

The council is preparing a new Local Plan to set out how the area will develop to 2035. We are now consulting local people on how the plan will support the council's vision of 'growth for all'.

We want to hear from residents, businesses, local organisations, community and interest groups to help create the best possible version of Medway. So it is important you take this opportunity to have your say on how Medway should grow.

The consultation period is from Friday, 16 March 2018 until 5pm on Friday, 11 May 2018.

The plan will ensure the area has enough new homes, jobs, and infrastructure to support the expected population growth. It will also focus on preserving Medway's environment and heritage.

Our challenge is to do this in a way that achieves sustainable growth. We need to balance this with the need for homes, jobs and services while conserving our natural and historic environments.

Comprehensive details of how the area might look in coming years can be seen in the Development Strategy consultation document. An introduction to the council's proposed approach to growth in Medway has been published and summarises the four scenarios for how the area could develop.

How can I find out more?

The Development Strategy consultation document is not just about land for housing. The main Development Strategy document is a detailed technical report that sets out the issues Medway faces and draft policies on how we could best address them. It looks a number of important themes:

- Housing
- Employment
- Retail and centres
- Natural Environment and Green Belt
- Built environment
- Health and communities
- Infrastructure
- Transport
- Minerals, waste and energy

You can find out more:-

Online

You can view the Development Strategy, supporting documents and new, detailed maps of all four scenarios on the council's website at: [medway.gov.uk/futuremedway](http://medway.gov.uk/futuremedway)

We have also produced some further summary information about what the development proposals may mean for regeneration, a rural town on the Hoo Peninsula and wider growth in suburban and rural areas.

Links to each section of the Development Strategy are included throughout this consultation form.

Printed copies

You can view a copy of the main report at the reception desk of the council offices at Gun Wharf, public libraries and community hubs across Medway. You can find details of the locations and opening hours of these buildings at: [medway.gov.uk](http://medway.gov.uk). You can also use the public libraries to view the additional information on the council's website.

How can I make my views known?

If you would like to make comments on the proposals in the Development Strategy document, you must submit them in writing by 5pm on Friday 11 May 2018. You can respond in the following ways:

Online: Using this form

The consultation form is designed to allow you to make comments about each of the different things the council has to consider when developing the Local Plan.

For each section there is the opportunity to give your views, and if you wish, to answer the questions that are asked throughout the technical document.

Alternatively you can submit your response

By email: [futuremedway@medway.gov.uk](mailto:futuremedway@medway.gov.uk)

By Post to:

Planning Policy Team

Regeneration, Culture, Environment and Transformation

Medway Council

Gun Wharf

Dock Road

Chatham

Kent ME4 4TR

Your comments and contact details

We will record all written comments as part of the process of preparing the new Local Plan. At the close of the consultation we will review all comments received, look at the key issues raised, and take these into account in working to the next stage of the draft.

All comments will be published on our website - personal details such as addresses of individuals will be removed. We will keep your details on our records and keep you informed about further work on the Local Plan.

We will not share your details, or use them for any other purposes. The responses and contact details will be kept as part of the formal record of the preparation of the Local Plan. This will be for a minimum of five years.

Medway Council will keep the information provided above as confidential. Access to, retention and disposal of this information will be strictly in accordance with data protection requirements. Your personal data will be processed in accordance with Medway Council's Data Protection notice.

If you do not wish to be informed about the work on the Medway Local Plan, please tick here.

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Type of Consultee - please select the option that best describes you

**National/Local Rail Advocate**

## Planning positively for Medway's successful future

### Growth for all

The council's vision is to achieve 'growth for all' to make Medway an excellent place to live, work, learn and visit.

Medway's population has grown by more than 10,000 people since 2012 to 278,542 in 2016. By 2035 our population could be more than 330,000 people. If we do not plan properly for our growing and changing population there will be greater pressures on:

- Housing - the council knows Medway needs 29,500 new homes by 2035. A government formula may mean this figure goes up to 37,000. We need to identify a housing target for the plan.
- Local services, such as schools and health centres.
- Growth in the local economy- this will be held back and if we do not plan for growth, development will happen on a piecemeal basis.

We also need to promote development that will help to:

- Boost our local economy
- Improve the health of residents
- Address decline in town centres
- Provide new services and infrastructure
- Create a flourishing and attractive environment

## Planning positively for Medway's successful future

Medway is a complex and diverse area. A large urban area has grown up between the river and the Kent Downs. There are wide tracts of remote countryside, strategic industrial, energy and transport facilities and good quality farmland. A third of land is of international or national importance for wildlife.

The Local Plan sets out a vision for Medway in 2035 as a leading university waterfront city of 330,000 people, noted for its revitalised urban centres and its stunning natural and historic assets and countryside. It sets ambitions for:

- A place that works well
- A riverside city connected to its natural surroundings
- Medway being recognised for its quality of life
- Ambitious in attracting investment and successful in development that benefits all

You can find out more in the Vision and Strategic Objectives for Medway in 2035 section of the consultation document.

## Development strategy

The development strategy section outlines the approach taken to planning for the area's growth, across urban, suburban and rural areas, and sets out four alternative approaches to how Medway could grow to meet the aims of the Local Plan. The council has no preferred option at this stage.

We are approaching growth plans in the following way:-

### 1. Promoting the regeneration of urban waterfront and town centres

The Local Plan vision places regeneration at the heart of Medway's development strategy.

Regeneration of existing areas is a priority of the Medway strategy for growth. We continue to transform our urban waterfront and bring forward rejuvenation and improvements in some of the town centres.

The redevelopment of underused sites along the urban waterfronts and centres makes the best use of brownfield land and provides opportunities for homes, jobs, services, community and leisure activities and new public spaces.

The council has set out its ambitions for regeneration in our vision document Medway 2035, which promotes a successful economy and growth with benefits for all. You can find this document online

As well as the regeneration of the urban waterfront sites, the plan also promotes opportunities for new development in parts of town centres. This could include new housing, boosting the number of people living in the centres and supporting local shops, services and restaurants. New businesses could be attracted to sites near the town centres.

### 2. A rural town on the Hoo Peninsula

Local people have told us that they are concerned about pressures on infrastructure. They want to see new housing supported by upgrades to local services and facilities. The council has responded by looking at what growth options give the best scope for improvements in infrastructure. We consider that focusing growth into a small rural town around Hoo St Werburgh would bring these opportunities for new infrastructure. Development of new employment sites as part of the rural town, and nearby sites at Kingsnorth, could help to boost the area's economy.

As well as a mix of housing types, a rural town could provide new country parks, schools, leisure centre, health facilities, new jobs and shops. New transport links could include the opening of a passenger rail service on the Hoo Peninsula. The rural location demands the greatest care in planning for growth to respect the special qualities of the environment and to keep a rural character.

### 3. Wider growth

A mix of smaller sites in suburban areas, around Rainham and Capstone and other villages, are proposed to provide a range of housing sites. These are of a smaller scale, reflecting difficulties in addressing infrastructure and environmental issues.

The council wants to avoid unchecked growth of the suburbs, which could undermine our ambitions to revitalise town centres and lead to more car based travel. We will also continue to resist inappropriate development in the Green Belt to the west of Medway.

## Development strategy

### Development scenarios

Each of the four scenarios has a map showing potential developments, you can see where these potential developments are by clicking the link in the descriptions below. The four scenarios all share these common elements.

Homes will be supported by:

- New and expanded schools
- Health facilities
- Leisure and community centres
- Transport upgrades
- Riverside walks
- Parks and play areas

The growth around Hoo would include two new country parks, employment areas, new shops and services, and transport links and services.

### Scenario 1: Meeting the housing need of 29,500 homes

Scenario 1 is based on the council's analysis of the number of homes needed to support the area's population growth and change up to 2035. The strategy seeks to firstly direct growth to brownfield regeneration sites. About half of the growth would take place on urban sites where we can make the best use of land. A rural town and some village expansions on the Hoo Peninsula would provide for the improvements in infrastructure to support a wide mix of development. These areas could meet over a third of the growth needed. About a sixth of development would be spread across sites in suburban areas and smaller villages.

It does not involve development on land designated for its environmental importance at Lodge Hill. There would be some buffers of undeveloped land next to these protected areas.

This scenario could deliver about 16,500 new homes on the sites identified in the map. Given the existing 'pipeline' of development, and windfall sites not identified on specific sites, a total of 29,950 homes could be built by 2035.

Breakdown of housing:-

Urban sites: 12,775 homes

Hoo Peninsula: 9,318 homes

Suburban sites: 4,528 homes

## Scenario 2: Investment in infrastructure to unlock growth

Scenario 2 - Growth of a rural town on the Hoo Peninsula is dependent on new infrastructure and services. The council is working to secure major funding to upgrade transport and other services in the area. This includes the potential use of the Grain freight railway line on the Hoo Peninsula for passenger services. If we were successful in getting a new train service for the area, this could open up opportunities for new jobs and different approaches to design. We could develop at higher densities in specific locations that are well connected to a new station.

The higher and faster rates of housing delivery in this scenario would reduce the need to release land in some suburban locations. Over 40% of growth would be on the Hoo Peninsula. In comparison with Scenario 1, this would remove land in the Capstone Valley and to the north of Rainham from proposed development allocations.

The higher density rates would boost the number of homes that could be built in the area. This scenario could deliver about 17,500 new homes on the sites identified in the map above. Given the existing 'pipeline' of development and windfall sites, a total of about 31,000 homes could be built by 2035.

### Breakdown of housing:-

Urban sites: 12,775 homes

Hoo Peninsula: 11,750 homes

Suburban sites: 3,179 homes

## Scenario 3: Meeting government's target of local housing need of 37,000 homes

Scenario 3 - The council has looked at options for how we could reach such a large increase in the land needed for housing to meet the government's target. However, the Local Plan is not just about housing but balanced growth. To find more land for housing we would need to see more of the potential regeneration sites come forward for development. This could include the loss of some employment sites for housing developments. We would also need to release more land in suburban locations, such as to the east of Rainham, and this would make up about a fifth of total growth.

This scenario could deliver about 22,500 new homes on the sites identified in the map above. Given the existing 'pipeline' of development and windfall sites, a total of 35,960 homes could be built by 2035.

### Breakdown of housing:-

Urban sites: 14,194 homes

Hoo Peninsula: 12,162 homes

Suburban sites: 6,276 homes

This scenario involves much higher levels of growth in all areas, and would need careful planning and substantial funding of service improvements to deliver sustainable development.

#### Scenario 4: Consideration of development within Lodge Hill SSSI

Scenario 4 -Previous stages of consultation on the Medway Local Plan referred to the possible use of land at Lodge Hill for a new settlement on the Hoo Peninsula. This involved development on land designated as Site of Special Scientific Interest (SSSI) for its environmental importance. The proposal related to a planning application, which has now been withdrawn. Homes England, the government's regeneration agency, now owns the site. It is preparing a new planning application for a smaller scheme for up to 2000 homes with supporting services. Some of the development would involve building on the SSSI land. Homes England is proposing a scheme where the majority of land would be protected from development. This would include land managed for nature conservation and some new public open space. Development would provide homes as well as the funding to remove unexploded ordnance and manage other land for nature conservation.

The additional land at Lodge Hill would remove the need to allocate some land for development in Stoke and in the Capstone Valley.

This scenario could deliver around 17,000 new homes on the sites identified in the map above. Given the existing 'pipeline' of development including windfall sites, a total of 30,500 homes could be built by 2035.

Breakdown of housing:-

Urban sites: 12,775 homes

Hoo Peninsula: 10,357 homes

Suburban sites: 4,108 homes

Development strategy

Q1 Thinking about our approach, the scenarios and the development strategy section, please answer the following question.

When developing the Local Plan what things do you think the council should consider about the scale of the development needed to support Medway's growth and provide sustainable development?

**While accepting the existing growth in population of the Medway Towns there appears to be insufficient consideration of the existing issues for local residents or the pressures that this would bring to the area. There has been a focus on new housing figures by government without an assessment of the local constraints and issues that need to be addressed. Major infrastructure delivery will be required – and the plan does not indicate how this will be delivered, or the constraints on development if it is not.**

There are technical questions asked about the following development strategy policy approaches:-

- Sustainable Development
- Spatial Development Strategy

## Development strategy

### Policy DS1: Sustainable Development

The purpose of planning is to achieve sustainable development. When considering development proposals the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

Planning applications that are in conformity with the Medway Local Plan (and where applicable, with policies in Neighbourhood Plans) will be approved, unless material considerations indicate otherwise.

Where there are no policies relevant to the application, or relevant policies are out of date, the council will grant permission, unless material considerations indicate otherwise, and considering whether:

- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in the NPPF indicate that development should be restricted.

### Policy DS2: Spatial Development Strategy

The council will seek to meet the development needs for homes, employment and retail land, infrastructure and services, as determined by the evidence base set out in the Medway Local Plan, whilst respecting the need to conserve and enhance the natural and built environment.

The development strategy for Medway prioritises regeneration, making the best use of underused and previously developed land and directing investment to urban waterfront and centre opportunity areas. The council will encourage sustainable development in appropriate urban regeneration sites to deliver housing, employment, retail and community uses, establishing a quality and accessible public realm, including the extension of a riverside walk. Chatham will provide the focus for new retail and community facilities. Appropriate opportunities to capitalise upon the learning quarter at Chatham Maritime will be positively considered.

Outside of the regeneration areas, the council will support the development of a small rural town based around Hoo St Werburgh that is designed to the highest standards and sensitivity to respect its countryside setting and supported by significant infrastructure investments. The development will be in accordance with a masterplan, to secure the balance of land uses, attractive and effective green infrastructure, phasing to reflect the delivery of improvements required to a range of services and infrastructure.

