joint land use and transport planning will be required to avoid reinforcing unsustainable historic travel patterns and deliver transformative change.
- 11.8 The policies set out below comprise a fundamental approach to the overall Development Strategy, critical infrastructure improvements, travel demand measures and other initiatives concerning the development and use of land. Further evidence base work will determine the range and location for transport facilities to support Medway's growth, including the public transport network, provision for walking and cycling, highways improvements, parking, including consideration of a park and ride facility. These policies will need to be complemented by Transport Assessments, Transport Statements and Travel Plans.
- 11.9 This consultation document presents strategic policies that will contribute to the delivery of the vision and strategic objectives. These policies should also be considered in the preparation of the South East Local Enterprise Partnership's new Strategic Economic Plan, provide a foundation for Medway's participation in Transport for the South East and support Medway's refreshed Regeneration Strategy, Medway 2035.

¹⁴⁴ Medway Council, 'Medway Local Transport Plan 2011-2026', Available at: http://www.medway.gov.uk/pdf/Local_Transport_Plan_2011-2026.pdf

¹⁴⁵ Medway Council, 'Medway's Cycling Action Plan 2016/18', Available at: <http://www.medway.gov.uk/pdf/CyclingActionPlan2016-18.pdf>

¹⁴⁶ Medway Council, Movement in Medway, 'Medway's Public Rights of Way Improvement Plan 2007-2017,' October 2017, Available at: http://www.medway.gov.uk/pdf/public_rights_of_way_improvement_plan.pdf

Policy T1: Promoting sustainable transport

The council will work with the relevant authorities and transport providers to:

- support the Medway Local Transport Plan (2011-26) and subsequent iterations during the plan period, along with the associated three-year Implementation Plans and strategies
- ensure development is located and designed to enable sustainable transport
- mitigate the impacts of new development according to Transport Assessments and Transport Statements, or refuse development where its residual cumulative impacts are severe
- require a Travel Plan for development which will generate significant amounts of movement
- plan for strategic road network and rail improvements
- improve public transport provision and the walking and cycling network
- develop an integrated transport strategy for Medway to deliver sustainable growth
- identify the need for and if required define the location for park and ride facilities.
- engage with the relevant authorities to address the impacts of the proposed Lower Thames Crossing
- undertake any necessary revisions to the adopted Parking Standards
- improve air quality as a result of vehicular emissions

Question T1:

Do you agree that this approach offers an appropriate strategic approach to transport planning in Medway?

What do you consider would represent a sound alternative approach towards sustainable transport in the Medway Local Plan?

Integrating Land Use and Transport Planning

11.10 National planning policy states that Local Plans should “support a pattern of development which facilitates sustainable transport.”¹⁴⁷ More specifically, national planning policy states that the “transport system needs to be balanced in favour of sustainable transport, giving people real choice about how they travel.”¹⁴⁸ This is supported by the government’s 2017 Cycling and Walking Investment Strategy, which aims to “make cycling and walking the natural choices for shorter journeys, or as part of a longer journey.”¹⁴⁹

¹⁴⁷ Department for Communities and Local Government, ‘*National Planning Policy Framework*’, Section 4, Paragraph 30, pg.9,2015 Available at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

¹⁴⁸ Department for Communities and Local Government, ‘*National Planning Policy Framework*’, Section 4, Paragraph 29, pg.9, 2015 Available at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

¹⁴⁹ Department for Transport, ‘*Cycling and Walking Investment Strategy*’, 2017, Available at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/603527/cycling-walking-investment-strategy.pdf

- 11.11 Regeneration is a key element of the vision and strategic objectives for Medway's growth to 2035. With this come opportunities to embed new approaches to transport planning and making the most efficient use of land. Appropriate sites can support higher density development in areas well served by sustainable transport options. Government policy and guidance^{150 151 152 153} supports this approach in boosting housing supply in proximity to rail stations. Linking development with sustainable transport is promoted as an approach to joint land use and transport planning by directing new, mixed use development to areas in close proximity to high-quality public transport. A renewed focus on the pedestrian and public space will enhance the attractiveness of the centre itself and the overall offer. This can reduce the need to travel and retain consumer spending within Medway. There are also potential benefits in reducing air and noise pollution and help in the transition to a low carbon economy. The council supports higher density development, including housing, in central areas within walking distance of the rail stations at Strood, Rochester, Chatham (and its bus interchange), Gillingham and Rainham, where appropriate to the specific site considerations.
- 11.12 It is important to recognise that travel choice is limited in peripheral areas which cannot support a viable bus service and this is a factor in car dependency. These areas may not present practical opportunities to maximise sustainable transport; however, the advent of new technologies, such as the 'ArrivaClick'¹⁵⁴ service operating in Swale, could transform bus services over the next 20 years. Meanwhile, the new rail franchise will be required to trial Pay-As-You-Go ticketing in Medway, such as through an Oyster-type card or Contactless payment card) to ensure ticketing is as seamless as possible.¹⁵⁵ This is a significant development to encourage rail travel in Medway. Initiatives for card travel across all public transport modes are important to improve ease of travel.
- 11.13 The council has analysed accessibility to key stations in Medway and defined zones to provide guidance on potential differentiation of densities to make the best use of land, and meet the vision and strategic objectives of the Local Plan. Further details

¹⁵⁰ HM Treasury, *'Fixing the foundations: Creating a more prosperous nation'*, July 2016, Available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/443898/Productivity_Plan_web.pdf

¹⁵¹ Cities and Local Government Devolution Act 2016, <http://www.legislation.gov.uk/ukpga/2016/1/contents/enacted>

¹⁵² Department for Communities and Local Government, *'Proposed Changes to NPPF (Dec 2015)- Summary of Consultation Responses'*, Available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/589791/Proposed_Changes_to_NPPF_Dec_2015_-_Summary_of_consultation_responses.pdf

¹⁵³ Department for Communities and Local Government, *'Fixing our broken housing problem'*, February 2017, Available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/590464/Fixing_our_broken_housing_market_-_print_ready_version.pdf

¹⁵⁴ Arriva, <https://www.arrivabus.co.uk/arrivaclick/>

¹⁵⁵ Department for Transport, *'Future of South Eastern Rail Services'*, November 2017, Available at: <https://www.gov.uk/government/consultations/future-of-south-eastern-rail-services>

are set out in the Housing Delivery technical paper supporting this consultation document. The approach is based on four walking zones centred on rail stations¹⁵⁶:

1. Core – within a 5 minute / 400 metre walk
2. Primary – within a 10 minute / 800 metre walk
3. Secondary – within a 20 minute / 1,600 metre walk
4. Periphery – all areas beyond the Secondary zone

11.14 These zones have been used to determine the optimum net residential densities shown in Table 11.1. Chatham will need to achieve the highest density as the city centre, while a restrained approach has been applied to other locations to respect their existing built form and heritage.

