

LODGE HILL

Planning Policy Summary

Appendix 1 to Planning Statement

October 2011

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1.0 Introduction

- 1.1 This section of the Planning Statement sets out the relevant planning policy framework against which the planning application should be assessed.
- 1.2 The document is structured to cover national, regional and local level policies of relevance to the Lodge Hill scheme. As well as adopted policy, emerging policy is also considered. It should be noted that at the time this document was drafted various elements of the planning policy framework are undergoing review and are subject to change. These changes are identified and their implications detailed where relevant within this statement.
- 1.3 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the Development Plan, unless material considerations indicate otherwise. The statutory Development Plan that covers the Lodge Hill site comprises:
 - The South East Plan – Regional Strategy (RS) for the South East of England (May 2009); and
 - The ‘saved’ policies of the Medway Local Plan (adopted in 2003)
- 1.4 Other documents relevant to this policy framework include:
 - National Planning Policy Guidance Notes and Planning Policy Statements;
 - The draft National Planning Policy Framework (NPPF) (July 2011);
 - Medway Local Development Framework Publication Draft Core Strategy (August 2011);
 - Medway Developer Contributions Guide – Supplementary Planning Document (May 2008); and
 - Lodge Hill Development Brief Consultation Draft (2011)

2.0 National Planning Policy

- 2.1 National planning policy is set out in a series of Planning Policy Guidance Notes (PPGs) and Planning Policy Statements (PPSs), which represent material considerations for determining all planning applications. The sections below set out the relevant policies and key principles contained within those PPGs and PPSs, in the context of the proposed development at Lodge Hill.

Planning Policy Statement 1: Delivering Sustainable Development

- 2.2 Planning Policy Statement 1 (PPS1) (January 2005) sets out the Government's commitment to create sustainable communities and delivering sustainable development, ensuring a better quality of life both now and in the future. The Government's wider policy objectives include encouraging investment to regenerate deprived areas, seeking an improved physical environment and additional employment opportunities.
- 2.3 PPS1 states that planning should facilitate and promote sustainable and inclusive patterns of urban and rural development, and high quality and inclusive design to create integrated developments.
- 2.4 In preparing Development Plans, PPS1 states that Local Planning Authorities (LPAs) should seek to, inter alia, promote the more efficient use of land through mixed-use development and the use of suitably located previously developed land and buildings.

Planning Policy Statement: Planning and Climate Change – Supplement to Planning Policy Statement 1

- 2.5 Planning Policy Statement: Planning and Climate Change (December 2007) is supplementary to PPS1, and sets out how planning should contribute to reducing emissions and stabilising climate change, taking into account unavoidable consequences. Tackling climate change is a key Government priority for the planning system. The Supplement to PPS1 states that applicants should consider how well their proposals for development contribute to the Government's ambitions for a low-carbon economy and how well adapted proposals are for the expected effects of climate change.

Planning Policy Statement 3: Housing

- 2.6 Planning Policy Statement 3 (PPS3) (June 2011) sets out a number of overarching strategic housing objectives which include: to achieve a wide choice of high quality homes (both affordable and market); to widen opportunities for home ownership; to improve affordability across the housing market; and to create sustainable, inclusive, mixed use communities in all areas.
- 2.7 PPS3 also identifies policy objectives specifically related to planning for housing which include ensuring the delivery of:
- High quality housing that is well-designed and built to a high standard;
 - A mix of housing, both market and affordable, particularly in terms of tenure and price;
 - A sufficient quantity of housing taking into account need and demand;
 - Housing developments in suitable locations, which offer a good range of community facilities and with good access to jobs, key services and infrastructure; and
 - A flexible, responsive supply of land – managed in a way that makes efficient and effective use of land, including the re-use of previously developed land, where appropriate.

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- 2.8 The policy document states that it is the responsibility of LPAs to identify 'broad locations and specific sites that will enable continuous delivery of housing for at least 15 years' [from the date of adoption of Local Development Documents]. For the first five years, LPAs are required to identify 'sufficient specific deliverable' sites (para. 54, p.18). To be considered 'deliverable', sites should be: available; suitable and achievable. Further developable sites should also be identified for years 6 to 10 and where possible for years 11 to 15. In addition, strategic sites which are 'critical to the delivery of the housing strategy over the plan period' should also be identified.
- 2.9 Paragraph 45 highlights the importance of using land efficiently. This paragraph notes that LPAs should develop housing density policies having regard to (inter alia): the spatial vision and strategy for housing development in their area, including the level of housing demand and need and the availability of suitable land in the area; and the characteristics of the area, including the current and proposed mix of uses (p.16).
- 2.10 PPS3 also addresses the issue of prematurity, stating in Paragraph 72 that 'Local Planning Authorities should not refuse applications solely on the grounds of prematurity' (p.22).
- 2.11 Annex B of the most recent publication of PPS3 (June 2011) provides updated definitions of affordable housing products including 'affordable rent' (p.25). The definitions set out are as follows:
- Social-rented housing – rented housing owned and managed by local authorities and registered social landlords (RSL), for which guideline target rents are determined through the national rent regime. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements, as agreed with the local authority or with the Homes and Community Agency as a condition of grant;
 - Affordable-rented housing – rented housing let by registered providers of social housing to households who are eligible for social-rented housing. Affordable Rent is not subject to the national rent regime but is subject to other rent controls that require a rent of no more than 80% of the local market rent;
 - Intermediate affordable housing – housing at prices and rents above those of social rent, but below market price or rents. These can include shared equity products (e.g. HomeBuy), other low cost homes for sale and intermediate rent but does not include affordable rented housing.
- 2.12 Annex B of PPS3 also provides a definition of previously developed (brownfield) land. The definition is as follows:
- 'Previously-developed land is that which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure'. The definition includes defence buildings, but excludes land:
- That is or has been occupied by agricultural or forestry buildings;
 - That has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures;
 - In built-up areas such as private residential gardens, parks, recreation grounds and allotments, which, although it may feature paths, pavilions and other buildings, has not been previously developed;

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- That was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time (to the extent that it can reasonably be considered as part of the natural surroundings).'

Planning Policy Statement 4: Planning for Sustainable Economic Growth

- 2.13 Planning Policy Statement 4 (PPS4) (December 2009) sets out the Government's comprehensive policy framework for planning for sustainable development in urban and rural areas. For the purposes of the policies within PPS4, economic development includes development within the B Use Classes, public and community uses and main town centre uses (including retail development; leisure entertainment facilities and more intensive sport and recreation uses; offices; and arts, culture and tourism development). The policies also apply to other development which achieves at least one of the following objectives: provides employment opportunities; generates wealth; or produces or generates an economic output or product.
- 2.14 To help achieve economic growth, the key objectives identified for planning include:
- Building prosperous communities by improving the economic performance of cities, towns, regions, sub-regions and local areas, both rural and urban;
 - Reduce the gap in economic growth rates between regions, promoting regeneration and tackling deprivation;
 - Deliver more sustainable patterns of development, reduce the need to travel, especially by car and respond to climate change;
 - Promote the vitality and viability of town and other centres as important places;
 - Raise the quality of life and the environment in rural areas by promoting thriving, inclusive and locally distinctive rural communities whilst continuing to protect the open countryside for the benefit of all (pp.3-4).
- 2.15 Policy EC2.1 (a) states that Local Planning Authorities should ensure that their Development Plan sets out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth identifying priority areas with high levels of deprivation that should be prioritised for regeneration investment (p.7). Points (b) and (c) of Policy EC2.1 state that LPAs should support existing business sectors and also positively plan for the location, promotion and expansion of clusters or networks of knowledge driven or high technology industries, respectively. Point (b) further notes that policies should be flexible enough to accommodate sectors not anticipated in the Plan and allow a quick response to changes in economic circumstances. Point (d) stipulates that LPAs make the most efficient and effective use of land, prioritising previously developed land which is suitable for re-use.
- 2.16 Policy EC10 of PPS4 states that LPAs should adopt a positive and constructive approach towards planning applications for economic development and states that planning applications that secure sustainable economic growth should be treated favourably (p.17). This policy goes on further to say that all planning applications for economic development should be assessed against a number of impact considerations including: the accessibility of the proposal by a choice of means of transport (e.g. walking, cycling, public transport and car); whether the proposal secures high quality and inclusive design which takes opportunities available for improving the character and quality of the area and the way it functions; the impact on economic and physical regeneration.