The council will consider a lesser scale of development in defined sites in suburban locations around Rainham and Capstone and the villages of High Halstow, Lower Stoke, Allhallows, Grain and Halling, where the principles of sustainable development can be met, and where unacceptable impacts on infrastructure and the environment can be avoided.

Strategic green infrastructure zones throughout urban and rural Medway will promote a natural capital approach, and secure benefits for nature and people and provide separation of settlements.

DS1a Does the proposed spatial development strategy represent the most sustainable approach to managing Medway's growth?

Yes

No

DS1b Please explain why you think proposed spatial development strategy does / doesn't represent the most sustainable approach to managing Medway's growth

**By failing to identify the specific infrastructure interventions that would be required to support a small town at Hoo St Werburgh, elsewhere on the Hoo Peninsula and their delivery, there cannot be any assurance that the proposed scale of development is sustainable.**

**There are already concerns about the capacity road system (A228/Four Elms Roundabout/A289 Bypass/Frindsbury Hill) to support the housing that has already been approved and the additional housing numbers (although site allocations have to be assumed as they are not published) as well as commercial developments that are already taking place and assumed as part of the plan).**

DS1c What do you consider would represent a sound alternative growth strategy for the Medway Local Plan?

**A more detailed infrastructure plan is required (and a master plan of the Hoo St Werburgh small town with connections to the other local villages).**

## Housing

This section provides details of Medway's housing need, with a main Housing Delivery policy and nine supporting housing policies to help get the right mix of housing required in Medway to accommodate a growing population with diverse needs.

Q2 Thinking about the Housing section of the Development Strategy, please answer the following question.

When developing the Local Plan what things do you think the council should consider to meet Medway's housing needs?

**Infrastructure – especially highways peak capacity issues at the A228/A289 roundabouts (Sans Pareil and Four Elms, Health and specific Education facilities need to be addressed before the level of housing can be assessed as sustainable.**

There are technical questions asked about the following housing policy approaches:-

- Housing Delivery
- Housing Mix
- Affordable Housing
- Supported Housing, Nursing Homes and Older Persons Accommodation
- Student Accommodation
- Mobile Home Parks
- Houseboats
- Houses of Multiple Occupation (HMOs)
- Self-build and Custom Housebuilding
- Gypsy, Traveller and Travelling Showpersons

## Housing Delivery

### Policy H1: Housing Delivery

The council will determine a housing target for the Medway Local Plan, responding to the latest relevant information, in preparing its draft Local Plan.

The council will seek to provide a supply of land to meet the needs for market and affordable housing that responds to the objectively assessed need for housing, and meets the principles of sustainable development.

Allocations for sites and broad locations for development will be established in the Local Plan, phased to ensure a supply over the plan period.

Housing delivery will be required to contribute to the development of sustainable communities, with the coordination of infrastructure and service provision. Masterplans will be produced for major residential schemes in broad locations identified in the Local Plan.

Development of a strategic allocation for a rural town on the Hoo Peninsula will be in accordance with the council's development framework for Hoo.

H1a Does the proposed policy for housing delivery represent a sound approach?

Yes

No

H1b Please explain why you do / don't think the proposed policy for housing delivery represent a sound approach

**The policy cannot be fully assessed without the Masterplans, coordination of infrastructure and service provision. The idea of a small town at Hoo St Werburgh was part of the 2017 consultation on the Development Strategy but the provision of services appears to have regressed with no land use allocation for a significant health facility on the western side of the River Medway, or schools (both which would have significant additional pressures on the local road network). Allocation of specific sites (as proposed in this consultation) is flawed without more detail on the infrastructure interventions.**

**The consultation is also not up to date with significant, recent, housing developments included in the consultation and already creating infrastructure demands and other pressures (especially around Hoo and Chattenden)**

H1c Would you suggest an alternative approach?

**A more detailed investigation into the capacity of the Hoo Peninsula and Town Centre sites is required as well as Masterplans and Infrastructure needs before this level of development can be accepted as sustainable.**

## Housing Mix

### Policy H2: Housing Mix

The council seeks to ensure that a sufficient range of sustainable housing options are provided to adequately meet the needs of a growing and changing population.

Residential development will be permitted to encourage a sustainable mix of market housing to include an appropriate range of house types and size to address local requirements.

The mix must be appropriate to the size, location and characteristics of the site as well as to the established character and density of the neighbourhood.

Accommodation requirements as detailed in the Strategic Housing Market Assessment 2015 (or any future updates) will be used to help inform which house sizes and mix should be delivered in urban and rural areas to meet the objectively assessed needs of the area.

Where affordable housing is to be provided, developers should also take into consideration the needs of households on the council's housing register and discuss affordable housing requirements with the council's Housing Strategy team at the pre-submission stage of the planning process.

Large development schemes meeting the criteria set out at Policy H9, must demonstrate that sufficient consideration has been given to custom and self-build plots as part of housing mix.

The council will work with partners to facilitate the provision of suitable specialist and supported housing for elderly, disabled and vulnerable people.

Gypsy, Traveller and Travelling Showpeople accommodation requirements will form part of the borough's need for housing.

H2a Does the proposed policy for housing mix represent a sound approach?

Yes

**No**

H2b Please explain why you do / don't think the proposed policy for housing mix represent a sound approach.

H2c Would you suggest an alternative approach?

More recognition of local community needs (especially in parished areas).

## Affordable Housing

### Policy H3: Affordable Housing

On housing and mixed use development sites of 15 or more residential units the council will require the delivery of affordable housing.

The council will apply the following requirements for affordable housing provision:

- in rural Medway 30% of all residential units for developments of 15 or more dwellings
- in urban Medway 25% of all residential units for developments of 15 or more dwellings

Provision must be in accordance with the council's Guide to Developer Contributions and Obligations.

There will be a strong presumption in favour of the affordable homes being fully integrated within the proposed development. However the council may consider off site provision, where this enables other policy objectives to be met, subject to an equivalent level of developer contribution being provided.

Where affordable housing is to be provided offsite, the council's preferred position is for developers to directly providing affordable dwellings on an alternative site. Only where it can be demonstrated that this can not be provided, would the council consider a financial contribution from the developer which would enable provision through new build on an alternative site.

H3a Do you agree with the threshold for contributions for affordable housing and the percentage requirements for its provision?

n/a

H3b Please explain why you agree / disagree with threshold for contributions for affordable housing and the percentage requirements for its provision.

**Caution must be exercised where developers agree an allocation, but then return to argue that the economics of the scheme have changed.**

H3c What do you consider would represent an effective alternative approach?

H4 What do you consider would represent an effective split of tenures between affordable rent and intermediate in delivering affordable housing?

This needs to be driven by more local needs. Schemes to lock in the low cost/affordable element should be given priority (perhaps providing technical and admin support to local communities, especially parish councils) to provide these.

Supported Housing, Nursing Homes and Older Persons Accommodation

Policy H4: Supported Housing, Nursing Homes and Older Persons Accommodation

The development of specialist residential accommodation for older people, including care homes, nursing homes and other specialist and supported forms of housing for those with particular needs will be supported where it:

- Meets a proven need for that particular type of accommodation.
- Is well designed to meet the particular requirements of residents with social, physical, mental and or health care needs.
- Is easily accessible to public transport, shops, local services, community facilities and social networks for residents, carers and visitors. Local services are particularly essential in those developments where residents have fewer on site services and greater independence.
- Will not lead to an excessive concentration of non-mainstream residential uses to the detriment of the character of the particular area.

Loss of specialist housing will be permitted only where it is demonstrated that there is no need for the form of accommodation.

H5a Do you agree with this policy approach for Supported Housing, Nursing Homes and Older Persons Accommodation?

n/a

H5b Please explain why you agree or disagree with this policy approach for Supported Housing, Nursing Homes and Older Persons Accommodation.

**The only concern is the loss of this form of specialist housing in recent years and the need to provide extra to cover the shortfall.**

H6a Do you consider that the council should promote the development of retirement villages, or other such clusters of specialist housing to meet needs?

n/a

H6b Please explain why you do / don't consider that the council should promote the development of retirement villages, or other such clusters of specialist housing to meet needs

**Although there is a place for retirement villages etc. they should be integrated with the local community – perhaps through the development of facilities shared with the local community.**

H7a Do you consider that the council should require large residential developments of over 400 homes to include provision for specialist and supported housing within its proposed scheme?

n/a

H7b Please explain why you do / don't consider that the council should require large residential developments of over 400 homes to include provision for specialist and supported housing within its proposed scheme

n/a

## Student Accommodation

### Policy H5: Student Accommodation

The council aims to ensure that student housing is provided in the most appropriate and accessible locations and has due consideration to surrounding land uses.

Provision for students will be predominantly located close to the higher and further education establishments in Medway where there is deemed to be an identified local need.

The council will favourably consider opportunities for student accommodation in town centres where the development can be shown to make a positive contribution to the vitality and sustainability of the centres, and does not have a negative impact on the core functions of the town centres, and is consistent with strategic redevelopment plans.

These locations must be well served by public transport and accessible to a wide range of town centre, leisure and community uses.

Student accommodation will be permitted where it does not involve the loss of permanent, self-contained homes, or the loss of designated employment land or leisure or community space.

Student housing will be required to provide a high quality living environment and include a range of unit sizes and layouts with and without shared facilities to meet requirements of the educational institutions they serve.

H8a Do you agree with the proposed policy for student accommodation?

n/a

H8b Please explain why you agree or disagree with the proposed policy for student accommodation.

**Student accommodation can be very supportive of the town centre economy.**

H8c Would you propose an alternative approach?

n/a

## Mobile Home Parks

### Policy H6: Mobile Home Parks

Proposals for mobile or park home developments will be given the same consideration as other dwellings and will be subject to the same compliance with planning policy in assessing impact and sustainability.

The council seeks to protect existing parks from competing uses, but restrict their expansion outside designated areas. It will restrict intensification beyond density guidelines and seek opportunities to enhance the design and visual impact on the surrounding area particularly those near areas of sensitive environmental interests.

Any development that may result in the permanent loss of mobile homes at the Hoo Marina Park or the Kingsmead Mobile Home Park, or a reduction in the area available for their use will not be permitted.

The council will set out criteria by which it will consider the development of new mobile homes or caravans outside of existing sites.

Intensification within the footprint of existing sites must adhere to latest Model Standards for Caravans in England.

Any proposals for updates or intensification must have careful consideration for the colour, massing and materials used, incorporate appropriate landscaping and have no adverse impact on the character of the locality or amenity of nearby residents.

H9a Do you agree with the proposed policy for mobile home parks?

**n/a**

H9b Please explain why you agree or disagree with the proposed policy for mobile home parks.

**n/a**

H9c Would you propose an alternative approach?

**n/a**

## Houseboats

### Policy H7: Houseboats

The council will seek to manage provision for houseboats in order to secure environmental benefits and address needs for this specialist type of accommodation. It will aim:

- To protect the current mooring locations of houseboats and specify where any further growth may be allowed to take place.
- To specify criteria under which any further growth of houseboats will be allowed in order to minimise impact.
- To seek the removal and disposal of any vessel so moored if a boat sinks, or becomes unfit for habitation, derelict, or is otherwise abandoned.
- To seek opportunities to deliver improvements that benefit the local amenity and environment.

H10a Do you agree with the proposed policy for houseboats?

**n/a**

H10b Please explain why you agree or disagree with the proposed policy for houseboats

**n/a**

H10c Would you propose an alternative approach?

**n/a**

## Houses of Multiple Occupation (HMOs)

### Policy H8: Houses of multiple occupation

The council seeks to avoid detrimental over concentrations of HMOs. Where planning applications for houses in multiple occupation (HMOs) are not already covered by permitted development rights, they will be favourably considered where they:

- Do not adversely affect the character and amenity of the area, or the supply of family housing.
- Do not contribute to the over concentration of HMOs in a particular area.
- Do not contribute to the generation of excessive parking demands or traffic in an area.
- Make appropriate provision for the storage of waste

H11a Do you agree with the policy approach for HMOs?

**n/a**

H11b Please explain why you agree or disagree with the policy approach for HMOs.

**n/a**

H12a Do you consider that the council should set locational criteria for HMOs, such as consideration neighbouring uses and proximity to other HMOs?

**Yes**

~~Ne~~

H12b Please explain why you agree or disagree that the council should set locational criteria for HMOs.

**n/a**

H13a Should the council make use of Article 4 Directions to restrict the ability to convert properties to HMOs?

**Yes**

~~Ne~~

H13b Please explain why you agree or disagree that the council should make use of Article 4 Directions to restrict the ability to convert properties to HMOs

**n/a**

## Self-build and Custom Housebuilding

### Policy H9: Self-build and Custom Housebuilding

The council will support self-build or custom build home development in sustainable and suitable locations.

To identify and provide for people who wish to build their own home, the council will maintain a register of interested parties and report the headline data annually on the council website after the end of each base period.

#### All new self-build/custom housebuilding applications

- Applicants will need to have regard to the local landscape and guidance from other relevant Local Plan policies in the same way that other types of residential applications do; this will ensure all types of new development are of high quality.
- If the number of self build plots on a single site exceeds 10, then a design code framework should be agreed with the council prior to the submission of individual planning applications. This will ensure that the variety of design and construction materials will respect the character and appearance of a local area, without suppressing innovation and individuality.
- In accordance with Government guidance on Self-Build and Custom Housebuilding, the plots must be serviced (have access to a public highway and connections for electricity, water and waste water) or, in the opinion of a relevant authority, can be provided with access to those things within the duration of a development permission granted in relation to that land.
- Where a land owner has a suitable small site that they wish to obtain speculative outline residential permission for, they are encouraged to consider the plot for self-build or custom housebuilding, depending on the local demand.