Table 11.1 – Optimum net residential densities (dwellings per hectare)

	Core	Primary	Secondary	Periphery
Chatham	275	180	79	35
Strood	180	95	79	35
Gillingham	95	79	79	35
Rochester	95	95	79	35
Hoo St Werburgh	35 (50*)	35 (50*)	35 (50*)	35
Rainham	50	35	35	35

** Indicative for Development Strategy Scenarios 2 and 3 only*

Policy T2: Integrating Land Use and Transport Planning

The council promotes development which supports the use of sustainable transport.

It seeks to realise opportunities for making the best use of land, by promoting higher density mixed use development in areas within close walking distance of the main rail stations (Strood, Rochester, Chatham, Gillingham and Strood) and Chatham Waterfront bus interchange in line with the proposed levels set out at Table 11.1.

Proposals which compromise this policy will be resisted.

Question T2:

Do you agree/disagree that this approach offers an appropriate strategic approach towards a pattern of development which facilitates sustainable transport in Medway?

Question T3:

Research has demonstrated the non-linear relationship between housing density and public transport use. However, in principle, do you agree/disagree that densification is more likely to increase the viability of additional and/or improved public transport services?

¹⁵⁶ Zones are aggregated 2011 Census Output Areas that best fit with walking isochrones

Question T4:

The optimum densities set out at Table 11.1 are likely to be achieved in the absence of this policy due to their central locations. Is it appropriate to increase these thresholds, subject to good design, and complemented by other initiatives, such as car clubs? For peripheral areas, is it appropriate to require a minimum of 35 dwellings per hectare? Would it be appropriate to include Cuxton and Halling stations in Table 11.1?

Question T5:

What do you consider would represent a sound alternative approach towards the integration of land use and transport planning in Medway?

Strategic Transport Infrastructure

- 11.15 The vision and strategic objectives for the Local Plan aim to establish a regional profile for successful and ambitious growth, gain competitiveness, attract investment and secure and enhance the diverse business base in accessible locations.
- 11.16 Medway is working with neighbouring local authorities, transport bodies and government agencies in assessing and defining the need for improvements to transport networks, and seeking to secure investments to realise these improvements. The council is engaged with Highways England by sharing growth data and traffic modelling outputs in order to understand and plan for the proposed Lower Thames Crossing. In addition, the council has submitted an ambitious expression of interest bid in response to the government's Housing and Infrastructure Fund (HIF).
- 11.17 The HIF aims to support the preparation of Local Plans by unlocking land which would otherwise be unavailable for development due to a lack of infrastructure. The HIF Forward Funding stream is intended for strategic, high-impact infrastructure schemes, which could provide a significant proportion of upfront development costs, intended to create confidence and instigate further private and public sector funding. The development of a small rural town on the Hoo Peninsula and extended employment areas depend on strengthened connections and significant upgrades to transport. This was reflected in the HIF bid which identified road improvements and the reinstatement of passenger services. The council has included a development strategy option that responds to the specific opportunities that would arise from such strategic infrastructure investments.
- 11.18 The council received responses calling for the reinstatement of passenger rail services during previous consultations, while members of the public frequently raised the potential role of the line with planning officers at public exhibitions. The Kent Community Rail Partnership also supports a passenger rail connection for Hoo.
- 11.19 The principle of a rail upgrade to the Grain freight line providing for passenger services is supported throughout the council's policy framework, and the Medway 2035 regeneration strategy. A rail connection for passengers would not only relieve

local congestion; it would provide a focus for the community and bring about a step-change in travel behaviour. Moreover, it would:

- underpin a wider strategy in conjunction with exemplary approaches to design and green infrastructure;
- address negative perceptions, provide the means to create a higher value offer and make a significant contribution to an aspiring brand for the Hoo Peninsula and Medway; and
- serve an improved employment offer at Kingsnorth and allow for increased rail freight.

11.20 Following the withdrawal of passenger services in 1961, the Grain freight line continues to facilitate the import/export of aggregates, along with rail freight associated with the aviation fuel storage depot and Thamesport activity. However, the line is currently underutilised, prompting the council to emphasise its potential role in making the Hoo Peninsula a sustainable location for growth in response to Network Rail's recent consultation. Network Rail will highlight the potential of the Grain freight line in the forthcoming Kent Route Study, setting out investment options for the next 30 years.

11.21 Many commuters from the Hoo Peninsula currently drive from villages to stations at Strood, Gravesend or Ebbsfleet; with the scale of growth forecast, a continuation of this commuting pattern is not sustainable or desirable. This commuting adds to pressure on the A228 on the Hoo Peninsula, and congestion contributes to the air quality issues at the designated Area Quality Management Area at Four Elms Hill. Further analysis of commuting patterns is set out in the Transport technical paper supporting this consultation.

11.22 Successful HIF bids will receive access to funds to develop a business case in 2018. The prime location for a new rail station and any supporting infrastructure will need to be identified in a business case, along with the need to upgrade road and rail bridges. Train services will need to be compatible with freight activity, while Network Rail are considering the potential to extend an existing service from Gravesend, providing a direct service to London. A positive response from the government will help to ensure that the Hoo Peninsula is a sustainable location for growth.