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- 2.17 PPS4 states that planning authorities are to adopt a positive and constructive approach to applications for economic development (p.17).
- 2.18 PPS4 provides policies relating to the development management of proposals for economic development. In particular, these policies set out how proposals for retail development should be considered. Those of relevance to the Lodge Hill development are Policy EC15: 'The Consideration Of Sequential Assessments For Planning Applications For Main Town Centre Uses That Are Not In Accordance With An Up To Date Development Plan', Policy EC16: 'The Impact Assessment For Planning Applications For Main Town Centre Uses That Are Not In A Centre And Not In Accordance With An Up To Date Development Plan', and EC17: 'The Consideration of Planning Applications For Development Of Main Town Centre Uses Not In A Centre And Not In Accordance With An Up To Date Development Plan'. The details of those policies are set out in the Retail Statement that accompanies the Outline Planning Application and, therefore, have not been repeated here.

Planning Policy Statement 5: Planning for the Historic Environment

- 2.19 Planning Policy Statement 5 (PPS5) (March 2010) sets out the policies and principles which apply to the consideration of the historic environment. It states that 'those parts of the historic environment that have significance because of their historic, archaeological, architectural, artistic interest are called heritage assets' (para.5, p.1). As well as covering heritage assets that have designations, the statement also covers heritage assets that are not designated but which are of heritage interest and are thus a material planning consideration.
- 2.20 The overarching objectives of the statement include the following (inter alia): to conserve England's heritage assets in a manner appropriate to their significance and to contribute to our knowledge and understanding of our past by ensuring that opportunities are taken to capture evidence from the historic environment and to make this publicly available (p.2).
- 2.21 Policy HE10 of PPS5 states that 'when considering applications for development that affect the setting of a heritage asset, local planning authorities should treat favourably applications that preserve those elements of the setting that make a positive contribution to, or better reveal, the significance of the asset' (p.10).

Planning Policy Statement 7: Sustainable Development in Rural Areas

- 2.22 Planning Policy Statement 7 (PPS7) (August 2004) sets out the Government's policies applicable to rural areas, including country towns and villages, and the wider, largely undeveloped countryside up to the fringes of the larger urban areas. It is worthy of note that the economic development sections of PPS7 have been replaced by PPS4 (published on 29 December 2009).
- 2.23 The Government's objectives for rural areas that are of relevance to PPS7 include: to raise the quality of life and environment in rural areas; and to promote sustainable patterns of development.
- 2.24 With regard to the location of development, paragraph 3 of PPS7 states that 'away from larger urban areas, planning authorities should focus most new development in or near to local service centres where employment, housing (including affordable housing), services and other facilities can be provided close together. This should help to ensure these facilities are served by public transport and provide improved opportunities for access by walking and cycling. These centres (which might be a country town, a single large village

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- or a group of villages) should be identified in the development plan as the preferred location for such development.'
- 2.25 PPS7 (para.6, p.9) confirms that people who live or work in rural areas should have reasonable access to a range of services and facilities. Local Planning Authorities (LPAs) should, inter alia: through their Local Development Documents, facilitate and plan for accessible new services and facilities; where possible, ensure that new development in identified service centres is supported through improvements to public transport, and walking and cycling facilities; identify suitable buildings and development sites for community services and facilities to meet the needs of the whole community; and support mixed and multi-purpose uses that maintain community vitality.
- 2.26 PPS7 (para.7, p.10) states that LPAs should adopt a positive approach to planning proposals designed to improve the viability, accessibility or community value of existing services and facilities. LPAs are also advised to ensure that development contributes to a sense of local identity and regional diversity. At the same time, they are encouraged to take a positive approach to innovative, high quality contemporary designs that are sensitive to their immediate setting and help to make country towns and villages better places for people to live and work.
- 2.27 LPAs are advised to continue to ensure that the quality and character of the wider countryside is protected, and where possible, enhanced. They should have particular regard to any areas that have been statutorily designated for their landscape, wildlife or historic qualities where greater priority should be given to restraint of potentially damaging development (para.15, p.12).
- 2.28 Paragraph 17 of PPS7 states that the Government's policy is to support the re-use of appropriately located and suitably constructed buildings in the countryside where this would meet sustainable development objectives. Paragraph 19 of the guidance confirms that the Government is also supportive of the replacement of suitably located, existing buildings of permanent design and construction in the countryside for economic development purposes. The replacement of buildings should be favoured where this would result in a more acceptable and sustainable development than might be achieved through conversion.
- 2.29 PPS7 advocates the use of carefully drafted, criteria-based policies in Local Development Documents to provide sufficient protection for areas of landscape outside nationally designated areas that are particularly highly valued locally. Paragraph 24 of PPS7 recognises that rigid local designations may unduly restrict acceptable, sustainable development. Paragraph 25 goes on to state that local landscape designations should only be maintained, or exceptionally, extended where it can be clearly shown that criteria-based planning policies cannot provide the necessary protection.
- 2.30 Paragraph 28 of PPS7 confirms that the presence of best and most versatile agricultural land (defined as land in grades 1, 2 and 3a of the Agricultural Land Classification) should be taken into account alongside other sustainability considerations when determining planning applications. Where significant development of agricultural land is unavoidable, LPAs should seek to use areas of poorer quality land (grades 3b, 4 and 5) in preference to that of a higher quality, except where this would be inconsistent with other sustainability considerations.
- 2.31 PPS7 confirms that Development Plans should include policies that identify any major areas of agricultural land that are planned for development. It is for LPAs to decide whether best and most versatile agricultural land can be developed, having carefully weighed the options in the light of competent advice (para.29, p.16).

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- 2.32 Paragraph 32 of PPS7 recognises that horse training and breeding businesses play an important economic role in some parts of the country, and advises LPAs to set out in Local Development Documents their policies for supporting equine enterprises that maintain environmental quality and countryside character.
- 2.33 With regard to tourism and leisure, PPS7 confirms that Local Development Documents should, amongst other things, support sustainable rural tourism and leisure developments; and recognise that in areas statutorily designated for their landscape, nature conservation or historic qualities, there will be scope for tourist and leisure related developments, subject to appropriate controls (para.34, p.18).
- 2.34 Paragraph 35 of the guidance recognises that the provision of essential facilities for tourist visitors is vital for the development of the tourism industry in rural areas, whilst paragraph 37 states that the Government expects most tourist accommodation requiring new buildings to be located in, or adjacent to, existing towns and villages.