#### Expanding/intensifying existing residential permissions

Where there is an existing residential permission and the developer approaches the council seeking to expand/intensify the development, the developer should demonstrate that they have considered some/all of the additional plots to be provided as serviced self/custom build plots, where there is identified demand.

#### Neighbourhood Plans

The council supports the consideration of self-build and custom housebuilding in the preparation of Neighbourhood Plans, and joint working with Neighbourhood Plan groups to establish a locally derived design code.

#### Council owned land and Regeneration

The council will consider opportunities for self-build housing in disposal of Council land and in promoting regeneration schemes.

H14a Do you agree with the self build and custom housebuilding approaches taken above?

**n/a**

H14b Please explain why you agree or disagree with the self build and custom housebuilding approaches taken above

n/a

## Self-build and Custom Housebuilding

### Self Build Site Allocations

In considering site suitability, some sites have been identified from the Strategic Land Availability Assessment (SLAA) as having potential for self build and/or custom housebuilding use. Some of the larger sites may have potential for a proportion of the area to be suitable for self/custom build. The Council may seek to secure planning permission on any sites allocated for self/custom build by way of Local Development Orders after the Local Plan is adopted.

H15a Do you think that the council should allocate specific sites for self/custom housebuilding development?

n/a

H15b Please explain why you agree or disagree that the council should allocate specific sites for self/custom housebuilding development.

n/a

If we do allocate self/custom build sites, we will advertise them on our website. The land owner would also be expected to market the site. When allocating a site/part of a site for self/custom build, it is important that there is realistic expectation of interest in the site. However, due to circumstances out of the control of the council and land owner, the site may not receive the interest that had been anticipated. We therefore propose that once an allocated site has sold and built out a certain proportion of the self build plots, if the land owner is unable to sell the remaining plots after marketing them for a further period of time (to the satisfaction of the council), they will then be allowed to firstly offer the plot(s) to the council/housing association, before being allowed to build out on the plot themselves or sell to a non self/custom builder/developer.

n/a

H16b Please explain why you agree or disagree with the approach set above

n/a

H16d After what further period of time of unsuccessful marketing do you feel it would be acceptable to offer the remaining plots on to the council/housing association or other non self/custom builders?

n/a

## Self-build and Custom Housebuilding

### Sites over 400 dwellings

In order to satisfy the demand from the register, we propose that applications on sites over a certain number of dwellings should make available at least 5% of the plots to self/custom builders for purchase. We suggest a threshold of 400 dwellings and over. The developer will need to provide robust evidence to demonstrate if this is not economically viable. This would apply to applications on new Local Plan housing allocations or windfall sites.

H17a Do you agree that sites over a certain size should offer a percentage of the plots to self/custom builders?

**n/a**

H17b Please explain why you agree or disagree that sites over a certain size should offer a percentage of the plots to self/custom builders

**n/a**

Following on from the question above, if a plot has been marketed (to the satisfaction of the council) for 12 months and not sold, we propose that it can then be offered to the Council/Housing Association for purchase. If the Council or Housing Association do not wish to purchase the plot then it will be returned to the Developer to be built and/or sold on the open market.

H18a Do you agree with this approach outlined above?

**n/a**

H18b Please explain why you agree or disagree with this approach

**n/a**

With regards to these large sites of 400 dwellings or over, in order to prevent the completion of the overall site from being drawn out, exposing existing residents to extended periods of construction by their neighbours, we propose that if a plot is purchased by a self or custom builder, the dwelling must be built within 3 years of the date of sale, before being offered to other applicants on the self build register to purchase. If there is no interest, then it may then be offered to the Council/Housing Association for purchase. If the Council or Housing Association do not wish to purchase the plot then it will be returned to the Developer to be built and/or sold on the open market. The onus would be on the developer to advise the council when each plot had been sold in order to monitor the development.

H19a Do you agree with this approach outlined above?

**n/a**

H19b Please explain why you agree or disagree with this approach

**n/a**

## Gypsy and Traveller Accommodation

### Policy H10: Gypsy, Traveller and Travelling Showpersons

#### Safeguarding Existing Sites

Existing permanent authorised gypsy and traveller sites and sites for travelling showpeople will be retained, unless:

- There is a surplus of available accommodation over and above the required five year supply of sites, or,
- The site will be replaced by a site of similar proportions in an appropriate location which complies with the criteria listed below for new sites, or,
- A site has been granted a personalised permission restricting residency to a named occupier or family.

#### New Sites

Proposals for new gypsy, traveller and travelling showperson sites (temporary or permanent) will be permitted, in accordance with the council's planning policies if they meet the following criteria:

- Need – the council is satisfied that there is a clear need for the site and the proposal cannot be met on existing available sites or an allocated site
- Location – within an accessible walking distance to local facilities for education, healthcare, and convenience retailing.
- Not located in the Green Belt, flood risk zones 2 & 3, areas covered by landscape or environmental designations (AONBs, SSSI, Ramsar, SPA, SACs, Ancient Woodland or local nature reserves), protected open spaces or protected heritage assets (listed buildings, scheduled ancient monuments or conservation areas), or the best and most versatile agricultural land, of Grades 1, 2 or 3a).
- Scale – a site should respect its location and surrounding environment and be embedded within it and not intrude onto the landscape. The council will require a landscape strategy as part of the application to confirm the details of this.
- Pitches and plots should be of a sufficient size and, on sites for Travelling Showpeople have space for adequate storage.
- Access – there is safe and convenient pedestrian and vehicular access to the public highway, with adequate space on site for vehicle turning and parking

H20a Does this represent a sound approach to planning for gypsy, traveller and travelling showpeople's accommodation needs?

**n/a**

H20b Please explain why you agree or disagree that this is a sound approach to planning for gypsy, traveller and travelling showpeople's accommodation needs

**n/a**

H21a Do you consider that the council should identify site allocations for new gypsy and traveller, and travelling showpeople in the Local Plan?

n/a

H21b Please explain why you agree or disagree that the council should identify site allocations for new gypsy and traveller, and travelling showpeople in the Local Plan

n/a

Employment

This section sets the context of Medway's economy, with details of land needed for employment sites, and how we can boost the local economy, particularly in securing better quality jobs and benefiting from links with our universities and colleges. These inform the main 'economic development' policy and Medway's key economic sectors including the rural economy and tourism including associated visitor needs.

Q5 Thinking about the employment section of the Development Strategy, please answer the following question.

When developing the Local Plan what things do you think the council should consider to meet Medway's economic needs?

**The infrastructure needs, especially transport will be key to meeting economic needs. The needs of the wider area will also contribute to a positive environment for economic development.**

There are technical questions asked about the following employment policy approaches:-

- Economic Development
- Rural Economy
- Tourism
- Visitor Accommodation

## Economic Development

### Policy E1: Economic Development

The council will seek to boost Medway's economic performance, securing a range of jobs for its workforce. The council will work positively with the local business community and major public sector employers, the Universities at Medway and further education providers, inward investors, strategic partnerships and neighbouring authorities to support sustainable economic growth and job creation.

The council will make provision in Medway for the scale, range, quality and locational requirements of employment land identified in the Employment Land Needs Assessment, 2015, or subsequent updated evidence. This will involve the safeguarding of sites, identification of redevelopment and investment opportunities, and allocations for new sites.

The plan will seek to increase the productivity of Medway's economy, as measured through GVA, through support for higher value employment. This will include the designation of specific employment sites as suitable for higher value employment. All planning applications for employment uses will be assessed for their GVA contributions and whether the proposed use is best aligned to the site characteristics and locational offer. The council and its partners will promote growth of employment sectors that have the best potential for higher value jobs.

The council will support actions to:

- Consolidate economic benefits from the regeneration programme in Medway, specifically seeking to strengthen the role of the town centres in providing wider job opportunities;
- Raise skills levels and provide apprenticeship and local labour opportunities;
- Realise opportunities for raising higher value employment through supporting the development of the Universities at Medway and the wider learning quarter, and linking to growth in the wider economy;
- Seek to accrue benefits for Medway's economy from strategic developments of infrastructure, housing and employment sites outside of the borough;
- Explore the extension of the successful Medway Innovation Centre model to provide additional serviced employment space for businesses;
- Seek the installation and upgrade of high speed broadband services in employment sites;
- Promote the diversification of Medway's economic base; and
- Secure sustainable employment uses for the strategic sites at Grain and Kingsnorth, achieving value from the specific location offer and the access to water and rail for freight movements, and realising opportunities for manufacturing of modern modular construction facilities.

E1a Do you consider that this is an effective approach to securing and strengthening Medway's economy?

**Yes**

**No**

E1b Please explain why you think that this is / is not an effective approach to securing and strengthening Medway's economy

**It is relatively easy to allocate employment land, but difficult to fill (some of the site identified have been identified for decades but remain undeveloped).**

**An approach to assess the impact on local infrastructure needs, environmental and landscape impacts needs to be enhanced and incorporated with other pressures. There may also be pressure on schools/nurseries and employees seek provision close to their place of work.**

E2 Which locations do you consider are the most appropriate for employment growth?

**n/a**

E3a Do you agree with the proposed approach to assessing GVA with planning applications for employment uses?

**n/a**

E3b Please explain why you agree or disagree with the proposed approach to assessing GVA with planning applications for employment uses

**n/a**

E4a Do you support the proposed approach for higher value jobs in Medway?

**n/a**

E4b Please explain why you support / do not support the proposed approach for higher value jobs in Medway

**n/a**

E5a Do you consider that there is demand for further serviced office accommodation in Medway?

**n/a**

E5b Please explain why you consider / do not consider that there is demand for further serviced office accommodation in Medway

**n/a**

## Rural Economy

### Policy E2: Rural Economy

The council will support the land based sector in Medway, through seeking to direct development to land of lesser agricultural land, where feasible, and promoting the sustainable development and diversification of farming and other land based rural businesses, where the proposals can demonstrate positive benefits and do not conflict with other policies in the Local Plan. The council will define countryside areas outside of the urban and village settlement boundaries, where the land based economy will be supported providing that it does not conflict with requirements to conserve and enhance the environment.

The council will support the growth of rural businesses in well-designed development in appropriate locations that respect the character of the countryside and environmental features. Sustainable rural tourism and leisure activities that are in keeping with their rural setting will be supported.

The council will seek the retention of key rural services and facilities to promote sustainable villages, providing for the needs of rural residents.

E6a Do you agree with the proposed policy approach for the rural economy?

n/a

E6b Please explain why you agree / disagree with the proposed policy approach for the rural economy

**Access to rail will provide welcome support to the Rural Economy**

E6c What alternative approaches would you propose?

n/a

## Tourism

### Policy E3: Tourism

The council will positively promote sustainable tourism development that can make a positive contribution to Medway's economy and cultural life. Appropriate proposals for the development of tourism facilities and visitor accommodation will be supported where they meet the principles of sustainable development.

Tourism developments that can contribute positively to the regeneration of Medway, consistent with the council's vision, and extend the cultural offer will be considered favourably. Opportunities for development to enhance the vibrancy and vitality of town centres will be welcomed.

The enhancement of cultural assets and visitor facilities will be supported, where they respect the integrity of the surrounding area, particularly those assets associated with the local historic environment.

Opportunities to support the development of rural and marine based tourism will be welcomed, where they can demonstrate that negative impacts on the environment can be avoided.

Proposals for tourism facilities will be assessed against the principles below:

- Identified need for creation, expansion or improvement of tourism facilities.
- The proposal is appropriate in scale and nature for its location, sensitively designed, respects the local amenity, the characteristics of the built, historic and natural environment.
- Maximises opportunities for sustainable travel.

E7a Do you agree with the proposed policy approach towards tourism?

**Agree**

Disagree

E7b Please explain why you agree or disagree with the proposed policy approach towards tourism

**There is scope for developing tourism in the rural areas, but there does need to be some assessment and management of impacts to the environment and infrastructure – access to Rail is also key.**

E7c Would you suggest an alternative policy approach?

n/a

## Visitor Accommodation

### Policy E4: Visitor accommodation

The retention and provision of visitor accommodation is encouraged in accordance with the principles set out below:

- Where it meets a proven need, particularly those sectors of the market where evidence indicates unmet demand, such as a high quality boutique hotel in Rochester, and quality rural self-catering accommodation.
- Development enhances the quality and offer of existing visitor accommodation and its setting.
- Where the proposal contributes to the vibrancy, vitality and viability of town centres and the sustainability of wider settlements.
- Where the proposal avoids negative impacts on the environment, is appropriate in scale and nature for its location, sensitively designed, respects the local amenity, the characteristics of the built, historic and natural environment, avoids siting in areas of high flood risk and intrusion into the landscapes of open countryside.
- Maximises opportunities for sustainable travel in accessible locations and minimises traffic generation.

E8a Do you agree with the proposed policy approach towards visitor accommodation?

**n/a**

E8b Please explain why you agree or disagree with the proposed policy approach for visitor accommodation

**n/a**

E8c Would you suggest an alternative policy approach?

**n/a**

## Retail and Town Centres

This section provides details of Medway's retail strategy, and considers the relationship between Medway's town centres and out of centre retail locations and retail parks. There is associated policy guidance to support and strengthen our town centres, neighbourhood and village centres and considering how Medway needs to respond to the major changes that have been taking place in shopping patterns over recent years.

Q8 Thinking about the retail and town centres section of the Development Strategy, please answer the following question.

When developing the Local Plan what things do you think the council should consider to meet Medway's retail and town centre needs?