11.23 The government has described its strategic vision for rail,¹⁵⁷ including commitments to expand the network to boost housing and economic growth, reinforce the importance of rail freight to support the economy and the environment and to explore opportunities to restore routes withdrawn during the 1960s and 1970s. The government is inviting new, innovative proposals based on a strong business case. This suggests that there will be further opportunities to seek government funding in the short to medium term if the HIF bid is unsuccessful.

¹⁵⁷ Department for Transport, *'Connecting people: A strategic vision for rail'*, (Nov 2017), Available at: <https://www.gov.uk/government/publications/a-strategic-vision-for-rail>

Policy T3: Hoo Peninsula rail connection

The council intends to safeguard land for new rail infrastructure, including a station, route alignment and buffer stop zone. Proposals which compromise this policy will be resisted.

Proposals which demonstrate consistency with the Hoo Development Framework and any subsequent masterplans will be encouraged.

The council will work with strategic transport bodies and wider partners to seek investment in providing new passenger rail services on the Hoo Peninsula.

Question T6:

Do you support the principle of a rail upgrade to the Grain freight line to enable passenger services and increased rail freight?

The council welcomes responses indicating areas of land to be safeguarded. This information could be considered in a business case, subject to funding.

What alternative approaches would you suggest?

Aviation

11.24 A core principle of national policy is that planning should “proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.”¹⁵⁸ In order to deliver sustainable development, under the policy theme of economic growth, Local Plans should “plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries.”¹⁵⁹ Under the policy theme of sustainable transport and specifically in relation to airports and airfields, the government requires plans to “take account of their growth and role in serving business, leisure, training and emergency service needs.”¹⁶⁰

11.25 The government consulted on a new UK Aviation Strategy in 2017 to help shape the long-future of the sector.¹⁶¹ The new strategy will focus on economic growth, regional connectivity and skills. There will be further rounds of consultation in 2018, with the final strategy expected to be published by the end of 2018.

¹⁵⁸ Department for Communities and Local Government, ‘*National Planning Policy Framework*’, Paragraph 17, pg.5, 2015 Available at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

¹⁵⁹ Department for Communities and Local Government, ‘*National Planning Policy Framework*’, Section 1, Paragraph 21, pg.6, 2015 Available at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

¹⁶⁰ Department for Communities and Local Government, ‘*National Planning Policy Framework*’, Section 4, Paragraph 33, pg.10, 2015 Available at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

¹⁶¹ Department for Transport, ‘*Government sets out vision for future of UK aviation*’, July 2017, Available at: <https://www.gov.uk/government/news/government-sets-out-vision-for-future-of-uk-aviation>

- 11.26 Rochester Airport is a general aviation facility catering for leisure, business, training, heritage and emergency service uses. It requires investment to secure its medium to long-term future. The Council Plan (2016-21) highlights the role of Rochester Airport in creating a strong, diversified economy with job opportunities for Medway residents. The council approved the Rochester Airport Masterplan in January 2014¹⁶² to provide a strategic gateway and an economic hub.
- 11.27 The masterplan proposes to remove one of the two grass runways and construct a new hard-surfaced runway with improved facilities, while the adjoining land will capitalise on opportunities to create skilled employment opportunities as part of its Enterprise Zone status within the North Kent Innovation Zone. There are no plans to transform the facility into a commercial airport, with regular scheduled and/or chartered passenger flights, and the operations will be subject to conditions to mitigate and manage impacts on the environment and amenity.
- 11.28 There is a small aviation operation at Stoke on the Hoo Peninsula. The Stoke facility, which primarily caters for microlights, is limited in scale and constrained by high voltage power lines and other features. It is not proposed to safeguard this facility.

Policy T4: Rochester Airport

Rochester Airport will be safeguarded to provide an enhanced aviation facility for business, public service, training, heritage and leisure uses, and support the development of a strategic gateway and an economic hub.

Proposals will need to demonstrate how any impacts will be mitigated, including air quality, noise, traffic, and amenity.

Question T7:

Do you agree with the proposed policy for aviation in Medway?

What alternative approach would you propose for planning policy for aviation in Medway?

Riverside Infrastructure

- 11.29 The River Medway is a key asset, providing a strong sense of place and identity. It is highly visible from some areas, particularly from public areas of the waterfront and areas of higher ground. However, in some areas it is less accessible due to historic military and industrial uses. Historically the river has played a functional role in the transportation of goods to wharves, reflecting the area's manufacturing and industrial heritage. Some of this activity continues today, such as on the Medway City Industrial

¹⁶² Medway Council, 'Rochester Airport', (ME DWAY.GOV.UK), Available at: <http://www.medway.gov.uk/businessandinvestment/medwayregeneration/rochesterairport.aspx>

Estate. The waterfront areas are characterised by the infrastructure associated with a range of economic activities, from aggregates importation to marine engineering and leisure activities. The river represents an important transport corridor for commercial and leisure traffic.

11.30 National planning policy requires Local Plans to “support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances.”¹⁶³ In addition, national policy requires Local Plans to safeguard existing, planning and potential infrastructure, including wharfage, for the transport of minerals, including recycled, secondary and marine-dredged materials.¹⁶⁴ However, national policy also stipulates that plans should “avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.”¹⁶⁵

11.31 The 2015 North Kent Strategic Housing & Economic Needs Assessment (SHENA) highlighted the regional connections through road, rail and waterfront logistics sites as influential factors in business location and the labour market.¹⁶⁶ Furthermore, the SHENA found that energy and water industries are relatively strong in Medway compared to local, regional and national comparators.¹⁶⁷ A response to the last consultation suggested that the policy approach for economic development places too much emphasis on ‘higher value employment’, however this should not overlook some of Medway’s existing strengths, such as manufacturing and opportunities for port and wharf related activities. The Employment Land Needs Assessment (ELNA), commissioned as part of the SHENA, noted that Medway has significant space for

¹⁶³ Department for Communities and Local Government, ‘*National Planning Policy Framework*’, Section 1, Paragraph 21, pg.6, 2015 Available at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