Planning Policy Statement 9: Biodiversity and Geological Conservation

- 2.35 Planning Policy Statement 9 (PPS9) (August 2005) sets out the Government's planning policies on the protection of biodiversity and geological conservation through the planning system. It advises on the key principles of ensuring that the potential impacts of planning decisions on biodiversity and geological conservation are fully considered.
- 2.36 The Government's objectives are to promote sustainable development by ensuring that 'biological and geographical diversity are conserved and enhanced as an integral part of social, environmental and economic development' (p.2). Other objectives identified by the statement include: to conserve, enhance and restore the diversity of England's wildlife and geology by 'sustaining, and where possible improving, the quality and extent of natural habitat and geological and geomorphical sites'; and contribute to rural renewal and urban renaissance by 'enhancing biodiversity in green spaces and among developments so they are used by wildlife and valued by people' and 'ensuring that developments take account of the role and value of biodiversity in supporting economic diversification and contributing to a high quality environment' (p.2).
- 2.37 PPS9 provides further, more specific guidance on sites of biodiversity and geological conservation value including (inter alia) SSSIs and Ancient Woodland and Other Important Natural Habitats. For example, the statement stipulates that 'local authorities should use conditions and/or planning obligations to mitigate the harmful aspects of the development [on SSSI] and where possible, to ensure the conservation and enhancement of the site's biodiversity or geological interest' (p.5).
- 2.38 The statement encourages the re-use of previously developed land for new development as it reduces the amount of countryside and undeveloped land that needs to be used. PPS9 goes on to state that 'where such sites have significant biodiversity or geological interest of recognised local importance, local planning authorities, together with developers, should aim to retain this interest or incorporate it into any development of the site' (p.7).

Planning Policy Statement 10: Planning for Sustainable Waste Management

- 2.39 Planning Policy Statement 10 (PPS10) (revised March 2011) sets out the overall objective of Government policy on waste as being 'to protect human health and the environment by producing less waste and by using it as a resource wherever possible' (para. 1, p.5). The statement goes on to recognise the role of planning in delivering sustainable waste management by developing 'appropriate strategies for growth, regeneration and the

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prudent use of resources and by providing sufficient opportunities for new waste management facilities of the right type, in the right place, and at the right time' (para 2, p.5).

- 2.40 The statement requires that all planning authorities should, as far as is appropriate, prepare and deliver planning strategies that (inter alia): drive waste management up the waste hierarchy; provide a framework in which communities take more responsibility for their own waste; and help secure the recovery or disposal of waste without endangering human health and without harming the environment.
- 2.41 PPS10 states that, in determining planning applications, all planning authorities should where relevant, consider the likely impact of 'proposed, non-waste related development on existing waste management facilities' (para 33, p.14). The statement goes on to stipulate that 'proposed new development should be supported by site waste management plans of the type encouraged by the code of practice published by the DTI (Department of Trade and Industry – 2004 – Site Waste Management Plans: guidance for construction contractors and clients, voluntary code of practice)' (para.34, p.14). Although these plans are recognised as not requiring formal approval by planning authorities, they are encouraged to identify the volume and type of material to be demolished and/or excavated, opportunities for the re-use and recovery of materials and to demonstrate how off-site disposal of waste will be minimised and managed.

Planning Policy Guidance 13: Transport

- 2.42 Planning Policy Guidance note 13 (PPG13) (first published March 2001, updated January 2011) seeks to integrate planning and transport at the national, regional, strategic and local level to: promote more sustainable transport choices for people; promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and reduce the need to travel, especially by car (para 4).
- 2.43 PPG13 re-emphasises guidance set out in PPS3: Housing in seeking to focus housing development on previously developed land to reduce car dependence by facilitating more walking and cycling and by providing linkages by public transport between housing, jobs, local services and amenities.
- 2.44 The statement stipulates that 'where development will have significant transport implications, transport assessments should be prepared and submitted alongside the relevant planning applications for development' (para 23). It states that transport assessments for major proposals should illustrate accessibility to the site by all modes and the likely modal split of journeys to and from the site. It should also give details of proposed measures to improve access by public transport, walking and cycling, to reduce the need for parking associated with the proposal and to mitigate transport impacts.
- 2.45 PPG13 requires Development Plans to set levels of parking for broad classes of development. PPG13 notes that standards should be designed to be used as part of a package of measures including (inter alia): to promote sustainable transport choices; promote linked trips and access to development for those without use of a car; and to tackle congestion (para 50). Paragraph 52 of PPG13 confirms that there is a need for a consistent approach to maximum parking standards for a range of major developments above the relevant thresholds. The levels set out in Annex D of PPG13 should be applied as a maximum throughout England, but regional planning bodies and local planning authorities may adopt more rigorous standards, where appropriate, subject to the advice in this guidance. Paragraph 53 of PPG13 goes on to note that for individual developments, the standards in Annex D should apply as a maximum unless the applicant has demonstrated

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(where appropriate through a Transport Assessment) that a higher level of parking is needed. In such cases, the applicant should show the measures they are taking (for instance in the design, location and implementation of the scheme) to minimise the need for parking. Annex D is set out below:

Annex D: Maximum Parking Standards

Use	National Maximum Parking Standard – 1 space per sqm of gross floorspace unless otherwise stated	Threshold from and above which standard applies (gross floorspace)
Food Retail	1 space per 14sqm	1,000sqm
Non-food retail	1 space per 20sqm	1,000sqm
Cinemas and conference facilities	1 space per 5 seats	1,000sqm
D2 (other than cinemas, conference facilities and stadia)	1 space per 22sqm	1,000sqm
B1 (including offices)	1 space per 30sqm	2,500sqm
Higher and further education	1 space per 2 staff and 1 space per 15 students (see Note 1)	2,500sqm
Stadia	1 space per 15 seats (see Note 2)	1,500sqm

Source: Extract from PPG13: Transport

Notes:

1. The standard for students relates to the total number of students attending an educational establishment rather than full-time equivalent figures.
2. For stadia, sufficient coach parking should be provided to the satisfaction of the local authority and treated separately from car parking. Coach parking should be designed and managed so that it will not be used for car parking.
3. Parking for disabled people should be additional to the maximum parking standards. Development proposals should provide adequate parking for disabled motorists, in terms of numbers and design.
4. For mixed-use development, the gross floorspace given over to each use should be used to calculate the overall total maximum parking figure. For land uses not covered in these standards, the most stringent regional or local standards should apply.

- 2.46 PPG13 promotes development that, in the first instance, reduces the need to travel – especially by car - but also makes it safe and easy for people to access jobs, shopping, leisure activities and services by public transport, walking and cycling.

Planning Policy Guidance Note 17: Planning for Open Space, Sport and Recreation

- 2.47 Planning Policy Guidance Note 17 (PPG17) (July 2002) sets out the importance of open space, sport and recreation in delivering broader Government objectives including: supporting an urban renaissance; supporting a rural renewal; promoting social inclusion and community cohesion; health and well-being; and promoting more sustainable development (see Foreword).
- 2.48 The document provides guidance in terms of the assessment of needs and opportunities. It states that both in undertaking audits of existing open space, sports and recreational facilities and in setting standards for future provision, local authorities should consider not only the quantitative but also the qualitative element of provision. It states that ‘audits of quality will be particularly important as they will allow local authorities to identify potential for increased use through better design, management and maintenance’ (para. 3).