There are technical questions asked about the following retail and town centre policy approaches:-

- Retail Hierarchy
- Sequential Assessment
- Impact Assessments
- Role, Function and management of uses in centres – Frontage
- Temporary uses
- Supporting Sustainable and Healthy centres
- Hempstead Valley District Centre
- Dockside
- Medway Valley Leisure Park
- Healthy sustainable communities
- Local Centres and shopping parades
- Retail Parks

## Retail and Town Centres

This section provides details of Medway's retail strategy, and considers the relationship between Medway's town centres and out of centre retail locations and retail parks. There is associated policy guidance to support and strengthen our town centres, neighbourhood and village centres and considering how Medway needs to respond to the major changes that have been taking place in shopping patterns over recent years.

Q8 Thinking about the retail and town centres section of the Development Strategy, please answer the following question.

When developing the Local Plan what things do you think the council should consider to meet Medway's retail and town centre needs?

**It will be important to assess the impact of retail and town centres on each other and ensure transport infrastructure is available to satisfy those needs.**

There are technical questions asked about the following retail and town centre policy approaches:-

- Retail Hierarchy
- Sequential Assessment
- Impact Assessments
- Role, Function and management of uses in centres – Frontage
- Temporary uses
- Supporting Sustainable and Healthy centres
- Hempstead Valley District Centre
- Dockside
- Medway Valley Leisure Park
- Healthy sustainable communities
- Local Centres and shopping parades
- Retail Parks

## Retail Hierarchy

### Policy RTC1: Retail hierarchy

The function of centres as multi-purpose destinations and the main locations for retail, community, leisure and employment will continue to be supported in relation to their individual role and scale. Chatham is the primary centre at the top of the hierarchy and will be the focus for the majority of comparison retail to meet the strategic needs for the authority and maintain its role in the hierarchy.

Medway's hierarchy of centres is:

- I. Principal Town Centre: Chatham is the main location for comparison retail, community uses, leisure, culture and tourism (in support of local heritage assets and cultural focus).
- II. District Centres: The Council will seek to maintain a balanced provision of uses appropriate and reflective of the character, scale and role of these centres: Strood, Gillingham, Rainham, Rochester, Hempstead Valley.
- III. Local Centres: The authority seeks to maintain the sustainably accessed local top up shopping offer and to satisfy the day-to day needs of the local population.

New local centres or shopping parades compliant with the council's retail policies may be required in the following locations depending on the defined development strategy and proposals maps in the Local Plan, the scale of the proposal.

- Hoo St Werburgh rural town
- Rainham East
- Capstone

Proposals will need to be supported by a robust justification talking into account the existing provision, character and scale of the area and the demographics.

RTC1a Do you consider that the proposed policy represents an effective approach for managing a retail hierarchy in Medway?

**n/a**

RTC1b Please explain why you consider / don't consider that the proposed policy represents an effective approach for managing a retail hierarchy in Medway

**n/a**

RTC2a Do you agree with the definition of Chatham as the primary centre at the top of the hierarchy?

**n/a**

Disagree

RTC2b Please explain why you agree or disagree with the definition of Chatham as the primary centre at the top of the hierarchy

**n/a**

RTC3a Do you agree with the identified district centres?

**n/a**

RTC3b Please explain why you agree or disagree with the identified district centres

**n/a**

RTC4 How do you consider that Dockside should be recognised in Medway's retail hierarchy?

**n/a**

RTC5 Would you propose any alternative approaches to Medway's retail hierarchy?

**n/a**

## Sequential Assessment

### Policy RTC2: Sequential Assessment

Main town centre uses are directed to Medway's centres as identified in policy RTC1.

Proposals to locate or expand main town centre uses outside of defined centres, and where not in accordance with any part of the retail and main town centre uses strategy in the development plan, are required to demonstrate through a sequential assessment, within an agreed and defined catchment area, that there are no sequentially preferable sites available in accordance with the following sequence:

I. Chatham

II. Strood, Gillingham, Rainham, Rochester

III. Hempstead Valley Shopping Centre

IV. Local centre or edge of centre, whichever is better connected and able to support 1, 2 or 3 listed above

V. Out of centre

When considering sequentially preferable edge and out of centre sites, following demonstration of the unavailability of more central sites, preference will be given to edge and out of centre sites that are accessible and well connected to town centres respectively, i.e. consideration of edge of centre sites first.

The catchment area must be defined through discussions with the authority at the earliest opportunity and is dependent on the scale and type of the proposal and its ability to draw trade.

Large scale leisure proposals must be accessed by sustainable means, not have a negative impact on traffic and provide ease of access.

Proposals for ancillary development are required to be compliant with the policy set out above unless it can be:

- Justified as ancillary and necessary for the business operation;
- the type of use and scale of the proposal is secondary to the predominant/main use;
- demonstrated that there are dependencies between the proposal and the predominant/main use. Consideration will be given to the location of the proposal in relation to the predominant/main use;
- it may be necessary to manage the ancillary use through condition to maintain its secondary nature

The scale of the proposal may also require an impact assessment and therefore requires compliance with policy RTC3 where it meets the criteria.

RTC6a Do you consider that the proposed policy represents an effective approach for securing and strengthening the role of Medway's traditional town centres?

**n/a**

RTC6b Please explain why you consider / don't consider that the proposed policy represents an effective approach for securing and strengthening the role of Medway's traditional town centres

**n/a**

RTC6c Do you agree with the proposed sequential approach?

**n/a**

RTC6d Please explain why you agree or disagree with the proposed sequential approach

**n/a**

RTC6e Would you propose alternative approaches?

**n/a**

## Impact Assessments

### Policy RTC3: Impact Assessments

Proposals that seek to locate or expand retail and other main town centre uses in edge or out of centre locations will be permitted where:

- a) it is supported by an impact assessment where proposals for comparison, convenience retail, or commercial leisure development exceeds a defined threshold set in the Local Plan; or other large scale leisure and office uses exceeds 2,500sqm.
- b) it is demonstrated that it would not have a significant adverse impact on:
  - Impact on the strategy - development, retail and main town centre uses strategy
  - Impact on vitality and viability of centres within the catchment of the proposal
  - Impact on existing, planned or committed town centre investment
  - Consideration is given to the cumulative impact of proposals considered relevant and to the health of centres

is given to the local context and the vulnerability of the authority's centres

- c) Where appropriate development proposals may be conditioned to reduce the impact on centres where there is an impact but is not considered significantly adverse to justify refusal.

RTC7a Do you consider that the proposed policy represents an effective approach for securing and strengthening the role of Medway's traditional town centres?

**n/a**

RTC7b Please explain why you consider / don't consider that the proposed policy represents an effective approach for securing and strengthening the role of Medway's traditional town centres

**n/a**

RTC8a Do you agree with the proposed approach to impact assessments?

**n/a**

RTC8b Please explain why you agree or disagree with the proposed approach to impact assessments

**n/a**

RTC9a What do you consider would represent an appropriate size threshold for developments to undertake an impact assessment?

**n/a**

RTC9b Would you propose alternative approaches?

**n/a**

## Role, Function and management of uses in centres – Frontage

### Policy RTC4: Frontages

Proposals within frontages of centres must be in accordance with the council's design policies and:

- provide an active frontage at ground floor level, which is accessible and attractive to pedestrians. The presence of a larger proportion of show window space is required.
- be of appropriate scale, format, design and character reflective of the facades above ground floor, the centre's role and function and the Council's ambitions as set out in RTC1 and RTC5
- Protect and where possible enhance the public realm through well planned and coordinated planting, improvements to surfacing/paving and other environmental enhancements.
- Must demonstrate no harm to other neighbouring businesses, residential public and visual amenity through impacts such as noise, light, odour, late night activity, litter and general disturbance.
- Any proposals for shutters must maintain views into shops when closed, be back lit, powder coated and any housing should relate well to shop frontage and signage.

### Policy RTC5: Role, Function and management of uses in centres – Frontage

The council seeks to establish a robust, vital and viable retail core in support of competitive, sustainable and healthy centres compliant with its retail policies. A mix of uses is supported with due consideration of avoiding an overprovision or concentration of the same type of uses.

#### Primary Frontage

Proposals for non-A1 uses within the primary frontages will be supported where reflective of the role, character and function of the centre and/or supportive of an evening economy provided the provision of A3 uses do not result in an over concentration in Rochester District Centre.

Where the proposal results in the loss of A1 premises, permission will be granted where:

- i. it is consistent with the policy above.
- ii. in all other cases the unit has remained vacant for at least 6 months and the applicant can demonstrate:
  - reasonable attempts were made without success to let the premises for A1 use;
  - that the proposed use will make a positive contribution toward the vitality and viability, balance of uses and/or evening economy of the centre.

Greater efficiency in the use of upper floors will be supported and encouraged.

## Secondary Frontage

Proposals for non-A1 uses within the secondary frontages will be supported where reflective of the role, character and function of the centre and/or supportive of an evening economy and where provision of A3 uses does not result in over provision in Rochester district centre.

Where the proposal results in the proportion of A1 representation falling below the threshold defined by the council and/or results in the loss of A1, A3, D2, community and cultural uses, permission will be granted where:

- reasonable attempts were made without success to let the premises for the last use
- the proposed use will make a positive contribution toward the vitality and viability, balance of uses and/or evening economy.

RTC10a Do you agree that this proposed approach represents an effective approach to planning for the city and district centres in Medway?

**n/a**

RTC10b Please explain why you agree or disagree that this proposed approach represents an effective approach to planning for the city and district centres in Medway

**n/a**

RTC11a Do you consider that changes are required to the town centre boundaries as defined in the figures 5a to 5f on pages 83 to 85 of the Development Strategy Document ?

n/a

RTC11b Please explain why you consider / don't consider that changes are required to the town centre boundaries as defined in the figures 5a to 5f in the Development Strategy Document

**n/a**

RTC12a Do you agree with the classification of primary and secondary shopping frontages as shown in figures 5a to 5f on pages 83 to 85 of the Development Strategy Document ?

**Agree**

~~Disagree~~

RTC12b Do you agree with the classification of primary and secondary shopping frontages as shown in figures 5a to 5f in the Development Strategy Document?

**Yes**

RTC13 Do you consider that there are alternative approaches to manage this aspect of Medway's main centres?

**n/a**

## Temporary uses

### Policy RTC6: Temporary uses

Proposals for a temporary use of vacant units within town and local centre frontages will be supported for a period of up to 6 months where compliant with the council's design and retail policies and:

- where the unit has been vacant for at least 2 months;
- where the proposed use makes a contribution to the vitality and viability of the centre;

Erection of structures for the operation of the business must be easily removable

Temporary permissions will only be renewed for a single additional period where:

- The original temporary permission was granted for a period of less than 4 months
- Reasonable attempts were made to let the premises without success
- The current temporary use can demonstrate benefit to the centre and success of business.

RTC14a Do you agree that this proposed approach represents an effective approach to planning for temporary uses in centres in Medway?

**n/a**

RTC14b Please explain why you agree or disagree that this proposed approach represents an effective approach to planning for temporary uses in centres in Medway

**n/a**

RTC14c Would you propose alternative approaches?

**n/a**

## Supporting Sustainable and Healthy Centres

### RTC7: Supporting Sustainable and Healthy centres

Development proposals will help to create healthy and sustainable places, recognising the cumulative effect individual units and specific uses can have on the success of places.

The council will seek to manage the concentration and mix of specific premises to strengthen its centres and support healthier communities.

RTC15a Do you agree that development of specific uses should be restricted where it could result in an unhealthy and unsustainable overconcentration of premises in one area?

**n/a**

RTC15b Please explain why you agree or disagree that development of specific uses should be restricted where it could result in an unhealthy and unsustainable overconcentration of premises in one area

**n/a**

RTC16a The council considers such specific uses to include 'high energy density food' outlets, which sell foods high in fat and/or sugar; betting shops; gaming centres; and premises selling alcohol, particularly for off licence sales.

Do you agree with this definition?

**n/a**

RTC16b Please explain why you agree or disagree with the definition

**n/a**

RTC16c Do you think that the list should be amended?

**n/a**

RTC17a Do you think that the council should introduce a maximum percentage for units in an area that are allowed for use by the specific businesses noted above?

Yes

No

RTC17b Please explain why you think / don't think that the council should introduce a maximum percentage for units in an area that are allowed for use by the specific businesses noted above

**n/a**

RTC18a Do you think that such uses should be restricted near schools and youth facilities?

**n/a**

RTC18b Please explain why you think / don't think that such uses should be restricted near schools and youth facilities

**n/a**

RTC19a Do you think that the council should not set policy in this area, but rather consider proposals for such uses on a case by case basis?

**n/a**

RTC19b Please explain why you think / don't think that the council should not set policy in this area, but rather consider proposals for such uses on a case by case basis

**n/a**

Hempstead Valley District Centre

RTC8: Hempstead Valley District Centre

Hempstead Valley is different to the other traditional centres with high streets. The council recognises that it provides for local needs and therefore supports the modernisation and growth of this where supportive of this local function.

Further retail and leisure development, appropriate to the character and role of the centre will be supported, following a sequential or impact test, where it can be demonstrated that it does not undermine the viability of main town centres in Medway.

RTC20a Do you consider this is the appropriate approach to planning for Hempstead Valley shopping centre?

**n/a**

RTC20b Please explain why you consider / don't consider that this is an appropriate approach to planning for Hempstead Valley shopping centre

**n/a**

RTC21a Do you think that further developments at Hempstead Valley should be restricted, so that greater priority is given to retail and leisure in the main town centres in Medway?

**n/a**

RTC21b Please explain why you think / don't think that further developments at Hempstead Valley should be restricted, so that greater priority is given to retail and leisure in the main town centres in Medway

**n/a**

RTC22a Do you support a policy approach that seeks to achieve a balance of uses across all centres in Medway?

**n/a**

RTC22b Please explain why you support / don't support a policy approach that seeks to achieve a balance of uses across all centres in Medway

**n/a**

Dockside

RTC23a Do you support a policy approach that recognises the family leisure role of Dockside?