¹⁶⁴ Department for Communities and Local Government, ‘*National Planning Policy Framework*’, Section 13, Paragraph 143, pg.32, 2015 Available at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

¹⁶⁵ Department for Communities and Local Government, ‘*National Planning Policy Framework*’, Section 1, Paragraph 22, pg.7, 2015 Available at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

¹⁶⁶ Gravesham Borough Council and Medway Council, ‘*North Kent Strategic Housing and Economic Needs Assessment*’, para 5.1, March 2015, Available at:

<http://www.medway.gov.uk/pdf/North%20Kent%20SHENA%20Baseline%20report.pdf>

¹⁶⁷ Gravesham Borough Council and Medway Council, ‘*North Kent Strategic Housing and Economic Needs Assessment*’, para 5.10, March 2015, Available at:

<http://www.medway.gov.uk/pdf/North%20Kent%20SHENA%20Baseline%20report.pdf>

businesses reliant on available wharfage sites.¹⁶⁸ Some existing units located on Medway City Estate – one of the largest employment centres in Medway – benefit from active wharfs¹⁶⁹, understood to involve the importation of timber. The ELNA recommended that the ‘Medway City Peninsula – Wharf/Specialist industry use’ should be protected and maintained, along with vacant land at Kingsnorth and Isle of Grain with potential for wharf users.¹⁷⁰ The ELNA also provided advice concerning the future of the Chatham Docks site.

11.32 The predominant stock quality of the Chatham Docks site was considered mixed or good, currently in B-class use for construction, marine, engineering, materials processing, warehousing and storage activities.¹⁷¹ The ELNA considered that there are a range of possibilities to increase employment capacity on this site, which were at the time of the survey either vacant or underutilised.¹⁷² The facility is understood to cater for smaller vessels and this may continue to complement larger ports and handle vessels too large for other local facilities. Chatham Docks forms part of the Peel Ports’ London Medway cluster, along with the Sheerness Port.¹⁷³ In response to the last consultation, Peel Ports highlighted the promotion and implementation of a 20-year masterplan with substantial investment for Sheerness Port and that this is considered to adequately serve businesses in Medway. The response stated that “the emerging plan should therefore not seek to safeguard the future of Chatham Dock as employment land or an operational commercial port facility.”

11.33 Peel Ports have also responded to the Strategic Land Availability Assessment (SLAA), indicating that the Chatham Docks site has a potential capacity of 2,577 new homes, likely to be flatted development. This has been incorporated as a potential site allocation (phased later in the plan period), given the regeneration agenda and the presence of St Mary’s Island to the west and development under construction to

¹⁶⁸ GVA, ‘North Kent Strategic Housing & Economic Needs Assessment: Employment Land Needs Assessment Medway’, para 6.8, December 2015, Available at: <http://www.medway.gov.uk/pdf/Medway%20Employment%20Land%20Assessment%20Final%20Report%20161602.pdf>

¹⁶⁹ GVA, ‘North Kent Strategic Housing & Economic Needs Assessment: Employment Land Needs Assessment Medway’, para 7.22., December 2015, Available at: <http://www.medway.gov.uk/pdf/Medway%20Employment%20Land%20Assessment%20Final%20Report%20161602.pdf>

¹⁷⁰ GVA, ‘North Kent Strategic Housing & Economic Needs Assessment: Employment Land Needs Assessment Medway’, Table 27, December 2015, Available at: <http://www.medway.gov.uk/pdf/Medway%20Employment%20Land%20Assessment%20Final%20Report%20161602.pdf>

¹⁷¹ GVA, ‘North Kent Strategic Housing & Economic Needs Assessment: Employment Land Needs Assessment Medway’, para 7.4 and 7.12, December 2015, Available at: <http://www.medway.gov.uk/pdf/Medway%20Employment%20Land%20Assessment%20Final%20Report%20161602.pdf>

¹⁷² GVA, ‘North Kent Strategic Housing & Economic Needs Assessment: Employment Land Needs Assessment Medway’, para 7.17, December 2015, Available at: <http://www.medway.gov.uk/pdf/Medway%20Employment%20Land%20Assessment%20Final%20Report%20161602.pdf>

¹⁷³ Peel Ports Group, ‘The quay to international trade’, available at: <https://www.peelports.com/ports/london-medway>

the east. The redevelopment of the remainder of Chatham Docks would provide an opportunity for a continuous riverside path and this is considered to be central to the vision and strategic objectives of the new Local Plan. However, a key finding of the SHENA noted that the private market is dominated by homes aimed at smaller households, including newer waterfront flats.¹⁷⁴ These house types should be directed to the core accessibility zones in the first instance, given that the Chatham Docks site is peripheral and likely to be car dependent, unless significant transport upgrades are introduced. The scale of such proposed growth would justify such transport improvements. The exact recommendations of the SHENA and ELNA are unlikely to be compatible with a residential led, mixed use development. It is however conceivable that the Chatham Docks site can potentially deliver on multiple, rather than competing, elements of the vision and strategic objectives.

11.34 The new Local Plan should not overlook the potential for innovative approaches to these land uses to emerge in future, such as multi-storey warehouses¹⁷⁵, while the disused line to Gillingham station could provide a bespoke sustainable transport solution. It is considered that the potential site allocation should be regularly reviewed in line with national planning policy.

11.35 A network of piers, jetties, slipways, steps and stairs are interspersed along the urban stretches of the river, although some facilities are in a poor state of repair. The council supports the potential for new services on the river to complement the regeneration and tourist attractions along the waterfront, therefore the retention of and access to wharves and public piers will be promoted. However these need to meet the requirements of conserving the important environmental features of the designated river and estuarine habitats. The introduction of a new river crossing could facilitate sustainable transport and address the restrictions that apply to pedestrians and cyclists who are unable to use the Medway Tunnel, as well as meeting regeneration ambitions.