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- 2.49 The guidance states that in terms of planning for new open space and sports and recreational facilities, LPAs should seek to:
- Promote sites accessible by walking, cycling and public transport; locating more intensive recreational uses in sites where they can contribute to town centre vitality and viability;
 - Avoid any significant loss of amenity to residents, neighbouring uses, or biodiversity;
 - Improve the quality of public realm through good design;
 - Add to and enhance the range and quality of existing facilities; and
 - Meet the regeneration needs of areas, using brownfield land in preference to greenfield sites (para 29).
- 2.50 The document recognises that where recreational land and facilities are of poor quality or under-used, this should not be taken as necessarily indicating an absence of need in the area and that local authorities 'should seek opportunities to improve the value of existing facilities. Usage might be improved by better management or by capital investment to secure improvements. Planning obligations may be used where improvements are required to meet identified needs' (para 18).
- 2.51 PPG17 also states that 'local authorities should ensure that provision is made for local sports and recreational facilities (either through an increase in the number of facilities or through improvements to existing facilities) where planning permission is granted for new developments (especially housing). Planning obligations should be used where appropriate to seek increased provision of open spaces and local sports and recreational facilities, and the enhancement of existing facilities' (para 23).
- 2.52 The document sets out the 'general principles' to guide local authorities in identifying where to locate new areas of open space, sports and recreational facilities. Among those principles is listed 'add to and enhance the range and quality of existing facilities' (bullet vi, para 20).
- 2.53 In terms of open space provision specifically, the guidance states that local authorities should 'seek opportunities to improve the local open space network, to create public open space from vacant land, and to incorporate open space within new development on previously-developed land' (para 29).
- 2.54 Guidance is provided on sports and recreation provision in designated areas such as National Parks, Areas of Outstanding Natural Beauty and Sites of Special Scientific Interest (SSSI). It states that 'planning permission for development in or near a SSSI for temporary or permanent sporting and recreational activities, should be granted only if the permission is subject to conditions that will prevent damaging impacts on the SSSI, or if other material factors are sufficient to override nature conservation considerations'.
- 2.55 PPG17 also recognises the importance of public rights of way as a recreational facility which local authorities should protect and enhance and seek opportunities to provide better facilities for walkers, cyclists, and horse-riders, for example by adding links to existing rights of way networks.
- 2.56 In terms of planning obligations, PPG17 states that they 'should be used as a means to remedy local deficiencies in the quantity or quality of open space, sports and recreational provision'. It goes on to state that local authorities will be justified in seeking planning obligations where the quantity or quality of provision is inadequate or under threat, or where new development increases local needs (para 33).

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Planning Policy Statement 22: Renewable Energy

- 2.57 Planning Policy Statement 22 (PPS22) (August 2004) sets out the Government's policies for renewable energy projects. The statement allows planning authorities to include policies in Local Development Documents that require a percentage of the energy to be used in new residential, commercial, or industrial developments to come from on-site renewable energy developments. It states that such policies should ensure that requirements to generate on-site renewable energy is only applied to developments where the installation of renewable energy generation equipment is viable given the type of development proposed, its location and design and that policies should not be framed in such a way as to place undue burden on developers, for example, by specifying that all energy to be used in a development should come from on-site renewable generation (para 8, p10).

Planning Policy Statement 23: Planning and Pollution Control

- 2.58 Planning Policy Statement 23 (PPS23) (November 2004) sets out the Government's policies on controlling and minimising pollution. PPS23 advises that (inter alia): any consideration of the quality of land, air or water and potential impacts arising from development is capable of being a material planning consideration; and the planning system plays a key role in determining the location of development which may give rise to pollution and in ensuring that other uses and developments are not, as far as possible, affected by major existing or potential sources of pollution (para 2, p.1).

Planning Policy Guidance 24: Planning and Noise

- 2.59 Planning Policy Guidance 24 (PPG24) (October 1994) provides policy guidance on the planning powers available to minimise the adverse impact of noise. PPG24 notes the impact of noise can be a material consideration in the determination of planning applications (para 2).
- 2.60 The guidance highlights that the planning system has the task of guiding development to the most appropriate locations and that wherever practicable, noise-sensitive developments are separated from major sources of noise and vice versa.

Planning Policy Statement 25: Development and Flood Risk

- 2.61 Planning Policy Statement 25 (PPS25) (December 2006, revised March 2010) states that one of the aims of planning policy on development is to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk.
- 2.62 PPS25 requires development to be guided to locations of the lowest risk and that vulnerability should be properly taken into account. It states that LPAs, in allocating land in Local Development Documents for development, should apply the Sequential Test to 'demonstrate that there are no reasonably available sites in areas with lower probability of flooding that would be appropriate to the type of development or land use proposed' (para 16, p7) and that preference should be given to locating new development in Flood Zone 1. The guidance furthermore notes that within each Flood Zone new development should be directed to sites at the lowest probability of flooding from all sources (para 17, p.7). PPS25 notes that in determining planning applications LPAs should:
- Ensure that applications are supported by site-specific flood risk assessments (FRAs) as appropriate, apply the sequential approach at a site level to minimise risk by directing

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the most vulnerable development to areas of lowest flood risk, matching vulnerability of land use to flood risk; give priority to the use of SUDs; and

- Ensure that all new development in flood risk areas is appropriately flood resilient and resistant (para 8, p.5).

Planning Policy Statement 25: Development and Flood Risk – Practice Guide

- 2.63 This Practice Guide (June 2008) complements PPS25 by offering guidance on how to implement its policies in practice. The Practice Guide draws on existing good practice, through case studies and examples, to show how regional planning bodies and LPAs can deliver the policies in PPS25 in light of their own varying circumstances.

Consultation Paper on a new Planning Policy Statement: Planning for a Natural and Healthy Environment (March 2010)

- 2.64 This draft policy document was produced in order to streamline and consolidate planning policy relating to Biodiversity and Geological Conservation; Sustainable Development in Rural Areas; Coastal Planning; and Planning for Open Space, Sport and Recreation.
- 2.65 The key objective set out by the consultation document is for the planning system to ensure that ‘the right development is delivered in the right place and at the right time, in a way that protects and, where possible, enhances the natural environment, conserves the countryside and provides an appropriate quantity and range of types of open and green spaces to meet the needs of communities’ (p.7).
- 2.66 It should be noted that this document has now been superseded by the emerging draft National Planning Policy Framework (NPPF) which is detailed below.

Development Management: Proactive Planning from Pre-Application to Delivery – Consultation (December 2009)

- 2.67 This consultation document seeks views on a draft new Planning Policy Statement (PPS) on development management and on draft policy annexes on pre-application and determination.
- 2.68 The draft document highlights that in order to meet the Government’s objectives for development management, local development management services will need to be more proactive and delivery-focused whilst being better aligned with other local authority strategic functions, including plan-making.
- 2.69 It should be noted that this document has now been superseded by the emerging draft National Planning Policy Framework (NPPF) which is detailed below.

EMERGING NATIONAL POLICY

- 2.70 A number of changes are proposed to the planning system in the context of the emerging Localism Bill, including an overhaul of the national level policy framework. A review of national planning policy is currently underway, designed to consolidate policy statements, circulars and guidance documents into a single concise National Planning Policy Framework (NPPF). A consultation draft NPPF document was published by the Department for Communities and Local Government (CLG) in July 2011. The consultation period is due to run until 17th October 2011. One of the overarching messages conveyed by the Framework in its current draft form is that the planning system has a key role to play in rebuilding Britain’s economy. It states ‘the Government is committed to ensuring that the

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planning system does everything it can to support sustainable economic growth...Planning must operate to encourage growth and not act as an impediment' (para 13, pp.3-4). The document goes on to state that 'at the heart of the planning system is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking' (para 14, p.4).