**n/a**

RTC23b Please explain why you support / don't support a policy approach that recognises the family leisure role of Dockside

**n/a**

RTC24 What do you think is the appropriate approach to further growth? Should policy only allow a small amount of new 'convenience' retail, or support a wider range of services and shops to develop its role as a local centre?

**n/a**

## Medway Valley Leisure Park

### Policy RTC9: Medway Valley Leisure Park

Medway Valley Leisure Park is a family leisure destination that attracts visitors and residents in the area.

The council's retail policy directs all leisure uses firstly to Medway's centres. Development proposals will be supported where enhancing current provision without requiring expansion beyond the designated boundary, subject to compliance with the council's retail policies:

- satisfying that no sequentially preferable sites were found;
- that the impact assessment has been satisfied where triggered

RTC25a Do you consider that this is an appropriate approach to planning for Medway Valley Leisure Park?

n/a

RTC25b Please explain why you consider / don't consider that this is an appropriate approach to planning for Medway Valley Leisure Park

n/a

RTC26a Do you think that there should be a specific policy to manage the development of Medway Valley Leisure Park, or if proposals should only be determined by use of wider retail policies?

**There should be a specific policy – and consideration of a railway station should be reconsidered.**

~~Proposals should be determined by use of wider retail policies~~

RTC26b Please explain your answer

**The special nature of the area needs specific policies and any retail element would need to be resisted (unless a rail station alongside could be developed).**

## Healthy Sustainable Communities

### Policy RTC10: Healthy sustainable communities

The council will support the provision of services and facilities, in accessible locations, to support the day-to-day activities of residents in a sustainable manner. Considerations of sustainability will include the offer (balance of retail, community uses and services), and accessibility - the mode of travel and distance.

The council recognises the importance of local services in villages as critical to sustainable rural communities.

RTC27a Do you agree with this proposed approach to sustainable communities?

n/a

RTC27b Please explain why you agree or disagree with this proposed approach to sustainable communities

**Local facilities, provision for outreach services and multi-use locations should be supported and encouraged to provide for those less able to travel (cost/disability) and to reduce car traffic into district and town centres.**

RTC27c What alternative approaches would you suggest?

n/a

## Local Centres and Shopping Parades

### RTC11: Local Centres and Shopping Parades

Uses within a defined local centre or smaller shopping parades must be appropriate to the scale, character and role of the centre or parade, be compliant with the council's retail policies and include the following uses to support the core function:

- Convenience retail offer to provide top up shopping
- Community uses (such as hall, library, notice board)
- Services (such as hairdressers, cash machines)
- provide convenience for local communities (allowing various activities to be undertaken)

Proposals resulting in the loss of the core uses listed above will be permitted in local centres and shopping parades where in compliance with the council's retail policies:

- it is demonstrated that the loss is mitigated by similar uses of community value in close proximity;
- it is demonstrated that the proposed use would make a positive contribution to the vitality and viability and balance of uses in the centre and is of appropriate scale and character;
- the unit has remained vacant for at least 6 months and can be demonstrated that reasonable attempts have been made, without success, to let or sell the premises for a shop or community use.

RTC28a Do you consider that this is the appropriate approach to planning for small retail areas?

**n/a**

RTC28b Please explain why you consider / don't consider that this is the appropriate approach to planning for small retail areas

**n/a**

RTC28c Do you think that it would be better if there were no specific policy for local centres and shopping parades, and development proposals were considered on a case by case basis?

**n/a**

RTC28d Please explain why you think / don't think that it would be better if there were no specific policy for local centres and shopping parades, and development proposals were considered on a case by case basis

**n/a**

## Retail Parks

### Policy RTC12: Retail Parks

Retail proposals will be permitted in defined retail parks (Strood Retail Park, Horsted Park, Gillingham Retail Park) appropriate to their character where the following criteria are satisfied:

- Provision of suitable access, parking or parking arrangements;
- It is demonstrated that no locations in-centres are available where uses are typical of and more appropriate for a town centre location;
- It is demonstrated satisfaction of an impact assessment that there will be no impact on centres, with particular attention to vitality, viability, vibrancy and sustainability of the existing centres and their vulnerabilities
- No significant impact on the transport network and parking in the surrounding area
- Good public realm and linkage to the neighbouring centre is provided assisting in linked trips and increasing dwell time in the neighbouring centre.

An impact and sequential assessment for non-minor retail (above 2,500sqm) will be required to take account of the cumulative impact of recent significant proposals.

Where appropriate the council will require:

- conditions or legal agreements will be required to manage impact on centres, including a condition on the type and range of goods.
- Public realm works to facilitate better linkage with the centre.

RTC29a Do you consider that this is an effective approach to planning for retail parks?

**n/a**

RTC29b Please explain why you consider / don't consider that this is a effective approach to planning for retail parks

**n/a**

RTC29c Would you suggest alternative policies for planning of development in retail parks?

**n/a**

## Natural Environment and Green Belt

This section highlights the requirement to protect Medway's natural assets, including designated wildlife habitats, parks and other green spaces. It also considers how we can improve our resilience to climate change, including flooding, and improve levels of air quality.

Q11 Thinking about the natural environment and greenbelt section of the Development Strategy, please answer the following question.

When developing the Local Plan what things do you think the council should consider to support conservation and enhancement of the environment in Medway?

**The amount and quality of the designates environment assets are worthy of protection, and enhancement and should be publicised. However the non-designated environment will also contribute to and complement this. Appropriate sites should be considered for designation and support from developers and the community.**

There are technical questions asked about the following natural environment and green belt policy approaches:-

- Sites of international importance for nature conservation
- Conservation and Enhancement of the Natural Environment
- Kent Downs Area of Outstanding Natural Beauty
- Landscape
- Securing strong Green Infrastructure
- Green Belt
- Flood and Water Management
- Air Quality

Sites of international importance for nature conservation

Policy NE 1: Sites of international importance for nature conservation

The estuaries and marshes of the Thames, Medway and Swale are designated Special Protection Areas (SPAs) and Ramsar sites in recognition of their international importance as wetland habitats. There is a Special Area of Conservation in the North Downs woodland near north Halling. These sites require the highest level of protection from development that could damage the features of the designated areas. No development will be permitted which may have an adverse effect on the integrity of an SAC, SPA or Ramsar site, alone or in combination with other plans or projects, as it would not be in accordance with the Habitat Regulations 2010 (as amended) and the aims and objectives of this emerging Local Plan.

The council will work in collaboration with local planning authorities in north Kent to contribute to the delivery of a strategic access management and monitoring scheme to address potential damage from population increases on the designated SPA and Ramsar habitats of the Thames, Medway and Swale Estuaries and Marshes.

Development within 6km of these areas designated as the Special Protection Areas and Ramsar sites that has the potential to generate additional visits to these coastal areas will be required to make a defined tariff contribution to a strategic package of measures agreed by the North Kent Strategic Access Management and Monitoring Strategy (SAMMS) Project Board.

The council will consider the potential for adverse impacts on the Special Areas of Conservation arising from development, either alone or in combination with other plans and projects. If the assessment shows that there is a potential for adverse impacts, steps will be taken to restrict or mitigate development

NE1a Do you consider that this is an effective approach to managing the internationally important habitats in the designated SPA and SAC habitats?

**n/a**

NE1b Please explain why you consider / don't consider that this is an effective approach to managing the internationally important habitats in the designated SPA and SAC habitats

**n/a**

NE1c What alternative approaches would you recommend to secure the favourable condition of these areas?

**n/a**

## Conservation and Enhancement of the Natural Environment

### Policy NE2: Conservation and Enhancement of the Natural Environment

The council recognises the hierarchy of sites designated for their importance for nature conservation. In addition to the sites of international importance set out in Policy NE1, Medway includes Sites of Special Scientific Interest, Local Nature Reserves, Local Wildlife Sites and a Marine Conservation Zone.

The council will promote the conservation and enhancement of biodiversity in Medway, by restricting development that could result in damage to designated wildlife areas, and pursuing opportunities to strengthen biodiversity networks.

NE2a Do you consider that this is an effective approach to conserving and enhancing Medway's natural environment?

**n/a**

NE2b Please explain why you consider / don't consider that this is an effective approach to conserving and enhancing Medway's natural environment

NE2c What alternative approaches would you recommend to secure the favourable condition of these areas?

**n/a**

Kent Downs Area of Outstanding Natural Beauty

Policy NE3: Kent Downs Area of Outstanding Natural Beauty

Development proposals in the Kent Downs AONB and in the setting of the downs will be required to contribute to the conservation and enhancement of the natural beauty of this designated landscape.

Development must demonstrate that it has have regard to the Kent Downs Management Plan and associated policy guidance.

NE3a Do you consider that this is an effective approach to conserving and enhancing the special features of the Kent Downs AONB?

**n/a**

NE3b Please explain why you consider / don't consider that this is an effective approach to conserving and enhancing the special features of the Kent Downs AONB

**n/a**

NE3c What alternative approaches would you recommend to secure the components of natural beauty?

**n/a**

## Landscape

### Policy NE4: Landscape

The council attaches great importance to the distinctiveness and quality of landscape in defining Medway's character, containing urban sprawl and separation of settlements.

An updated Medway Landscape Character Assessment and Green Infrastructure Framework will provide a basis for determining the acceptability of development proposals and areas and features that need to be protected and enhanced.

Development proposals will be required to demonstrate that they protect, strengthen and connect features of local landscapes.

NE4a Do you consider that this is an effective approach to landscape policy in Medway?

**n/a**

NE4b Please explain why you consider / don't consider that this is an effective approach to landscape policy in Medway

n/a

NE4c What alternative approaches would you recommend?

n/a

## Securing strong Green Infrastructure

### Policy NE5: Securing strong Green Infrastructure

The council will protect the network of green infrastructure across rural and urban Medway. The highest protection will be given to securing the ecological and landscape interests of sites designated of international importance as a Special Protection Area, Ramsar site and/or Special Area of Conservation. A high level of protection from damaging impacts of development will be given to Sites of Special Scientific Interest and Ancient Woodland.

The council will consider the need to protect the special features of Regionally Important Geological Sites, Local Wildlife Sites and Local Nature Reserves

Wider components of the green infrastructure network will be protected in line with the analysis and strategy set out in the emerging Green Infrastructure Framework. This will include open space assets, landscape buffers and green infrastructure zones.

New development should provide for green infrastructure that supports the successful integration of development into the landscape, and contributes to improved connectivity and public access, biodiversity, landscape conservation, design, management of heritage features, recreation and seeks opportunities to strengthen the resilience of the natural environment.

The council will expect development proposals to demonstrate that they are designed to be resilient to, and can adapt to the future impacts of climate change, in strengthening ecological networks.

The council will promote the extension of the green infrastructure network through setting criteria for the establishment and maintenance of Local Green Spaces.

Opportunities will be sought to promote and enhance the public rights of way network, including footpaths, bridleways and cycle routes, in particular to address existing gaps in connectivity and extend appropriate access along the riverside.

NE5a Do you consider that this is an effective approach to securing effective and healthy green infrastructure in Medway?

n/a

NE5b Please explain why you consider / don't consider that this is an effective approach to securing effective and healthy green infrastructure in Medway

n/a

NE5c What alternative approaches would you recommend to secure effective and healthy green infrastructure in Medway?

n/a

## Green Belt

### Policy NE6: Green Belt

The council recognises the important function of Green Belt at a local and strategic scale, in managing the urban sprawl and coalescence of settlements and maintaining the openness and permanence of the countryside.

Development proposals will be permitted only where they are in accordance with national planning policy for the Green Belt and can demonstrate that it would not undermine the functioning of the Green Belt.

The council will seek opportunities to enhance land for beneficial uses in the Green Belt to strengthen its function.

NE6a Do you agree with the proposed policy for Green Belt?

**n/a**

NE6b Please explain why you agree or disagree with the proposed policy for Green Belt

Supported, although there should be a review of the green belt boundary to the west of Medway, rather than the existing boundary that, mainly, follows the KCC/Gravesham/Medway boundary.

NE6c Do you consider that the exceptional circumstances exist to justify the review of the Green Belt boundary?

**n/a**

NE6d Please explain why you consider / don't consider that the exceptional circumstances exist to justify the review of the Green Belt boundary

n/a

NE6e Do you have suggestions for alternative approaches to Green Belt policy?

n/a

## Flood and Water Management

### Policy NE7: Flood and Water Management

The Local Plan will seek to reduce flood risk, promote water efficiency measures, and protect and enhance water quality through the following mechanisms:

#### Flood Risk Management

- Ensuring that development has a positive or nil impact on flood risk management interests
- Development that would harm the effectiveness of existing flood defences or prejudice their maintenance or management will not be permitted.
- Where development benefits from an existing or proposed flood infrastructure, the development should contribute towards the capital costs and/or maintenance of these defences over the lifetime of the development.

#### Sustainable Urban Drainage

Development should enable or replicate natural ground and surface water flows and decreased surface water runoff, via the use of Sustainable urban Drainage systems (SUDS), utilising green infrastructure where possible and as guided by relevant national (and/or local standards) and guidance.

Where SuDs are provided, arrangements must be put in place for their management and maintenance over their full lifetime.

#### Water Supply

Development within Groundwater Source Protection Zones and Principal Aquifers will only be permitted provided that it has no adverse impact on the quality of the groundwater resource and it does not put at risk the ability to maintain a public water supply.

#### Water Quality

All new development should have regard to the actions and objectives of appropriate River Basin Management Plans (in Medway, this is the Thames River Basin District) in striving to protect and improve the quality of water bodies in and adjacent to the district, as well as ecology, geomorphology, and water quantity. Developers shall undertake thorough risk assessments of the impact of proposals on surface and groundwater systems and incorporate appropriate mitigation measures where necessary.