Policy T5: Riverside Infrastructure

This policy intends to reinforce Medway's strategic location in the Thames Gateway. Ports and wharfage will be safeguarded in order to support existing business sectors and to attract businesses requiring such facilities.

The allocation of Chatham Docks for mixed use development will be regularly reviewed, taking account of market signals and development needs. Innovative, mixed use proposals for this strategic site will be encouraged. The Council will require bespoke sustainable transport solutions, including the assessment of the re-use of the disused line from the docks as a link to Gillingham station.

¹⁷⁴ Gravesham Borough Council and Medway Council, 'North Kent Strategic Housing and Economic Needs Assessment', para 4.54, March 2015, Available at:

<http://www.medway.gov.uk/pdf/North%20Kent%20SHENA%20Baseline%20report.pdf>

¹⁷⁵ The Financial Times, <https://www.ft.com/content/26036984-e7cd-11e6-893c-082c54a7f539>

Riverside infrastructure associated with the transport of minerals, waste and other defined materials will be safeguarded in accordance with national planning policy.

The existing network of piers, jetties, slipways, steps and stairs will be safeguarded to support the potential for visitor and river taxi services and to accommodate visiting vessels, while any new facilities will be encouraged.

Riverside infrastructure will be required to comply with the requirements of conserving the designated environmental features of the estuaries and river. Development must demonstrate that there will be no loss of protected or priority habitats or species, unless the impacts are not significant at a waterbody scale, and can be adequately mitigated for.

Question T8:

Do you agree with the proposed policy for riverside infrastructure in Medway?

Question T9:

Do you consider the flexible approach to Chatham Docks to be appropriate?

Question T10:

What alternative approach would you propose for planning policy for riverside infrastructure in Medway?

Riverside Path

- 11.36 The River Medway is a defining feature of the area, providing a strong sense of place and identity. The local character of the river and its edges varies along its length, from extensive areas of intertidal habitat to historic military uses and industrial facilities. A series of spectacular meanders, framed by steep escarpments, create the opportunity for stunning views and connections between the urban quarters. It also provides opportunities for sport and recreation, however access is restricted in some areas due to historic military and industrial uses, and environmental constraints.
- 11.37 Responses to previous consultation on the emerging Local Plan generally supported the proposed vision which highlights the river itself and its strategic role. A strong emphasis on the river can help to deliver multiple elements of the vision, strategic objectives and wider policy outcomes.
- 11.38 The urban waterfront is a focus of the regeneration agenda and the delivery of quality public spaces. A riverside path or boardwalk will establish new infrastructure that inspires place-making and how people move around the area. A defined route would be a draw for residents and visitors, linking key heritage sites, stations with town centres, the Universities and work places, supporting healthier lifestyles and cultural activities. It would be a focus for quality public spaces in shaping the modern waterfront city. The highest quality place-making standards will be realised along the urban waterfront, with public spaces as focal points, and increased access to the

riverside and the river itself. Where appropriate, this will align with the route of the England Coastal Path that runs along Medway's frontage with the river and estuaries.

Policy T6 – Medway Riverside Path

The council intends to maximise the potential of the River Medway and its edges as a strategic priority.

Waterfront development proposals will incorporate public space to facilitate walking and cycling and demonstrate the highest design standards, including Sport England's Active Design guidance.

Proposals will need to demonstrate how any impacts will be mitigated.

Question T11:

Do you agree with the proposed policy for a riverside path in Medway?

What alternative approach would you propose for planning policy in Medway?

Marinas and moorings

11.39 Marine leisure activities primarily consist of yachting and motor boating facilities along the middle and upper reaches of the river, largely away from conflict with the commercial activities elsewhere. A marina is a dock or basin with moorings and supplies for yachts and small boats. It can include activities such as boat sales, repair facilities, chandlery, boat storage, club house and parking. It is effectively a small port that is used for pleasure rather than trade, often with hotels, restaurants and bars ancillary to the main function. Marinas therefore have a very urban appearance and will generate a significant amount of vehicular movement, which could lead to traffic congestion. Rural areas are therefore not preferred locations for marinas. Within or adjoining an existing built-up area, however, a marina can, if well designed, be a positive asset. Where existing or historical facilities are located in smaller settlements or rural areas it may be appropriate to support the development of larger or more permanent marina facilities in the context of this policy.

11.40 Existing marinas operate at or close to full capacity. Facilities for visiting vessels are currently limited, but there is significant potential for growth. It is recognised that better co-ordination between marina operators would improve Medway's leisure boating offer. Evidence at the South East regional level indicates that there is a shortfall of marina provision along the North Kent coast between Ramsgate harbour and facilities around the Medway Estuary.

11.41 Therefore, proposals for upgraded or new high quality marina facilities and amenities will be supported where there will be no adverse environmental impacts. In particular, river access to shore facilities and attractions requires improvement.

11.42 Moorings can have a negative impact on the landscape of the waterway. Urban locations, marinas and sites used historically for the function would be appropriate for permanent moorings. In other areas recreational boat users require short stay or overnight moorings necessitating only mooring posts and public footpath access in order to limit the impact on the waterways and natural and marine environment. The development of moorings, other than overnight stays, will be judged on their merits, having regard to their impact on the landscape, access, parking and cumulative provision.

11.43 Residential houseboat moorings occupy areas that could be utilised for additional marina berthing. Many of the houseboats have limited facilities and can create negative environmental impacts. This is considered in the Housing section.

Policy T7: Marinas and moorings

Proposals for marinas and permanent moorings will be permitted where:

- It will meet a proven need
- In an urban location, it is supported by the provision of other commercial leisure uses at an appropriate scale without undermining the role of centres and their vitality and vibrancy
- Required for the proper functioning of an existing facility or to enhance and improve access to the waterway
- Will not have a significant adverse impact on transport network
- Will not result in increased flood risk further downstream or elsewhere
- Will not conflict with neighbouring uses, have a significant adverse impact or result in unacceptable environment consequences. A detailed HRA may be required.
- Provision of access, servicing and car parking is made in a form that will not adversely impact on amenity particularly with regard to the waterways
- The site has adequate land-based utility infrastructure and support facilities including sewage, waste, water, secure storage and washing

Proposals will be required to demonstrate careful consideration with regard to the Special Protection Areas, Ramsar sites, Sites of Special Scientific Interest and the Marine Conservation Zone. Developments will need to adhere to the council's policy for the North Kent Strategic Access Management and Monitoring Scheme.