- 2.71 The document confirms that, for the planning system, delivering sustainable growth means: planning for prosperity; planning for people; and planning for places and that these three components should be pursued in an integrated way.
- 2.72 The draft NPPF states that local planning authorities should plan positively for new development, approving all individual proposals wherever possible. It also states that Local Plans should be prepared on the basis that objectively assessed development needs should be met; that development proposals that accord with statutory plans should be approved without delay; and that planning permission should be granted where a plan is '*absent, silent, indeterminate, or where relevant policies are out of date*' (para 14, p.4).
- 2.73 In relation to development management, the draft NPPF states that '*the primary objective of development management is to foster the delivery of sustainable development, not to hinder or prevent development*' (para 53, p.15). The need for early engagement and front-loading of applications is also noted.
- 2.74 The Government's pro-growth and economic development stance is clearly reflected in the draft NPPF, which explicitly states that '*investment in business should not be over-burdened by the combined requirements of planning policy expectations*' and that planning policies should recognise and seek to address potential barriers to investment, including poor environment or any lack of infrastructure, services and housing (para 73, p.18).
- 2.75 The key stated housing objective set out in the draft NPPF is to significantly increase the delivery of new homes. The document states that this should be done by: increasing the supply of housing; delivering a wide choice of high quality homes that people want and need; widening opportunities for home ownership; and creating sustainable, inclusive and mixed communities. The draft NPPF goes on to state that in order to increase the supply of housing LPAs should (inter alia):
- Use an evidence base to ensure that their Local Plan meets the full requirements for market and affordable housing;
 - Identify and maintain a rolling supply of specific deliverable sites sufficient to provide five years worth of housing against their requirements – including an additional allowance of at least 20%;
 - Set out their own approach to housing density to reflect local circumstances;
 - Identify and bring back into residential use empty housing and buildings in line with local housing and empty homes strategies;
- 2.76 Other key objectives for the planning system set out by the draft NPPF in relation to other specific topics are listed below:
- Transport – facilitate economic growth by taking a positive approach for development; support reductions in greenhouse gas emissions and congestion, and promote accessibility through planning for the location and mix of development. The text goes on to state that '*development should not be prevented or refused on transport grounds unless the residual impacts of development are severe*' (para.86);

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- Communications infrastructure – facilitate the growth of new and existing telecommunications systems in order to ensure people have a choice of providers and services, and equitable access to the latest technology;
 - Design – promote good design that ensures attractive, usable and durable places;
 - Sustainable communities – create a built environment that facilitates social interaction and inclusive communities; deliver the right community facilities, schools, hospitals and services to meet local needs; and ensure access to open spaces and recreational facilities that promote the health and well-being of the community;
 - Climate change, flooding and coastal change – (inter alia) secure radical reductions in greenhouse gas emissions; minimise vulnerability and provide resilience to impacts arising from climate change; and avoid inappropriate development in areas at risk of flooding by directing development away from areas at highest risk;
 - Natural environment – deliver a healthy natural environment for the benefit of everyone and safe places which promote well-being;
 - Historic environment – historic environment and its heritage assets should be conserved and enjoyed for the quality of life they bring to this and future generations.
- 2.77 The Planning Inspectorate (PINS) has published an advice note for use by its Inspectors (August 2011, revised 8 September 2011) on the implications of the draft consultation NPPF document. It confirms that the NPPF is ‘capable of being a material consideration, although the weight to be given to it will be a matter for the decision maker’s planning judgement in each particular case’ (para 2). It also notes that the existing suite of national planning documents e.g. Statements, Guidance notes and Circulars will remain in place until cancelled.
- 2.78 As well as advising Inspectors on the weight to be given to the NPPF, the note also sets out the key changes from existing national policy brought about by the NPPF in its current form. Those of particular relevance to the Lodge Hill scheme are summarised below:
- Presumption in favour of sustainable development – increased emphasis on the importance of meeting development needs through plans; on the need to approve proposals quickly where they are in line with those plans; and on the role of the Framework as a basis for those decisions where plans are not an adequate basis for deciding applications;
 - Removing office development from ‘Town Centre First’ policy – freeing office development from the need to follow the requirements of the ‘Town Centre First’ policy and for proposals to be judged on their individual merits, taking account of local and national policies on the location of new development that generates significant movement of people and the relative supply and demand of/for office space in different locations;
 - Removing the maximum non-residential car-parking standards for major developments – current policy on non-residential parking standards for major developments in PPG13 is too restrictive, and prevents local councils from developing policies that are most appropriate to their local circumstances and communities;
 - Requiring local councils to identify an additional 20% of sites against their five year housing requirement – to ensure there is choice and competition in the land market to facilitate the delivery of homes on the ground. Councils are asked to identify additional ‘deliverable’ sites for housing as part of their five year supply of deliverable sites. These

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'additional deliverable sites' should equate to a minimum additional 20% of the five year supply to be added to the five year land supply e.g. in the first five years, local councils should identify sites to meet at least 120% of the annual housing requirement. This is not land over and above the local authorities' housing target or 15 year supply of developable sites or broad locations but rather a front-loading of supply i.e. the trajectory changes but not the overall total;

- Green infrastructure – the objective is to secure more and greater coherence of strategic networks of green infrastructure by planning positively for their creation, protection, enhancement and management;
- Green space designation – the introduction of a new protection for locally important green space that is not currently protected by any national designation;
- Clarification on which wildlife sites should be given the same protection as European sites – clarification that the provisions which apply to European sites should also apply to proposed Special Areas of Conservation; proposed Ramsar sites; and sites identified, or required, as compensatory measures for adverse effects on European sites, potential Special Protection Areas, possible Special Areas of Conservation, and listed or proposed Ramsar sites;
- Decentralised energy targets – no longer a requirement for local councils through national planning policy to set council-wide decentralised energy targets.

2.79 The legislative framework for achieving the objectives of the NPPF is set out in the Localism Bill which is due to receive Royal Assent at the end of 2011/beginning of 2012. The key facets of the Bill include providing new freedoms and flexibilities for local government; providing new rights and powers for communities and individuals; reform to make the planning system more democratic and more effective; and reform to ensure that decisions about housing are taken locally.