#### Adaptation to Climate Change

Development will be required to be designed to be resilient to, and adapt to the future impacts of, climate change through the inclusion of adaptation measures. These include:

- Incorporating water efficiency measures, such as the use of grey water and rainwater recycling, low water use sanitary equipment.
- Minimising vulnerability to flood risk by locating development in areas of low flood risk and including mitigation measures including SuDs in accordance with (SuDs policy above).
- Optimising the use of multi-functional green infrastructure, including tree planting for urban cooling, local flood risk management and shading.

- Seeking opportunities to make space for water and develop new blue infrastructure to accommodate climate change.
- Where possible watercourses and wetland features will be adequately buffered from development commensurate with the designation and/or ecological value of those features so that they can be safeguarded and managed sustainably in perpetuity.
- Provision for buffering, mitigating and extending habitats and green corridors to ensure that wildlife populations are more resilient for a changing climate.

NE7a Do you agree with the proposed policy for flood and water management?

**n/a**

NE7b Please explain why you agree or disagree with the proposed policy for flood and water management?

**n/a**

NE7c Do you have suggestions for alternative approaches for this policy area?

**n/a**

## Air Quality

### Policy NE 8: Air Quality

The council seeks to reduce exposure to areas of poor air quality, maintain areas of good air quality, and where possible improve air quality through restricting development or requiring acceptable and effective mitigation measures.

Proposed developments which have the potential to impact on air quality will be expected to be accompanied by air pollution impact assessments and mitigation measures, in accordance with local air quality guidance.

All proposals should take account of the Medway Council Air Quality Planning Guidance that sets out a screening checklist for major size development and proposed development within, or close to an AQMA. Depending on the scale of development, the council may require the submission of an Air Quality Assessment and/or an Emissions Mitigation Assessment.

The guidance also advocates mitigation measures for all development. Where mitigation is not integrated into a scheme, the council will require this through a planning condition(s). If on site mitigation is not possible, then the council may seek contribution to wider air quality mitigation measures through a planning obligation.

NE8a Do you agree with the proposed policy for air quality?

**Agree**

~~Disagree~~

NE8b Please explain why you agree or disagree with the proposed policy for air quality?

**n/a**

NE8c Do you have suggestions for alternative approaches for this policy area?

**n/a**

## Built Environment

This section is concerned with the impact development has on its surroundings, especially in terms of historic character and appearance of areas. Buildings must be designed and delivered in a sustainable way; residential accommodation needs to be delivered to an appropriate density and to provide the space people need to live.

Q14 Thinking about the built environment section of the Development Strategy, please answer the following question.

When developing the Local Plan what things do you think the council should consider to support sustainable development and high quality design in Medway?

**n/a**

There are technical questions asked about the following built environment policy approaches:-

- Promoting High Quality Design
- Sustainable Design
- Housing Design
- Housing Density Approach
- Historic Environment and Managing development in the historic environment

## Promoting High Quality Design

### Policy BE1: Promoting High Quality Design

Development in Medway will be expected to be of high quality design that makes a positive contribution and respond appropriately to the character and appearance of its surroundings.

Proposals that incorporate high quality design and sustainability which demonstrably consider the following criteria will be permitted:

- The scale and form of development is appropriate to its surrounding context and is characteristic of Medway, or where appropriate new high quality character;
- The protection and possible enhancement of the historic environment and heritage assets;
- How the proposal relates to and/or reinforces the local distinctiveness and character through the use of high quality materials and local vernacular materials where appropriate; landscaping and building detailing;
- Working with the topography of the site and the incorporation of existing natural features;
- Responds appropriately to the character of the area, interprets respectfully the prevailing pattern of plot size, plot layout and building siting, roofscapes, mass, bulk and height, and views into and out of the site;
- Makes efficient use of land and ensures appropriate streetscapes;
- Good connectivity permeability that provides a clear user hierarchy for pedestrians, cycles, public transport and cars and that streets and spaces within new residential developments are not overly car dominated;
- Demonstration of provision and/or access to essential services and facilities;
- Respects the amenity of neighbouring uses through consideration of light levels, overshadowing, overlooking, loss of privacy, visual intrusion, appropriately designed car parking and ensuring minimal impact through noise, vibration, fumes or light pollution, and other relevant considerations;
- Creates a safe environment;
- Buildings that are appropriately flexible/adaptable and in appropriate circumstances transformable in the interests of sustainable life-long places;
- Provides for discreet waste and recycling bin storage and collection in accordance with the 'Medway Waste Management Requirements for New Developments' or other superseding guidance;
- High quality landscaping and areas of public realm that make use of or retaining features considered relevant/important by the Council and demonstrating linkages/contribution toward green infrastructure assets and networks;
- Achieves a transition from urban to rural where appropriate;
- Includes measures to mitigate and adapt to climate change.
- For development to demonstrate sustainability criteria, such as at least meeting a BREEAM standard of 'Very Good' for both energy efficiency and water efficiency.

The Council would expect compliance with the principles of nationally recognised standards, such as the Lifetime Homes and Building for Life (BfL12) Standards, so far as practicable, across all proposed new housing.

Proposals that fail to take the opportunity to incorporate high quality design will be resisted.

BE1a Does the proposed policy for high quality design represent the most appropriate approach for the Medway Local Plan?

**n/a**

BE1b Please explain why you think that the proposed policy for high quality design do / don't represent the most appropriate approach for the Medway Local Plan

Essential policy (and protections need to be built into developments to lock these in)

BE1c What do you consider would represent a sound alternative approach towards planning for high quality design in the Medway Local Plan?

n/a

## Sustainable Design

### Policy BE2: Sustainable Design

All new development should aim for high standards of sustainable design and construction where feasible.

For residential development this will include meeting the higher national water efficiency standard of 110 litres/person/day. Where possible on large developments, a water efficiency standard of 90 litres/person/day will be sought.

BE2a Does the proposed policy for sustainable design represent the most appropriate approach for the Medway Local Plan?

n/a

BE2b Please explain why you think the proposed policy for sustainable design does / doesn't represent the most appropriate approach for the Medway Local Plan

n/a

BE2c What do you consider would represent a sound alternative approach towards sustainable design in the Medway Local Plan?

n/a

## Housing Design

### Policy BE3: Housing Design

New housing developments should provide good living conditions for future occupants with high quality, robust, adaptable housing and functional spaces that respond to changing resident needs throughout their lives and support the undertaking of necessary day to day activities. All new accommodation must, in addition to the general design policy above:

- As a minimum meet the relevant nationally described internal space standard for each individual unit;
- As a minimum meet the Medway Housing Design Standard (MHDS) for external spaces including shared outdoor amenity space, shared access and circulation, cycle storage, refuse and recycling, management, visual privacy and private outdoor space, environmental comfort;
- Be arranged to ensure primary habitable rooms have an acceptable outlook and where possible receive direct sunlight;
- Be designed to minimise the disturbance to occupants from other land uses nearby and/or other sources of noise, vibration and pollution;
- Provide a convenient and efficient layout, including sufficient circulation space and avoiding awkwardly or impractically shaped rooms, unless there is justification for doing so on the basis of a significant design quality gain;
- Incorporate sufficient space for storage and clothes drying;
- Encourage the extensive use of trees as a positive contribution to air/environmental quality within housing developments;
- Be designed with a clear and particular attitude to place-making and distinctiveness within their context.

BE3a Does the proposed policy for housing design represent the most appropriate approach for the Medway Local Plan?

**n/a**

BE3b Please explain why you think the proposed policy for housing design does / doesn't represent the most appropriate approach for the Medway Local Plan Provision for waste management and recycling needs to be added to the policy.

**n/a**

BE3c What do you consider would represent a sound alternative approach for housing design in the Medway Local Plan?

**n/a**

## Housing Density Approach

### Policy BE4: Housing Density Approach

The council will seek the efficient use of land and secure positive contributions to place-making through supporting developments at higher densities in appropriate locations, where it can be demonstrated that it does not create an unacceptable impact on the surrounding amenity and environment, and has the potential to boost the vibrancy and vitality of town centres.

Density should be reflective of the particularity in its surroundings and make the most effective and efficient use of land.

The council will consider varying attitudes to density on a case by case basis in developing masterplans and development briefs for regeneration sites.

Densities surrounding transport interchanges (railway stations and bus stations) will be expected to be higher to reflect the nature of these areas as transport hubs providing sustainable travel choices.

A range of house types should be considered regarding housing mix.

BE4a Does the proposed policy for housing density represent the most appropriate approach for the Medway Local Plan?

n/a

BE4b Please explain why you think the proposed policy for housing density does / doesn't represent the most appropriate approach for the Medway Local Plan

**In general supported, although higher densities surrounding transport interchanges (railway station and bus stations) may be appropriate in the urban areas but will not to be practical in rural locations that do not have a wider range of retail and community facilities (noted that this idea was suggested by the Government)**

BE4c Is there an alternative way to express optimum net residential density, e.g. habitable rooms per hectare?

n/a

BE4d What do you consider would represent a sound alternative approach for housing density in the Medway Local Plan?

n/a

Historic Environment and Managing development in the historic environment

Policy BE5: Historic Environment

To ensure the continued contribution that the historic environment has on Medway, the council will support the conservation and, where possible, the enhancement of the historic environment; including the heritage assets and their distinctiveness and characteristics. This will be achieved through:

- Restricting development that could have an unacceptable impact on a designated heritage asset and its setting;
- Ensuring that all new development contributes to local distinctiveness and character;
- Encouraging development that makes sensitive use of historic assets, particularly where they are under-used or redundant;
- Promoting the preservation of historic buildings considered to be 'at risk';
- Resisting demolition or destruction of heritage assets without substantial justification that clearly demonstrates that public benefit outweighs the harm or loss resulting from the demolition or destruction;
- Working with stakeholders on heritage initiatives, including bids for funding.

Policy BE6: Managing development in the historic environment

Development that impacts a heritage asset, or its setting, should achieve a high quality of design which will preserve or enhance the asset's historic or architectural character, appearance and setting.

Where a development impacts upon a heritage asset, or its setting, a proportionate heritage assessment must be submitted that assesses the level of impact.

The demolition or other loss of a heritage asset will not be permitted unless it can be demonstrated that there are exceptional and overriding reasons; and that all possible methods of preserving the asset have been investigated. In the circumstances where the loss of a heritage asset can be fully and robustly justified, the developer must make information about the heritage asset and its significance available to the council, along with making it possible for any materials and features to be salvaged.

Where a development involves, or has the potential to involve heritage assets with archaeological interest, applicants must submit a desk-based assessment, or where appropriate, a field evaluation.

BE5a Do the proposed policies for the historic environment represent the most appropriate approach for the Medway Local Plan?

n/a

BE5b Please explain why you think the proposed policies for the historic environment do / don't represent the most appropriate approach for the Medway Local Plan

n/a

BE5c What do you consider would represent a sound alternative approach towards planning for the historic environment in the Medway Local Plan?

n/a

## Health and Communities

This section identifies the opportunities to enhance health and well-being as Medway grows. It focusses on healthcare facilities, supporting healthy lifestyles, and community facilities that support good quality of life.

Q17 Thinking about health and communities section of the Development Strategy, please answer the following question.

When developing the Local Plan what things do you think the council should consider to help improve the quality of life for Medway's residents?

**n/a**

## Promoting Health and Wellbeing

### Policy HC1: Promoting Health and Wellbeing

The council is committed to reducing health inequalities, increasing life expectancy and improving quality of life. It will support work to improve economic and social opportunities to tackle disadvantage across Medway by:

- Seeking opportunities to improve access to healthcare facilities and activities that promote physical and mental health and wellbeing.
- Requiring planning applications for major new residential developments where Environmental Impact Assessments are required, or developments identified by the council with the potential for negative health impacts, to be accompanied by a health impact assessment in line with the HUDU Rapid Health Impact Assessment Tool. The results of this assessment will be a material consideration in determining applications.
- Helping to tackle obesity, encourage physical activity and support mental wellbeing, through the provision of greenspaces, public realm and sports facilities accessible to all, creating and enhancing environments conducive to walking and cycling.
- Ensuring new development is sustainably located with access to local health facilities, and contributes to increasing capacity in line with the scale of proposed growth, and the council's policy for infrastructure contributions from developers.
- Increasing access to healthy food choices through extending opportunities for growing food such as allotments & community gardens; securing a range of local services; and a reduction in the proliferation of uses promoting unhealthy food options, including controls on A5 uses, in line with the council's Hot Food Takeaway Guidance Note.
- Promoting health and wellbeing through the design and layout of development in order to mitigate health conditions, such as dementia, and improve the accessibility of public places.
- Working alongside healthcare commissioners to plan for the future of acute care the council will seek to investigate the redevelopment of the present Medway Maritime Hospital site and if deemed necessary the relocation, or partial relocation of some services, to a new site within Medway.

HC1a Does the proposed policy for Health and Wellbeing represent the most appropriate approach to planning for health improvements in Medway?

**n/a**

HC1b Please explain why you think the proposed policy for Health and Wellbeing does / doesn't represent the most appropriate approach to planning for health improvements in Medway

**n/a**

HC2a Do you agree with the proposed threshold for HIAs?

**n/a**

HC2b Please explain why you agree or disagree with the proposed threshold for HIAs

**n/a**

HC3a Do you agree with the council's proposed approach to managing Hot Food Takeaways?

**n/a**

HC3b Please explain why you agree or disagree with the council's proposed approach to managing Hot Food Takeaways

**n/a**

HC4 What do you consider would represent a sound alternative approach towards planning for health in the Medway Local Plan?

