

Planning Policy
Medway Council
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please reply to:

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2024-09-04

Dear Medway Council,

Pre-draft Medway Local Plan 2041 (Regulation 18)

Railfuture is Britain's leading and longest-established national independent voluntary organisation campaigning exclusively for a better railway across a bigger network for passenger and freight users, to support economic (housing and productivity) growth, environmental improvement and better-connected communities. We seek to influence decision makers at local, regional and national levels to implement pro-rail policies in integrated development and transport planning. Our comments, where made, are in *italics*.

2. Vision and Strategic Objectives

2.1 Vision

"Vision for Medway in 2041"

We endorse.

2.2 Strategic objectives

"Prepared for a sustainable and green future"

We particularly endorse "supporting major shifts in modes of transport used to reduce carbon impacts." and "strengthen and develop transport networks providing safe and effective choices for sustainable travel, including improved opportunities for walking and cycling and enhanced public transport services, and management of the highways network, with associated improvements in air quality."

"Supporting people to lead healthy lives and strengthening our communities"

We endorse.

"Securing jobs and developing skills for a competitive economy"

We endorse, particularly "deliver the infrastructure needed for business growth, to provide accessible employment locations"

"Boost pride in Medway through quality and resilient development"

We endorse, particularly "ensure that development is supported by the timely provision of good quality effective infrastructure, so that the needs of Medway's growing and changing communities are well served."

2.3 Spatial development strategy

"Spatial Development Strategy"

We endorse, most especially "The strategy provides for the coordination of infrastructure delivery to support wider growth. Land is safeguarded for the delivery of a passenger rail service connecting the Hoo Peninsula to the North Kent services"

3. Spatial Growth Options

"3.2 Preferred spatial growth option"

We endorse.

www.railfuture.org.uk www.railfuturescotland.org.uk www.railfuturewales.org.uk
www.railwatch.org.uk

4. Natural Environment

“Policy S1: Planning for Climate Change”
We endorse.

7. Economic Development

“Policy S10: Economic Strategy”
We endorse, in particular “Larger scale Net Zero Carbon Energy generating uses and port using facilities to be directed to the Hoo Peninsula to sites at Kingsnorth and Grain.”

9. Transport

“9.1 Vision for access and movement in Medway”
We endorse, especially “The Hoo Peninsula has reduced car dependency and achieved a higher level of self-containment to facilitate local living in an age of increased remote working, while local employment opportunities are available at Kingsnorth and the Isle of Grain. Travel choice to/from the rural area has been improved through planning and investment in public transport.”

“Policy DM15: Monitoring and Managing Development”
We endorse.

“Policy DM17: Grain Branch”
We wholeheartedly endorse, and most especially paragraphs 9.4.1 to 9.4.6.

“Policy DM18: Transport Assessments, Transport Statements and Travel Plans”
We endorse, in particular “Development proposals on the Hoo Peninsula will adhere to an Area-wide Travel Plan.”

“Policy DM19: Vehicle Parking”
We endorse. See comment below in response to “Strategic Transport Assessment – Forecasting Report” concerning the potential application of different standards for residential car parking for new developments around the new Hoo St. Werburgh station resulting from improved transport accessibility.”

Supporting Documents

Policies Map – (North West)
We wholeheartedly endorse the indications of “Grain Branch (Permanent works)” and “Grain Branch (Temporary works)”

Transport

“Strategic Transport Assessment – Forecasting Report”
Of all the road junctions forecast to suffer increased congestion the one which seems consistently to stand out as the worst-affected is Four Elms Roundabout, together with Dunnock Drive / Peninsula Way Roundabout. They (and others along the A228) are probably the key points in the whole of Medway’s highway network which stand to benefit most from the added transport capacity of a Hoo Peninsula Railway upgraded for passenger use, including a new Hoo-Higham Chord. The resulting improved transport accessibility for new developments around the new Hoo St. Werburgh station may then enable different standards for residential car parking.

Yours faithfully,

Roger Blake BA, MRTPI (Rtd), MTPS
Railfuture
Vice-Chair London & South East regional branch
Director for Infrastructure & Networks, national Board

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