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- 3.1 Shortly after its election to power, the Coalition Government made clear its intention to abolish Regional Strategies (RSs). In May 2010, Eric Pickles (Secretary of State - SoS) published a letter confirming the Government's intention to 'rapidly abolish' RSs. This letter was followed by another, issued by CLG in July 2010, confirming the SoS's abolition of RSs with immediate effect. This effectively resulted in Development Plans comprising only of local policies; the removal of RS 'requirements' on LDFs (e.g. housing figures); and the need for the quantum of development set out in LDF Development Plan Documents to be justified in their own right in the absence of the RS.
- 3.2 A number of legal challenges were made to the SoS's July 2010 decision to abolish RSs, including a challenge brought by CALA Homes. CALA Homes won its legal challenge in November 2010 and the July 2010 decision by Pickles to abolish the strategies with immediate effect was consequently found to be unlawful.
- 3.3 Following that ruling, Pickles and the Government's Chief Planning Officer (Steve Quartermain) wrote to all Local Planning Authorities on 10 November 2010 to tell them to 'still regard' the decision to abolish RSs as a material consideration. The lawyers representing CALA Homes, consequently, made a further application to court to challenge the lawfulness of that statement. In February 2011, the court found that the statement and letter and hence the intention to repeal the legislative provision for RSs are capable of being a material consideration and weight is a matter for the decision-maker.
- 3.4 The latest position is that the Court of Appeal ruled on 27 May 2011 that the Government's intention to abolish RSs through primary legislation could be a material planning consideration in making development control decisions (although only in very limited cases indeed; particularly until Parliament has accepted the principle of abolition and until a Strategic Environmental Assessment (SEA) has been carried out), but not in plan-making decisions. The Court ruled that the intention to abolish RSs is not a material consideration at all in plan-making and that 'it would be unlawful for a local planning authority preparing, or a Planning Inspector examining, development plan documents to have regard to the proposal to abolish Regional Strategies'.
- 3.5 In summary, regard should still be had to the RS in the context of its current status as part of the statutory Development Plan (although this position is expected to change as the Localism Bill progresses through Parliament).

The South East Plan – Regional Strategy (RS) for the South East of England

- 3.6 The Regional Strategy (RS) for the South East of England (May 2009) sets out the long-term spatial planning framework for the region over the years 2006-2026. This plan replaced 'Regional Planning Guidance for the South East' (RPG9, March 2001).
- 3.7 The vision for the South East region is set out within the South East Plan as follows: 'a socially and economically strong, healthy and just South East that respects the limits of the global environment. Achieving this will require the active involvement of all individuals to deliver a society where everyone, including the most deprived, benefits from and contributes to a better quality of life. At the same time the impact of current high levels of resource use will be reduced and the quality of the environment will be maintained and enhanced' (para 3, p.15).
- 3.8 A number of core objectives to obtain this vision are also identified. These include (inter alia): a sustainable balance between planning for economic, environmental and social benefits will be sought; economic growth and competitiveness in the region will be sustained; a closer alignment between jobs and homes growth will be pursued; economic

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and social disparities in the region will be reduced; a sufficient level of housing development will be delivered; a substantial increase in the supply of affordable housing will be pursued, through a package of measures to deliver this goal; adequate infrastructure will be provided in a way that keeps pace with development; key transport links will be improved; spatial planning will take into account the needs of an ageing population and its implications; better natural resource management and efficiency will be pursued; the best of the region's historic, built and natural environment will be protected and where possible enhanced; and new development will be of high quality sustainable design and construction (para 3.4, p.15).

- 3.9 South East Plan policies of relevance to the proposed development at Lodge Hill are summarised below.

Spatial Strategy

- 3.10 **Policy SP1: Sub-Regions in the South East** – identifies a number of sub-regions which will be the focus for growth and regeneration. The Lodge Hill planning application site falls within the Kent Thames Gateway sub-region (p.17).
- 3.11 **Policy SP2: Regional Hubs** – states that regional hubs should be supported and developed. The Medway Towns are identified as a 'Regional Hub'. The justification provided in the document for this designation is that these towns have a longer-term potential 'to provide higher order functions and fulfil the role of a regional transport hub dependent upon improved strategic transport connections' (p.18).
- 3.12 **Policy SP3: Urban Focus and Urban Renaissance** – states that Local Planning Authorities should formulate policies to (inter alia): seek to achieve at least 60% of all new development across the South East of previously developed land and ensure that developments in and around urban areas, including urban infill/intensification and new urban extensions, are well-designed and consistent with the principles of urban renaissance and sustainable development (p.25).

Cross-Cutting Policies

- 3.13 **Policy CC1: Sustainable Development** – achieving and maintaining sustainable development is recognised as a principal objective of the Plan (p.31).
- 3.14 **Policy CC2: Climate Change** – states that adaptation to risks and opportunities will be achieved through (inter alia): guiding strategic development to locations offering greater protection from impacts such as flooding, erosion, storms, water shortages and subsidence; and ensuring new and existing building stock is more resilient to climate change impacts. Measures identified to reduce greenhouse gas emissions include, amongst others: improving the energy efficiency and carbon performance of new and existing buildings; reducing the need to travel and ensuring good accessibility to public and other sustainable modes of transport; and encouraging development and use of renewable energy (p.31).
- 3.15 **Policy CC4: Sustainable Design and Construction** – expects all new development and the redevelopment and refurbishment of existing building stock to adopt and incorporate sustainable construction standards and techniques (p.33).
- 3.16 **Policy CC5: Supporting an Ageing Population** – recognises that the region is expecting to see a significant increase in the proportion of older people in the region over the Plan period and, as such, policies and programmes should particularly address the following issues (inter alia): make provision in new housing developments and sheltered and extra care housing to support older people living independent lives in their own homes; the

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provision of reasonable access to services, through the provision of public transport and the extension of communications and information technology; and the provision of leisure, recreational and community facilities (including green spaces) that help older people maintain active and healthy lifestyles (p.35).

- 3.17 **Policy CC6: Sustainable Communities and Character of the Environment** – requires that actions and decisions associated with the development and use of land will actively promote the creation of sustainable and distinctive communities. The measures identified for achieving this include development which respects (and where appropriate enhances), the character and distinctiveness of settlements and uses innovative design processes to create a high quality built environment which promotes a sense of place (p.36).
- 3.18 **Policy CC7: Infrastructure and Implementation** – states that the scale and pace of development will depend on sufficient capacity being available in existing infrastructure to meet the needs of new development (p.37).
- 3.19 **Policy CC8: Green Infrastructure** – requires that local authorities and partners work together to plan, provide and manage connected and substantial networks of accessible multi-functional green space (p.39).
- 3.20 **Policy CC9: Use of Public Land** – encourages Government departments and public landowners to undertake strategic reviews of their land holdings in order to identify potential development and land management opportunities. The policy goes on to state that particular attention needs to be paid to bring forward land for housing (p.41).

Economic Development

- 3.21 The overarching objective is to ensure that the South-East region contributes fully to the UK's long term competitiveness and that the region can respond positively to changes in the global economy and changing economic needs.
- 3.22 There is also a recognised need to support and develop nationally and regionally important sectors and clusters. The Plan identifies six sectors that have the 'greatest capacity' to deliver economic growth over the plan period. These are: digital media; marine technologies; health technologies; environmental technologies and services; built environment; and aerospace and defence.
- 3.23 The delivery of suitable business premises is another priority identified by the South East Plan. This includes not only providing properties of a range of types, sizes, prices and quality but also ensuring provision of features including advanced ICT infrastructure.
- 3.24 As well as physical provision, the Plan highlights the need for an appropriately skilled workforce which is 'equipped to access and benefit from existing and new job opportunities in the labour market'.
- 3.25 **Policy RE3: Employment and Land Provision** – sets out that employment land should be provided in locations that: are or will be accessible to the existing and proposed labour supply; make efficient use of existing and underused sites and premises, through increasing the intensity of use on accessible sites; focus on urban areas; promote the use of public transport (p.46).
- 3.26 The Plan later sets out interim job numbers for the identified sub-regions. The Kent Thames Gateway is earmarked to provide 58,000 additional jobs between 2006 and 2026 (see Paragraph 6.18, p.47 of the South East Plan).