Question T12:

Do you agree with the proposed policy for marinas and moorings in Medway?

What alternative approach would you propose?

Urban Logistics

11.44 Wider changes in retailing and logistics have created a new demand for industrial land in urban areas. Products ordered online are rarely delivered from the central warehouse to customers' doors; they need to be consolidated before the 'last mile' delivery is completed by couriers. However, the pressure to deliver housing has reportedly resulted in significant losses of industrial land across the country. Research estimates that Britain and Ireland need five times more new logistics space

each year than what is being built.¹⁷⁶ New approaches to warehousing are also emerging.

- 11.45 The SHENA highlighted the rising demand for logistics space in the Thames Estuary Corridor. As one of the largest conurbations in the South East, in Medway is reportedly an area of significant interest for logistics operators given the large population and manufacturing sector requiring distribution.¹⁷⁷ However, the SHENA noted that Medway has underperformed in this sector, with areas either side of the Dartford Crossing traditionally more attractive, in part due to the lower suitability and availability of sites.¹⁷⁸ However, the sector has seen recent expansion with new activity, such as London Medway Commercial Park, a major new facility at Kingsnorth. Furthermore, the proposed Lower Thames Crossing is likely to increase demand for sites in Medway, creating new employment opportunities.¹⁷⁹¹⁸⁰ This is despite the latest Medway Authority Monitoring Report revealing a net loss of 3,395 sq m storage and distribution (B8) floorspace,¹⁸¹ in line with the national trend.
- 11.46 These structural changes to economic sectors and the way areas need to function present new challenges for local planning policy. It is nonetheless a national requirement that Local Plans should “proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.”¹⁸² The potential for increased use of modular construction offers opportunities for related factories in Medway. Areas such as expanded employment land near Kingsnorth could provide suitable sites from which to service the local housebuilding industry and minimise the impact on the national, regional and local highway network.
- 11.47 The logistics sector is likely to prefer sites in close proximity to main roads, providing convenient and economic access to urban areas. Such locations are more likely to support the use of low emission vehicles due to their limited range and this would

¹⁷⁶ Colliers International, quoted in *The Planner* (February 2018)

¹⁷⁷ GVA, *North Kent Strategic Housing & Economic Needs Assessment: Employment Land Needs Assessment Medway*, para 2.62, December 2015, Available at: <http://www.medway.gov.uk/pdf/Medway%20Employment%20Land%20Assessment%20Final%20Report%20161602.pdf>

¹⁷⁸ GVA, *North Kent Strategic Housing & Economic Needs Assessment: Employment Land Needs Assessment Medway*, para 2.63, December 2015, Available at: <http://www.medway.gov.uk/pdf/Medway%20Employment%20Land%20Assessment%20Final%20Report%20161602.pdf>

¹⁷⁹ GVA, *North Kent Strategic Housing & Economic Needs Assessment: Employment Land Needs Assessment Medway*, para 2.65, December 2015, Available at: <http://www.medway.gov.uk/pdf/Medway%20Employment%20Land%20Assessment%20Final%20Report%20161602.pdf>

¹⁸⁰ Gravesham Borough Council and Medway Council, *North Kent Strategic Housing and Economic Needs Assessment*, para 5.109, March 2015, Available at: <http://www.medway.gov.uk/pdf/North%20Kent%20SHENA%20Baseline%20report.pdf>

¹⁸¹ Medway Council, *Medway Authority Monitoring Report 2016-17*, Vol. 1, p.28, Available at: <http://www.medway.gov.uk/pdf/Vol1AMR2017FINAL.pdf>

¹⁸² Department for Communities and Local Government, *National Planning Policy Framework*, Paragraph 17, pg.5, 2015 Available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

help to address poor air quality in central areas. As part of this consultation, the council is inviting responses concerning the potential allocation of new sites for storage and distribution. Responses will be considered in accordance with national planning policy and guidance.

Policy T8: Urban Logistics

This policy will support the logistics sector to develop in Medway and encourage efficient courier distribution, likely to be a significant source of local traffic congestion.

The loss of existing B8 (storage or distribution) uses will be resisted, unless it can be demonstrated that the site is no longer suitable for this activity, for example due to amenity issues.

This policy only applies to premises under 500 sq m if and when temporary permitted development rights are removed under the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) for the change of use to B1 business and C3 residential use.

Question T13:

Do you agree with the proposed policy for planning for logistics in Medway?

This is believed to be the first local planning policy of its kind. It has been prepared in response to recent sector articles calling for planning policy interventions. The council would welcome responses to refine or develop an alternative policy to support the growth of this sector in Medway.

What alternative approach would you propose for planning for the logistics sector and managing associated transport in Medway?

Connectivity and Permeability

11.48 The vision for Medway emphasises connections through effective transport networks, while the strategic objectives underline the role of design to deliver an accessible city where people can move around safely. These are also important elements of the Medway policy framework.

11.49 The government recognises the role of the planning system in “*facilitating social interaction and creating healthy, inclusive communities.*”¹⁸³ Local planning policies are expected to aim for places which promote “*opportunities for meetings between members of the community who might not otherwise come into contact with each other ...*” and “safe and accessible developments, containing clear and legible

¹⁸³ Department for Communities and Local Government, ‘*National Planning Policy Framework*’, Section 8, Paragraph 69, pg.17, 2015 Available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.”¹⁸⁴

11.50 The multiple benefits of walking and cycling for individuals and the community are well documented and promoted, for example through the Living Streets campaign, not least in terms of addressing various public health, environmental and economic issues as a result of traffic congestion.¹⁸⁵ Research suggests the lack of attractive routes and perceptions of crime are factors that deter walking.¹⁸⁶ The same is likely to apply to cycling.