**n/a**

## Community Facilities

### Policy HC2: Community Facilities

The council recognises the importance of community facilities and the need for an appropriate range of facilities as a key component of sustainable development. The council will seek to protect and enhance existing facilities, services and amenities that contribute to the quality of life of residents and visitors.

The council will support appropriate development that seeks to enhance community facilities, that does not have a negative impact on the surrounding amenity, historic and natural environment and transport networks.

The council will require provision to be made for community facilities in planning for new development. Large scale residential developments will be required to provide community facilities to meet the needs of new residents and seek opportunities to support integration with existing communities.

New community facilities should be located within or near the community they are intended to serve and should be appropriately located to limit the need to travel, being accessible to users by walking, cycling and public transport.

If the development is smaller scale and community facilities cannot be accommodated on site, a contribution will be sought to upgrade appropriate facilities off site, where it can be demonstrated that they are accessible to residents of the new development and that there is capacity for the increased population. All developments for over 10 homes will be required to contribute to upgrading community facilities in line with the council's policy on infrastructure contributions from developers.

There is a presumption against the loss of community facilities in rural and urban areas. Any proposal which would result in the loss of a community facility will not be permitted unless:

- an alternative community facility which meets similar local needs to at least the same extent is already available; and
- it can be shown that the proposal does not constitute the loss of a service of particular value to the local community nor detrimentally affect the character and vitality of the area; and
- in the case of commercial community facilities, it has been demonstrated that it is no longer economically viable and cannot be made so.

HC5a Does the proposed policy for Community Facilities represent the most appropriate approach to planning for this aspect of social needs in Medway?

**n/a**

HC5b Please explain why you think the proposed policy for Community Facilities does / doesn't represent the most appropriate approach to planning for this aspect of social needs in Medway

**n/a**

HC5c Do you agree with the proposed approach to addressing the presumption against loss of community facilities?

**n/a**

**Disagree**

HC5d Please explain why you agree or disagree with the proposed approach to addressing the presumption against loss of community facilities

**n/a**

HC5e What do you consider would represent a sound alternative approach towards planning for community facilities in the Medway Local Plan?

**n/a**

## Infrastructure

Sufficient supporting infrastructure is vital for delivery of growth in Medway. This section focuses on means of securing funding for services and infrastructure from development and planning for education, communications technology, utilities and open space and sports facilities.

### Q20

Thinking about the infrastructure section of the Development Strategy, please answer the following question.

When developing the Local Plan what things do you think the council should consider to help improve Medway's infrastructure?

**There appears to be a lack of a comprehensive list of infrastructure requirements or how they would be delivered. A sequential approach to delivering them before or early in the development process does need to be established. There also needs to be an identification of what cannot be delivered without a firm commitment of contingent infrastructure.**

## Infrastructure Planning and Delivery

### Policy I1: Infrastructure Planning and Delivery

The council will seek the timely and effective delivery of infrastructure to support the local economy and meet the needs of Medway's communities. It will seek opportunities through working with government agencies, infrastructure bodies, developers and partner organisations to secure improvements to infrastructure in Medway.

It will produce and regularly review an Infrastructure Delivery Plan, identifying the range, cost and scope of infrastructure improvements required in Medway.

Development coming forward in Medway will be expected to contribute to the delivery of new and improved infrastructure, in line with the council's evidence base and policy for infrastructure contributions from developers.

Appropriate conditions will be attached planning permissions in order to make development acceptable and to support the provision of infrastructure.

The council will identify land for safeguarding for the provision of future infrastructure where required to meet specific development needs.

The council will engage with appropriate bodies on strategic infrastructure planning matters, meeting the Duty to Cooperate and where appropriate, and through Statements of Common Ground supporting plan making.

I1a Does the proposed policy for Infrastructure planning and delivery represent the most appropriate approach to planning for infrastructure improvements in Medway?

n/a

I1b Please explain why you think the proposed policy for Infrastructure planning and delivery does / doesn't represent the most appropriate approach to planning for infrastructure improvements in Medway

**The Infrastructure Delivery Plan needs to be established BEFORE the level of development in the local plan can be assessed as Sustainable.**

I1c What do you consider would represent a sound alternative approach towards planning for infrastructure in the Medway Local Plan?

n/a

## Developer Contributions

### Policy I2: Developer Contributions

To make development acceptable and enable the granting of planning permission, deficiencies in infrastructure arising from proposed development will be mitigated through developer contributions and conditions.

Where development creates a requirement for new or improved infrastructure beyond existing provision, developers will be expected to provide or contribute towards the additional requirement to an agreed delivery programme. Where demonstrated to be necessary, the council will require that infrastructure is delivered ahead of the development being occupied.

Where developers consider that providing or contributing towards the infrastructure requirement would have serious implications for the viability of a development, the council will require an "open book" approach and, where necessary, will operate the policy flexibly.

I2a Does the proposed policy for developer contributions represent the most appropriate approach?

**Yes**

**No**

I2b Please explain why you think the proposed policy for developer contributions does / doesn't represent the most appropriate approach

**Early delivery of infrastructure will be needed – before or early in the development.**

I2c What do you consider would represent a sound alternative approach for developer contributions in the Medway Local Plan?

**n/a**

## Education

### Policy I3: Education

#### Early Years & School Provision

As Medway's population grows additional school places will be needed. New residential developments of significant scale will be expected to provide education facilities within their development in order to create sustainable communities. The requirements will be informed by the council's School Organisation Plan and Education Planning Team providing an assessment of the capacity and suitability of existing local schools to expand existing school provision.

All proposals for residential developments over 10 homes will be required to contribute to the funding of education services in accordance with the council's policy for infrastructure contributions from developers.

Proposals for the upgrading and expansion of existing schools and development of new schools in locations where additional provision is required will be supported subject to the criteria below. The council may use its Compulsory Purchase powers to facilitate the development of new schools where necessary.

Proposals for new education facilities should:

- have safe access by cycle and walking, public transport and car and incorporate a school travel plan;
- have safe drop-off and pick-up provision;
- provide outdoor facilities for sport and recreation; and
- avoid conflict with adjoining uses.

The Council supports consideration of opportunities for co-location of community services and shared use facilities on school sites. Educational facilities shall be encouraged to diversify to provide a wider range of services to benefit the whole community, such as sports facilities or community centres open to the public.

#### Further & Higher Education

The development and expansion of the Universities at Medway and Higher and Further Education Colleges will be supported within the 'learning quarter' at Chatham Maritime. Development of supporting uses where there is an identified link to the Universities and other research and development establishments will be supported where appropriate, and does not conflict with other policies in the plan.

I3a Does the proposed policy for Education represent the most appropriate approach for planning for education facilities?

**n/a**

I3b Please explain why you think the proposed policy for Education does / doesn't represent the most appropriate approach for planning for education facilities

**n/a**

13c What do you consider would represent a sound alternative approach for planning for education facilities in the Medway Local Plan?

**n/a**

## Communications Technology

### Policy I4: Communications Technology

In order for Medway to achieve its economic and social potential and maintain its status as a well-connected place to live and work, the Council will seek to develop and enhance the provision of broadband and telecommunications infrastructure coverage across Medway.

When considering proposals for the development of communications installations, regard will be given to:

- operational requirements of the telecommunication networks and the technical limitations of the technology, including any technical constraints on the location of telecommunications apparatus;
- the potential for sharing existing masts, buildings and other structures; and
- the impact of the development on its surroundings with particular regard to the visual amenity, character or appearance of the surrounding area, and the proposed provision of landscaping.

Apparatus and associated structures sited on a building should be sited and designed in order to seek to minimise impact to the external appearance of the host building.

Development should not have an unacceptable effect on conservation areas or buildings of architectural or historic interest or areas of ecological interest or areas of landscape value or sites of archaeological importance.

Telecommunications equipment that has become obsolete or that is no longer in use should be removed as soon as practicable and the site restored to its former condition.

### Broadband

Proposals for new major employment and residential developments should include appropriate infrastructure, wired and wireless, to provide high speed internet access as part of the development.

I4a Does the proposed policy for Communications represent the most appropriate approach for the Local Plan?

**n/a**

I4b Please explain why you think that the proposed policy for Communications does / doesn't represent the most appropriate approach for the Local Plan

**n/a**

I4c What do you consider would represent a sound alternative approach for planning for communications infrastructure in the Medway Local Plan?

**n/a**

Utilities

Policy I5: Utilities

Any new development will be supported by the requisite utilities infrastructure.

The council seeks early engagement with utilities providers in planning to meet the strategic growth needs of Medway as set out in the Local Plan, and which supports the timely and sustainable delivery of development.

Significant new development proposals will be assessed to determine the impact on the existing network (water, electricity and gas).

I5a Does the proposed policy for Utilities represent the most appropriate approach for the Local Plan?

**n/a**

I5b Please explain why you think that the proposed policy for Utilities does / doesn't represent the most appropriate approach for the Local Plan

**n/a**

I5c What do you consider would represent a sound alternative approach for planning for utilities infrastructure in the Medway Local Plan?

**n/a**

## Open Space and Sports Facilities

### Policy I6: Open Space and Sports Facilities

Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

### Policy I7: New Open Space Provision

Provision for new open space will be in line with specifically identified needs, informed by a robust assessment. Strategic scale development will be required to provide new greenspaces to meet community needs, and contribute to the quality of placemaking

### Policy I8: New Playing Pitches

New pitches will be provided in line with specifically identified needs, informed by a robust assessment.

Any new playing pitches should be constructed in line with Sport England guidance.

I6a Do the proposed policies for open spaces, sports facilities and playing pitches represent the most appropriate approach for the Local Plan?

**n/a**

I6b Please explain why you think that the proposed policies for open spaces, sports facilities and playing pitches do / don't represent the most appropriate approach for the Local Plan

**n/a**

I6c What do you consider would represent a sound alternative approach for planning for open spaces, sports facilities and playing pitches in the Medway Local Plan?

**n/a**

Gillingham Football Club

Policy I9: Gillingham Football Club

The Council recognises the positive benefits of a successful football club to the Medway community and economy and will work positively with the club to find an appropriate site for the development of a new stadium with associated facilities that should include education, employment, sports and leisure, community use and hotel and conference facilities. Any proposals must demonstrate the sustainability of the site, include an Environmental Impact Assessment and demonstrate the benefit to Medway as a place to live, work, learn and visit.

I7a Do you agree with the proposed policy for Gillingham Football Club?

n/a

I7b Please explain why you agree or disagree with the proposed policy for Gillingham Football Club

n/a

I7c Do you support the relocation of Gillingham Football Club to a new stadium in Medway?

**Yes (where policy stated can be met). It should be close to rail with a new station if necessary.**

~~No~~

I7d Please explain why you do / don't support the relocation of Gillingham Football Club to a new stadium in Medway

n/a

I7e Where do you consider would be a suitable location for a relocated stadium?

n/a

I8 What uses would you expect to see come forward as part of any new stadium proposals?

**Community facilities**

## Transport

This section looks at planning for transport networks and facilities to ensure our transport systems are fit for the future; making links to development, supporting businesses and leisure activities.

### Q23

Thinking about the transport section of the Development Strategy, please answer the following question.

When developing the Local Plan what things do you think the council should consider to support a sustainable and effective transport network in Medway?

**Road congestion is already high in many locations and movement round the Medway Towns compromised (and even more so when there is disruption on major roads). Use of public transport (including rail) across the towns should be encouraged. New developments will need to provide support for residents to plan their options and support alternatives to car use (where practical).**

Promoting sustainable transport

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

T1a Do you agree that this approach offers an appropriate strategic approach to transport planning in Medway?

**Agree Importance of air quality, noise and traffic congestion are major requirements. Use of the railway within the Medway Towns (East/West and North/South) needs further publicity and encouragement)**

~~Not Agreed~~

T1b Please explain why you agree or disagree that this approach offers an appropriate strategic approach to transport planning in Medway

**n/a**

T1c What do you consider would represent a sound alternative approach towards sustainable transport in the Medway Local Plan?

**n/a**

## Integrating Land Use and Transport Planning

## 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 (replicated below for ease of reference).

Proposals which compromise this policy will be resisted.

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

The approach is based on four walking zones centred on rail stations:

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

\* Indicative for Development Strategy Scenarios 2 and 3 only

	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

T2a Do you agree/disagree that this approach offers an appropriate strategic approach towards a pattern of development which facilitates sustainable transport in Medway?

**Agree**

Disagree

T2b Please explain why you agree or disagree that this approach offers an appropriate strategic approach towards a pattern of development which facilitates sustainable transport in Medway

T3a 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?

**Agree (as long as a rural densification is developed alongside an urban area)**

Disagree

T3b Please explain why you agree or disagree that densification is more likely to increase the viability of additional and/or improved public transport services

n/a

T4a 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?

Yes

No

T4b Please explain why you think it is appropriate / inappropriate to increase these thresholds, subject to good design, and complemented by other initiatives, such as car clubs

**Practical benefits outside major cities does not appear to be proven.**

T4c Continuing to think about the optimum densities set out in Table 11.1. For peripheral areas, is it appropriate to require a minimum of 35 dwellings per hectare?

Yes

No

T4d Please explain why, for peripheral areas, you think it is appropriate / inappropriate to require a minimum of 35 dwellings per hectare?

**Case by case required.**

T4e Would it be appropriate to include Cuxton and Halling stations in Table 11.1?

Yes

No

T4f Please explain why you think it would be appropriate / inappropriate to include Cuxton and Halling stations in Table 11.1

**Rural stations do not have the range of services and facilities that support an increased density.**

T5 What do you consider would represent a sound alternative approach towards the integration of land use and transport planning in Medway?

n/a

Hoo Peninsula rail connection

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.

T6a Do you support the principle of a rail upgrade to the Grain freight line to enable passenger services and increased rail freight?