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- 3.27 **Policy RE6: Competitiveness and Addressing Structural Economic Weakness** – states that sub-regions in the ‘coastal belt’ including the Kent Thames Gateway should have priority given to (inter alia): deliver economic development in allocating land; unlock and bring into use sites with economic development potential; and address transport constraints which are an impediment to increased economic performance (pp.50-51).

Housing

- 3.28 **Policy H1: Regional Housing Provision 2006-2026** – sets the Kent Thames Gateway sub-region a target of 52,140 net dwelling completions (out of a total of 654,000 across the South-East as a whole) during the Plan period. Medway, specifically, is set a target of providing 16,300 dwellings over the period 2006 to 2026 (pp.54-57).
- 3.29 **Policy H3: Affordable Housing** – states that a ‘substantial increase in the amount of affordable housing in the region will be delivered’. The policy highlights the overall regional target that 25% of all new housing should be social rented accommodation and 10% intermediate affordable housing. There is recognition of the need to have regard to economic viability, scale of need; and impact on overall levels of housing delivery (pp.58-59).
- 3.30 **Policy H4: Type and Size of New Housing** – identifies groups with particular housing needs as including: older and disabled people, students, black and minority ethnic households, families with children, Gypsies, travellers and travelling show-people, and others with specialist requirements (p.59).
- 3.31 **Policy H5: Housing Design and Density** – states that positive measures to raise the quality of new housing, reduce its environmental impact and facilitate future adaptation to meet changes in accommodation will be encouraged. In terms of density, the policy identifies an overall regional target of 40 dwellings per hectare over the Plan period (p.62).
- 3.32 **Policy H6: Making Better Use of the Existing Stock** – states that to meet housing needs and to promote urban renaissance and sustainable use of resources, local authorities should assess the existing housing stock in their areas and implement measures to reduce the number of vacant, unfit and unsatisfactory dwellings (p.63).

Transport

- 3.33 The transport chapter of the South East Plan forms the Regional Transport Strategy (RTS) for South East England to 2026. The need to re-balance the transport system in favour of sustainable modes is recognised throughout the Plan period.
- 3.34 **Policy T1: Manage and Invest** – highlights the importance of (inter alia): achieving a re-balancing of the transport system in favour of sustainable modes as a means of access to services and facilities; fostering and promoting an integrated network of public transport services in and between urban and rural areas; encouraging development that is located and designed to reduce average journey lengths; and measures that reduce the overall number of road casualties (p.66).
- 3.35 **Policy T2: Mobility Management** – expands on how to achieve a shift in the transport system in favour of sustainable modes. It identifies a number of measures that could be implemented including (inter alia): the allocation and management of highway space used by individual modes of travel; an integrated and comprehensive travel planning advice service; improvements in the extent and quality of pedestrian and cycle routes; and changes in ways of working that alter the extent and balance of future demand for movement (p.67).

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- 3.36 **Policy T4: Parking** – provides guidance on the provision of parking. It states that parking standards for Class B1 land uses should be within the range 1:30sqm and 1:100sqm and that parking standards for other non-residential uses should be in line with PPG13: Transport (p.69).

Natural Resource Management

- 3.37 Key issues identified by the Plan relating to natural resources include (inter alia): maintaining an adequate supply and encouraging water efficiency whilst meeting EU Directives; maintaining and improving quality; increased risk of flooding due to development in flood plains, changing patterns of rainfall, extreme weather, storms, rising sea levels and agricultural run-off; protecting and improving the diversity of habitats and species across the South East, particularly sites and species of national and international importance, to contribute to quality of the environment and quality of life; maintaining tranquil areas, preventing nuisance from noise; reducing resource use in construction and lowering environmental impacts of new development; and reducing greenhouse gas emissions and other pollutants, improving security and diversity of supply.
- 3.38 Policies of particular relevance to the proposed development are set out below.
- 3.39 **Policy NRM4: Sustainable Flood Risk Management** – stipulates that the sequential approach to development in flood risk areas set out in PPS25 will be followed. Inappropriate development should not be allocated or permitted in Flood Zones 2 and 3, areas at risk of surface water flooding or areas with a history of groundwater flooding, or where it would increase flood risk elsewhere, unless there is an overriding need and an absence of other suitable sites (p.88).
- 3.40 **Policy NRM5: Conservation and Improvement of Biodiversity** – aims for there to be no net loss of biodiversity, and for opportunities to achieve a net gain in biodiversity to be actively pursued. It requires that damage to nationally important sites of special scientific interest, county wildlife sites, locally important wildlife and geological sites is avoided (p.91).
- 3.41 **Policy NRM7: Woodlands** – seeks to ensure that the value and character of the region's woodland are protected and enhanced. This will be achieved by (inter alia): protecting ancient woodland from damaging development and land uses; promoting the effective management, and where appropriate, extension and creation of new woodland areas including, in association with areas of major development, where this helps to restore and enhance degraded landscapes, screen noise and pollution, provide recreational opportunities, and contributes to floodplain management; and replacing woodland unavoidably lost through development with new woodland on at least the same scale (p.102).
- 3.42 **Policies NRM9 and NRM10** – relate to air quality and noise issues, respectively. In both cases, the aim is to reduce both air and noise pollution. In terms of air quality this will involve a reduction in the number of days of medium and high air pollution by 2026 (pp.105-106).
- 3.43 **Policy NRM11: Development Design for Energy Efficiency and Renewable Energy** – promotes greater use of decentralised and renewable or low-carbon energy for new development. It suggests that design briefs and/or supplementary planning documents could be used to promote development design for energy efficiency, low carbon and renewable energy. The policy goes on to support the incorporation of renewable energy sources including, in particular, passive solar design, solar water heating, photo-voltaics, ground source heat pumps and, in larger scale development, wind and biomass generated energy (p.108).

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- 3.44 **Policy NRM12: Combined Heat and Power** – supports the integration of combined heat and power (CHP) in all developments and district heating infrastructure in large scale development in mixed use (p.109).

Waste and Minerals

- 3.45 **Policy W1: Waste Reduction** – sets a target to reduce growth of all waste to 1% per annum by 2010 and 0.5% per annum by 2020 (p.118).
- 3.46 **Policy W2: Sustainable Design, Construction and Demolition** – promotes an approach to development design, construction and demolition which minimises waste production. It goes on to state that ‘development in the region’s strategic Growth Areas, Growth Points and strategic development areas should demonstrate and employ best practice in design and construction for waste minimisation and recycling’ (p.119).
- 3.47 **Policies W4 to W7** – are concerned with various waste issues including the diversion of waste away from landfill, identifying targets for increasing levels of recycling across the region, and ensuring sufficient capacity is planned for over the Plan period (pp.122-125).
- 3.48 **Policies M1: Sustainable Construction** – encourages the development of sustainable construction practices, and to promote good practice, reduce wastage and overcome technical and financial constraints, including identifying sustainable supply routes and seeking to reduce delivery distances (p.136).

Countryside and Landscape Management

- 3.49 **Policy C6: Countryside Access and Rights of Way Management** – encourages access to the countryside by maintaining, enhancing and promoting the Public Rights of Way system; by identifying opportunities and planning for routes within and between settlements, seeking to reduce car use for shorter journeys; and where possible, making new routes multi-functional to allow for benefits for multiple users and contribute to wider objectives of green infrastructure (p.158).

Management of the Built Environment

- 3.50 **Policy BE6: Management of the Historic Environment** – encourages proposals which protect, conserve and, where appropriate, enhance the historic environment and the contribution it makes to local and regional distinctiveness and sense of place. It also encourages proposals that make sensitive use of historic assets through regeneration, particularly where these bring redundant or under-used buildings and areas into appropriate use (p.158).