11.51 Individual and household travel choices are complex; however certain forms of street layout are more likely to facilitate walking and cycling. The diagrams below compare forms of development which are more conducive to driving (A) and walking and cycling (B).

Figure 11.2 - Car dependent (A) versus walkable street layouts (B)



Source: CLG and DfT, *Manual for Streets* (2007)

11.52 Moreover, networks of multi-functional green spaces, along with increased riverside access and river crossings and the conversion of disused infrastructure will have a crucial role in making locations sustainable.

11.53 Due to the way in which development will be built out over time, it is crucial that proposals demonstrate careful consideration of every opportunity for connections to integrate with adjacent areas, whether existing or likely to come forward in future. ‘Filtered permeability’, or the separation of vehicle traffic from other favourable routes

¹⁸⁴ *ibid* 183

¹⁸⁵ Living Streets, ‘*Making the Case for Investment in the Walking Environment*’, Available at, <https://www.livingstreets.org.uk/media/1392/making-the-case-summary-final.pdf>

¹⁸⁶ The Guardian, ‘*Unhealthy Britain: half of adults walk less than a mile a day – survey*’, (GUARDIAN.CO.UK), <https://www.theguardian.com/society/2017/may/26/unhealthy-britain-half-of-adults-walk-less-than-a-mile-a-day-survey>,

for public transport, walking and cycling, may offer an appropriate solution in some circumstances.

11.54 These principles are also important factors for specific groups. For example, a legible environment, incorporating hierarchy of street types, including short and narrow streets, has been emphasised in urban design guidance to help people living with dementia to lead an active and independent life for longer.¹⁸⁷

Policy T9: Connectivity and Permeability

Proposals must demonstrate how the street layout will promote connectivity and permeability.

Masterplans and/or Design and Access Statements must demonstrate how the proposed street layout will promote ease of movement along safe routes and integrate with adjacent built-up areas. The external connectivity and internal permeability of new development proposals will require careful consideration. Development will be expected to be integrated with the public realm and public transport, in particular ensuring that local facilities and services are easily accessible by foot or bicycle.

The council will seek to expand the network of safe pedestrian and cycle routes to ensure that areas dedicated to vehicular circulation are designed with pedestrian safety and needs of vulnerable groups in mind.

Proposals which highlight design features for vulnerable groups will be encouraged.

Question T14:

Do you agree with the proposed policy for connectivity and permeability in Medway?

What alternative approach would you propose for planning for connectivity in Medway?

Vehicle parking

11.55 The Council's current Parking Standards (second edition, adopted 2004)¹⁸⁸ sets out the non-residential parking requirements according to the proposed floorspace of new development. Revised residential car parking standards were issued in 2010. The minimum number of spaces required increases in relation to the number of bedrooms per dwelling. Reductions in the number of parking spaces are considered in urban areas with access to public transport.

11.56 National policy (NPPF paragraph 39) requires local planning authorities to consider a number of factors, such as access to public transport, if setting local parking

¹⁸⁷ RTPI- Mediation of space-making of place, 'Dementia and Town Planning- Creating better environments for people living with dementia', Jan 2017 Available at, http://www.rtpi.org.uk/media/2213533/dementia_and_town_planning_final.compressed.pdf

¹⁸⁸ Medway Council, 'Parking Service Standards', Available at: <http://www.medway.gov.uk/parkingandtransport/parkingservicestandards.aspx>

standards. However, this has been qualified by a written statement to Parliament, dated March 2015, which referred to the Government's revised, market-led approach to determine if additional parking spaces should be provided, having abolished maximum parking standards in 2011. The following text supplements paragraph 39 of the NPPF:

“Local planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network.”

- 11.57 The council's new strategic transport model and wider evidence base will demonstrate where it is necessary to manage the local road network.
- 11.58 It is recognised that a reduction in the number of parking spaces may present an appropriate measure for some schemes as part of a wider strategy and to promote sustainable transport. The council is exploring the alternative approaches to car parking provision in some circumstances, such as high density development in close proximity to train stations. The final approach would provide a robust basis for any revisions to the current Parking Standards.
- 11.59 Along with the overall quantity, it is important to consider where car parking is accommodated in relation to the home and the street. It is generally accepted that the most desirable streets are dominated by lined trees with cars parked in the street, either parallel to the pavement or at an angle, providing a buffer for pedestrians. In contrast, cars often dominate the street scene of cul-de-sacs developed since the 1960s.
- 11.60 More recently, car parking is often placed to the rear of houses in parking courts. Parking courts are designed with the intention to reduce the visual impact of cars, maintain the overall required number of parking spaces and enable the free movement of vehicles. The streets in such developments are often relatively narrow to reduce construction costs. However drivers often choose to park on the street in front of houses, where there may be better surveillance. This can lead to instances of vehicles parking with two wheels on the pavement and impacting on the public realm and pedestrian safety.
- 11.61 There are further disadvantages to parking courts, including the inefficient use of land to accommodate parking, smaller rear gardens, lack of surveillance and residents preferring to use their rear door, resulting in a loss of street activity. 'Home zones' have been advocated to encourage more street activity through the integration of play, socialising and car parking. Such designs often incorporate traffic calming measures, signage, public seating, planting and street surfacing to promote uses in addition to vehicle movement.
- 11.62 Research indicates that the allocation of parking spaces can be inefficient.¹⁸⁹ Car ownership depends on dwelling type and tenure, therefore the allocation of most

¹⁸⁹ English Partnerships, *'The National Regeneration, Quoted in English Partnerships, 'Car Parking: What Works Where' (2006)*, Available at: https://www.ipswich.gov.uk/sites/default/files/ncd42_-_car_parking_what_works_where.pdf

parking spaces will inevitably lead to households with too few or too many spaces. Visitors are more likely to require parking during the evening and at the weekend. There are times when demand for visitor parking coincides with the highest demand for residents' parking, such as evenings. At such times, there may be insufficient capacity and result in pressures on spaces and incidences of inappropriate parking.