**Yes (Strongly supported)**

~~No~~

T6b Please explain why you support / do not support the principle of a rail upgrade to the Grain freight line to enable passenger services and increased rail freight

**Road access into town and to the major road network is already congested, without future developments. Vehicles need to be taken off the road where practical.**

T6c The council welcomes responses indicating areas of land to be safeguarded. This information could be considered in a business case, subject to funding. Do you have any areas you would like to suggest:-

**B2000 between Cliffe and Cliffe Woods for a future halt/station.**

**Land around Kingsnorth for a passenger terminal station and transport interchange for the Hoo Peninsula.**

T6d What alternative approaches would you suggest?

**The work with Network Rail has opened up some options for development of rail service (Kent Route Study) and highlights the challenge of electrifying the line and supporting 12 coach trains (for connection to London) – however this is far too expensive and is unlikely to be deliverable in the lifetime of the Local Plan. Start with basic service (2/3 coach battery/hybrid to Medway Towns (Strood Platform 3)) and then grow with services towards London as demand grows (when/if Crossrail comes to Gravesend and other Gravesend services can be extended). Initial costs will have to be met, in the main, by developer contributions so a relatively low cost solution should be implemented as quickly as possible).**

Rochester Airport

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.

T7a Do you agree with the proposed policy for aviation in Medway?

**n/a**

T7b Please explain why you agree or disagree with the proposed policy for aviation in Medway

**n/a**

T7c What alternative approach would you propose for planning policy for aviation in Medway?

**n/a**

## Riverside Infrastructure

### 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.

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.

T8a Do you agree with the proposed policy for riverside infrastructure in Medway?

**n/a**

T8b Please explain why you agree or disagree with the proposed policy for riverside infrastructure in Medway

**n/a**

T9a Do you consider the flexible approach to Chatham Docks to be appropriate?

**n/a**

T9b Please explain why you consider / don't consider the flexible approach to Chatham Docks to be appropriate

**n/a**

T10 What alternative approach would you propose for planning policy for riverside infrastructure in Medway?

**n/a**

Medway Riverside Path

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.

T11a Do you agree with the proposed policy for a riverside path in Medway?

**n/a**

T11b Please explain why you agree or disagree with the proposed policy for a riverside path in Medway

**n/a**

T11c What alternative approach would you propose for planning policy in Medway?

**n/a**

## Marinas and moorings

### 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.

T12a Do you agree with the proposed policy for marinas and moorings in Medway?

**n/a**

T12b Please explain why you agree or disagree with the proposed policy for marinas and moorings in Medway

**n/a**

T12c What alternative approach would you propose?

**n/a**

## Urban Logistics

### 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.

T13a Do you agree with the proposed policy for planning for logistics in Medway?

**Agree**

**Disagree**

T13b Please explain why you agree or disagree with the proposed policy for planning for logistics in Medway

**It is not clear how the local road infrastructure would support this level of activity. Use of the railway, for inward and major outward delivery should be encouraged/enforced.**

T13c 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. Please make any suggestions below:-

**See above**

T13d What alternative approach would you propose for planning for the logistics sector and managing associated transport in Medway?

**n/a**

## Connectivity and Permeability

### 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.

T14a Do you agree with the proposed policy for planning for connectivity in Medway?

**n/a**

T14b Please explain why you agree or disagree with the proposed policy for planning for connectivity in Medway

**n/a**

T14c What alternative approach would you propose?

**n/a**

Vehicle Parking, Cycle parking and storage and Managing the transport impact of development

#### 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

#### 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.

#### 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.

T15a Do you agree with the proposed policy approaches for managing the transport impacts of development and provision for parking?

Agree

**Disagree**

T15b Please explain why you agree or disagree with the proposed policy approaches for managing the transport impacts of development and provision for parking

**Support for Cycle Parking and Storage**

**Support policy for transport plans – but to include references to the Kent Community Rail Partnership for developments alongside the Medway Valley Line or any Hoo Peninsula Passenger Rail.**

**There should also be a body established by developers, the council or a private/public sector body to establish and run a local exchange for building materials (plant, equipment, materials and soils etc.) so that these items can be shared/re-allocated/re-used rather than sent to land fill or transported in and out of the area unnecessarily when needed locally – ultimate disposal if not used would remain with the generator of the material/item.**

T15c 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?

Yes

No

T15d Please explain why you think it would / wouldn't be prudent to seek to manage this through planning policy

**Implications and support for this may be identified early in any new development.**

T15e What alternative approaches would you propose for policy in the new Medway Local Plan

n/a

## Minerals, Waste and Energy

This section looks at how we need to plan for the sustainable supply of minerals, including wharves for importation of materials, how we plan for the management of waste and it also looks at planning for energy, renewables and supporting low carbon development.

Thinking about the minerals, waste and energy section of the Development Strategy, please answer the following question.

Q26 When developing the Local Plan what things do you think the council should consider to manage minerals, waste and energy within Medway whilst supporting regional and national demand?

n/a

There are technical questions asked about the following infrastructure policy approaches:-

- Minerals Supply, Land-won extraction of sands and gravels, Land-won minerals: chalk and clay, Minerals wharves and railheads and Minerals infrastructure
- Waste Management, New Waste Management Facilities, Existing Waste Management Facilities, Waste disposal to land and Waste Water Treatment Works
- Energy and Renewables and Low Carbon Development

## Minerals

### Policy MWE1: Minerals Supply

The council will plan for a steady and adequate supply of minerals by:

- Maintaining a 7-year landbank of permitted sand and gravel reserves;
- Supporting regional consideration and planning of minerals through its membership of the South East England Aggregates Working Party.

### Policy MWE2: Land-won extraction of sands and gravels

Proposals for the extraction of sand and gravel will be permitted within the identified areas of search when:

- There is a proven need for the minerals to be extracted at that time in order for the council to maintain a 7-year landbank;
- There is a clear programme and time limit for the operation proposed and satisfactory provision for the restoration and after-use of the site; and
- The proposed development is in accordance with the provisions of the Local Plan;
  - o Exceptions will be considered when there are demonstrable overriding benefits that justify the development.

### Policy MWE3: Land-won minerals: chalk and clay

Proposals for the extraction of land-won minerals will be permitted outside of the identified areas of search when:

- There is no adverse impact on sites designated for environmental or heritage significance;
- There is a proven need for the minerals to be extracted at that time;
- The site is not allocated for another use in the Local Plan;
- The site is located in an area that can accommodate the proposed development;
- There is a clear programme and time limit for the operation proposed and satisfactory provision for the restoration and after-use of the site; and
- The proposed development is in accordance with the provisions of the Local Plan;
- Exceptions will be considered when there are demonstrable overriding benefits that justify the development.

### Policy MWE4: Minerals wharves and railheads

The identified minerals importation and distribution facilities that currently benefit from permanent planning permission will be safeguarded from development that would prejudice or prevent their operation, unless;

- The proposed site is already allocated for other uses in the Local Plan;
- It can be demonstrated that the facility is no longer required;

- Material considerations indicates that the need for the proposed development override the presumption for safeguarding; or
- Alternative equivalent provision for the loss of the importation or distribution facility can be made elsewhere in Medway.

Policy MWE5: Minerals infrastructure

Facilities for concrete batching, the manufacture of coated materials, other concrete products and the handling, processing and distribution of substitute, recycled and secondary aggregate material in Medway will be safeguarded from development that will prejudice or prevent their operation, unless;

- The proposed site is already allocated for other uses in the Local Plan;
- It can be demonstrated that the facility is no longer required;
- Material considerations indicates that the need for the proposed development override the presumption for safeguarding; or
- Alternative equivalent provision for the loss of the facility can be made elsewhere in Medway.

MWE1a Do the proposed policies MWE1-MWE5 represent the most sustainable approach to managing the sustainable and steady supply of minerals in Medway?

**n/a**

MWE1b Please explain why you think that the proposed policies MWE1-MWE5 do / don't represent the most sustainable approach to managing the sustainable and steady supply of minerals in Medway

**n/a**

MWE1c What do you consider would represent a sound alternative strategy for minerals planning in the Medway Local Plan?

**n/a**

## Waste

### Policy MWE6: Waste Management

All development should seek to minimise the generation of waste, having regard to the Waste Hierarchy.

The council will promote sustainable waste management within all new developments, ensuring that there is an appropriate provision for the separation, storage and collection of waste.

In order to help reduce waste through the development process, planning applications for major or strategic development<sup>194</sup> or those where significant levels of waste will be generated must include a waste management audit. The audit will be expected to show how waste is to be managed both through the construction period, including demolition and remediation, if appropriate; and that effective means of managing waste arising from the development are provided.

The council will continue to actively support regional consideration and the planning of waste management through its membership of the South East Waste Planning Advisory Group (SEWPAG), and with neighbouring Waste Planning Authorities on cross-border waste management issues and opportunities.

### Policy MWE7: New Waste Management Facilities

The council will strive to maintain net self-sufficiency across each of the waste streams through permitting facilities for the reuse, recycling, treatment and transfer of waste materials, subject to their being of an appropriate environmental standard. Medway City Estate and Kingsnorth and, at a lesser scale, the existing established industrial estates are the preferred locations for such activities. The development of waste facilities outside of identified industrial areas will only be permitted where:

- There is no adverse impact on sites designated for environmental or heritage significance;
- The site is not allocated for other uses in the Local Plan;
- The site is located in an area that can accommodate the proposed development and does not have an unacceptable impact on amenity, the local environment and transport networks; and
- The site comprises brownfield land;
  - o Proposals on green field land will only be permitted where no alternative suitable brownfield sites can be identified.

Special consideration will be given to the development of waste management within existing established industrial estates that utilise existing rail facilities or the river Medway as a means of transportation.

### Policy MWE8: Existing Waste Management Facilities

Existing waste management facilities that currently benefit from permanent planning permission will be safeguarded from development for non-waste management uses, unless;

- The proposed site is allocated for other uses in the Local Plan;
- It can be demonstrated that the facility is no longer required;

- Material considerations indicates that the need for the proposed development override the presumption for safeguarding; or
- Alternative equivalent provision for the loss of the waste management facility can be made elsewhere in Medway.

Policy MWE9: Waste disposal to land

Proposals for the creation of void space or land-raising to facilitate a disposal facility for non-inert or hazardous waste located within the areas referred to as the Disposal to Land Resource Areas on the Hoo Peninsula and Isle of Grain will be assessed against the following criteria:

- Impact of development on rural landscape character and local distinctiveness;
- Other local impacts, including on residential amenity, being acceptable;
- The site being well related to the primary road network and with suitable site access and egress arrangements, and that impacts on the transport network are acceptable. Opportunities for transport by rail and water are encouraged;
- It being clearly demonstrated that the material to be deposited cannot be reasonably disposed of in any other way (that is that they are irreducible residues);
- That the facility will handle a high proportion of such waste arising within Medway and the immediately surrounding area to ensure a sustainable pattern of disposal;
- Unless a specific needs case can be demonstrated, that wastes to be deposited do not involve a road haulage distance of more than 50 miles;
- That all the reasonable requirements of the Environment Agency can be satisfied; and
- There being a clear programme and time limit for the operation proposed and satisfactory provision for the restoration and after-use of the site.

Policy MWE10: Waste Water Treatment Works

Proposals for the development of new, or the extension to existing waste water treatment works, sewage treatment and disposal facilities will be permitted in sustainable locations where there is a proven need for the proposed facility, and development does not conflict with the need to safeguard the environment and does not create unacceptable impacts on amenity.

MWE2a Do the proposed policies MWE6-MWE10 represent the most sustainable approach to managing Medway's waste?

**n/a**

MWE2b Please explain why you think that proposed policies MWE6-MWE10 do / don't represent the most sustainable approach to managing Medway's waste

**n/a**

MWE2c What do you consider would represent a sound alternative strategy for waste management in the Medway Local Plan?

**n/a**

## Energy

### Policy MWE11: Energy and Renewables

Proposals for energy developments, including any ancillary building or infrastructure, will be supported unless:

- the impact would compromise statutory designations where national planning policy restricts development;
- their scale, form, design, material and cumulative impacts is unacceptable to the local landscape or built environment, or loss of the best and most versatile agricultural land;
- any adverse impacts on the local community, economy, biodiversity or historic interests cannot be mitigated;

The council will consider the designation of defined areas for renewable energy technologies through a Local Landscape Character Assessment.

The council will actively promote the development of local supply chains and other associated employment opportunities.

The council will explore opportunities for Combined Heat and Power Systems connected to district heating networks.

### Policy MWE12: Low Carbon Development

This policy seeks to implement an energy hierarchy by achieving energy efficiency first, before requiring the implementation of other forms of renewable energy generation on a larger scale.

Developers are required to follow the hierarchical approach set out below in achieving the energy and carbon dioxide emission requirements of the Building Regulations for all new residential development. New non-residential development is encouraged to follow the same approach.

1. To improve energy efficiency through thermal and fabric performance improvement measures.
2. Provide on-site renewable energy generation or on-site connected heating, or Combined Heat and Power (CHP) technologies, or Combined Cooling, Heat and Power (CCHP) systems.
3. The remainder of the carbon reduction targets to meet the Building Regulations targets should be met through suitable additional measures.

Developers are encouraged to meet higher standards than those required nationally, and pursue additional low carbon or renewable energy generation measures where practicable.

Compliance with this policy approach is required to be demonstrated through design and access statements submitted with a planning application.

MWE3a Do the proposed policies MWE11- MWE12 represent the most sustainable approach to planning for energy in Medway?

**n/a**

MWE3b Please explain why you think that proposed policies MWE11- MWE12 do / don't represent the most sustainable approach to planning for energy in Medway

**n/a**

MWE3c What do you consider would represent a sound alternative strategy for energy in the Medway Local Plan?

**n/a**