11.63 Furthermore, in addition to a private car, some households may also need to park a commercial van. Some parking spaces may not be designed to accommodate larger vehicles and this can also lead to dangerous parking practices.

11.64 Car club membership is seen as a measure to significantly reduce car parking provision. Residents have access to discounted car hire, which can be secured through planning condition. This can be practical where residents rely on public transport for commuting, but require a car for occasional and affordable use.

11.65 It is recognised that there is no single solution to vehicle parking provision; developments are likely to use a combination of measures, depending on residential density, proximity to public transport and market conditions.

Policy T10: Vehicle Parking

Planning applications for residential and non-residential development will be determined in accordance with the adopted Parking Standards.

For predominantly residential development, Design and Access Statements must demonstrate how vehicle parking adheres to the following design principles:

- formal parking bays as part of the carriageway, indicated by clear road markings or surfacing
- access to vehicles should be from the front of the property
- avoid parking within the front curtilage of the property where appropriate
- well surveyed
- planting to soften the impact of vehicles
- establish 'home zones' where appropriate
- accommodate parking for larger, commercial vehicles
- accommodate parking for Blue Badge holders in suitable locations
- accommodate dedicated spaces for car club membership where appropriate
- accommodate electric and other ultra-low emission vehicle parking

In line with national policy and guidance, the council will seek opportunities to improve the quality and, where appropriate, the quantity of parking in town centres. In addition, the strategic management of public car parking, as set out in the LTP, will support the vitality of town centres.

Cycle parking and storage

- 11.66 Cycling is recognised for the contribution it can make as a sustainable and healthy form of transport for trips within our towns and between rural communities. To support this, the council is committed to providing measures that make the choice to cycle a more natural one. The cycle network and associated infrastructure, including cycle parking, are essential to encourage cycling as a viable means of transport.
- 11.67 In the case of new developments and re-developments, good quality cycle parking should be designed in from the outset and not introduced as an afterthought. Cycle parking must be easy to use and accessed by all members of the community at all life stages and the need to lift or drag the bicycle at any time should be designed out of all new parking layouts.
- 11.68 Cycle parking should always give cyclists the confidence that their bicycle will still be there upon their return and therefore, racks or other support systems should be conveniently sited and provide good security. Cycles are generally expensive goods. Parking and storage facilities that rely on the securing of wheels are unlikely to provide effective deterrents against theft or damage. It is much easier to remove cycle wheels without the need for tools. Cyclists are not likely to use communal cycle stores with limited security, and this could lead to storing cycles inside properties and/or on balconies, which can impact on amenity.

Policy T11: Cycle parking and storage

Development proposals will be expected to comply with the cycle parking standards in accordance with the council's adopted Parking Standards.

Long term cycle parking facilities for residents, visitors and/or employees of the development must be conveniently located; safe to use; secure; weatherproof; and be well integrated into the building and/or layout of the site.

Short term cycle parking facilities should be conveniently located in relation to the public realm, provide effective security for cycles and be safe to use.

For dwelling houses, individual provision should be made within the private garden area. For flatted developments and commercial uses, communal cycle stores should be provided in individual cages or containers, in very secure locations where access is restricted to residents. In the event that internal space constraints mitigate against providing on-site provision, the Council may seek contributions from the developer towards secure on-street residential parking or maintenance of strategic cycle routes throughout the Borough; where appropriate.

Managing the transport impact of development

- 11.69 The integration of land use and transport is a key element of sustainable development. The NPPF recognises that developments that generate significant movement should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. The council uses its influence as a highway and traffic authority to promote public transport, walking and cycling as alternatives to the private car, so that development is easily accessible by a range of transport options.
- 11.70 New developments or intensification of existing uses can have a detrimental effect on the transport network by generating additional traffic or by placing additional burden on public transport. In addition, vehicular access should not cause a road safety hazard or delays to other road users. This draft policy would therefore be in general conformity to the NPPF, which states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- 11.71 The council expects proposals that will generate a significant amount of movement to be supported by a Transport Assessment (TA). The council has adopted guidance¹⁹⁰ for TAs which promotes the use of its new traffic model, recently validated by Highways England. The potential advantages may result in a more efficient planning process, leading to increased confidence, reduced costs and higher quality developments. This will also help to ensure that the council can effectively plan for growth.
- 11.72 Travel Plans will be required for residential developments and workplaces above a specified threshold. A Travel Plan should set out measures that a proposed over the longer term that will be taken to give rise to the use of more sustainable modes of transport.
- 11.73 The need for TAs and Travel Plans for mixed use developments, where individual uses fall below the threshold, will be assessed on a case-by-case basis. The measures set out in Travel Plans should be put in place as early as possible with a new development, so that people can benefit from a choice of transport, and develop sustainable travel patterns.
- 11.74 The council has guidance for the construction of vehicular access from the highway and crossovers (dropped kerbs) will not be permitted in areas where they would cause a road safety hazard.

¹⁹⁰ Medway Council, 'Transport Assessments Guidance Note', January 2018, http://www.medway.gov.uk/pdf/Guidance%20Note_Transport%20Assessments_v11.pdf

Policy T12: Managing the transport impact of development

Transport Assessments

The council expects proposals that will generate a significant amount of movement to be supported by a Transport Assessment.

Applicants are encouraged to refer to the adopted Guidance Note for Transport Assessments.

Travel Plans

Travel Plans will also be required for developments above threshold sizes, specified by the council.

Vehicular Crossovers

Developments, including those that require new or additional crossovers, will need to demonstrate that the proposal would not cause a road safety hazard to vehicle occupants, cyclists and pedestrians.

Question T15:

Do you agree with the proposed policy approaches for managing the transport impacts of development and provision for parking?

There may be opportunities to secure a 'dockless' bike sharing scheme in Medway, however this is likely to be initiated by the market. This may be appropriate for specific routes, such as to/from Chatham rail station and the university campuses. Would it be prudent to seek to manage this through planning policy?

What alternative approaches would you propose for policy in the new Medway Local Plan?