Tourism and Related Sports and Recreation

- 3.51 **Policy TSR4: Tourism Attractions** – states that priority should be given to improving the quality of all existing attractions to meet changing consumer demands and high environmental standards in terms of design and access (p.174).
- 3.52 **Policy TSR5: Tourist Accommodation** – states that in considering proposals consideration should be made to the need for hotel development in the proposed location – including links with a particular location, transport interchange or visitor attraction and measures to increase access for all by sustainable transport modes (p.175).
- 3.53 **Policy TSR7: Priority Areas for Tourism** – the Thames Gateway is identified as a priority area for tourism. The policy suggests that the Thames Gateway should realise the potential for growth in business, sporting, environmental and attraction based tourism as part of the

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wider regeneration strategy for the Gateway, which includes the port and logistics sectors, adding value to the existing tourism market (pp.177-178).

Social and Community Infrastructure

- 3.54 **Policy S1: Supporting Healthy Communities** – highlights the role of the planning system in developing communities that: have access to amenities such as parks, open spaces, physical recreation activity and cultural facilities; are mixed and cohesive; and are served by healthier forms of transport, by incorporating cycle lanes and safe footpaths in planned developments (p.181).
- 3.55 **Policy S2: Promoting Sustainable Health Services** – recognises the need to ensure the provision of additional and reconfigured health and social care facilities to meet the anticipated primary care and capacity needs of local communities (p.182).
- 3.56 **Policy S3: Education and Skills** – recognises the need to ensure the adequate provision of pre-school, school and community learning facilities. The policy reflects wider objectives for education and skills of widening participation through better accessibility (p.183).
- 3.57 **Policy S5: Cultural and Sporting Activity** – states that increased and sustainable participation in sport, recreation and cultural activity should be encouraged (pp.184-185).
- 3.58 **Policy S6: Community Infrastructure** – states that increased investment in physical and social infrastructure will be encouraged. The policy goes on to state that, where appropriate, the mixed use of community facilities should be encouraged by local authorities, public agencies and other providers (p.186).

Sub-Regional Policies – Kent Thames Gateway

- 3.59 The document highlights that the Thames Gateway was first recognised as a priority area for regeneration in the 1980s and that, from the outset, the fundamental theme has been regeneration of large previously developed sites, improvement of poor urban environments and stimulus to the economy. The sub-region is described as comprising the major urban areas of Dartford, Gravesham, Medway and Swale north of the A2/M2.
- 3.60 The Thames Gateway is identified as facing some particular challenges, including how to (inter alia): expand the existing economic base and attract new office, manufacturing and service functions to create a flourishing local economy; deliver sufficient decent homes and provide a well integrated mix to meet the needs of the future population of this major Growth Area and support its economic regeneration and growth; create a safe and healthy environment with well-designed public and green spaces and a ‘sense of place’; ensure development is of sufficient size, scale and density to support basic amenities; provide adequate infrastructure and services to support sustainable growth; and ensure development supports the area’s status as an Eco-Region through ‘green initiatives’ (para 19.2, p.219).
- 3.61 **Policy KTG1: Core Strategy** – advises local and central government to co-ordinate their policies and programmes to, as a first priority, make full use of previously developed land before greenfield sites, except where there are clear planning advantages from the development of an urban extension that improves the form, functioning and environment of existing settlements or a new community. The policy goes on to advocate that development is located (inter alia) where there is good accessibility by a choice of transport. It also states the importance of (inter alia): ensuring that the benefits of new services and employment are available to existing communities, and that new development is carefully integrated with

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- them; increasing the supply of new housing, and affordable housing in particular; and setting high standards for the design and sustainability of new communities (p.220).
- 3.62 The supporting text to Policy KTG1 (Core Strategy) confirms that the main locational effects of the Core Strategy and related policies will be (inter alia) 'concentrations of new dwellings, employment and services at major regeneration locations within the Medway urban area at riverside sites, and to the north on Ministry of Defence land at Chattenden'(paragraph 19.5, p221).
- 3.63 **Policy KTG2: Economic Growth and Employment** – states that the development of the economy in the Kent Thames Gateway will be dynamic and widely based, to provide employment for the community as a whole. The policy goes on to state that provision will be made for the expansion of the existing economic functions of the area and for the introduction of new office, manufacturing and service functions on a large scale, with an emphasis on higher value activity including knowledge industries and research and development to address current under performance. The role of specific locations is set out within the policy as follows: 'major sites identified in Medway will be developed to their full potential, building on the existing high technology aerospace and automotive sectors and attracting new high-value activity or accommodating the expansion of transport, energy, distribution and manufacturing' (p.221).
- 3.64 **Policy KTG3: Employment Locations** – states that a range of readily available sites and premises will be provided to meet the needs of new business start-ups, growing businesses, and inward investors. The policy identifies Medway as being a location where priority should be given to the completion of major employment sites. It goes on to say that new employment locations should be provided at (inter alia): 'Medway, in conjunction with new housing land'. Medway is also identified as a major location for the expansion of higher and further education (pp.222-223).
- 3.65 The supporting text to Policy KTG3 states that an important intention of the Policy is that 'the amount of employment land provided in the sub-region should be generous to match housing and labour supply and help widen and revitalise the local economy' (para 19.9, p.228). The text also highlights the aim to attract and retain higher 'added value' professional, technical and service jobs (para 19.11, p.223). There is also recognition that, in Medway, the high level of commuting to London calls for new employment provision in conjunction with new housing (para 19.11, p.223).
- 3.66 **Policy KTG4: Amount and Distribution of Housing Development** – this policy sets out how the delivery of 52,140 net additional dwellings in the Thames Gateway between 2006 and 2026 will be distributed. Medway is expected to deliver 785 dwellings per annum (or 15,700 over the Plan period). The policy also sets an indicative target for affordable housing of 30% of all new dwellings in the Kent Thames Gateway sub-region (pp.223-224).
- 3.67 **Policy KTG6: Flood Risk** – states that in order to accommodate the growth levels proposed in this strategy, it will be necessary to implement co-ordinated measures for flood protection and surface water drainage with the River Thames, Medway and Swale (p.225).
- 3.68 **Policy KTG7: Green Initiatives** – states that the development, management and use of the countryside, urban green spaces and areas requiring flood management will be co-ordinated by the responsible organisations and that provision should be made for green grid networks, recreation and public access, and enhancement of landscapes, habitats, heritage and the environment. The policy goes on to state that countryside initiatives should complement the areas for growth and should define the important points of separation between settlements and the urban edges to be actively managed (p.226).

4.0 Local Planning Policy

Medway Local Plan – ‘Saved’ Policies

- 4.1 The Medway Local Plan (adopted 2003) sets out Medway Council’s planning policies for land within its administrative area. On 21st September 2007, the Secretary of State directed that the majority of the policies within Medway’s Local Plan could be ‘saved’ for development control purposes.
- 4.2 Under the provisions of the Planning and Compulsory Purchase Act (2004), Medway Council is required to prepare a Local Development Framework (LDF) which, once adopted, will replace the Local Plan. Until the relevant parts of the emerging LDF have been adopted, Medway Council will continue to use the ‘saved’ policies within the Local Plan for development control purposes. This summary of the key relevant policies within the Local Plan makes reference to those which have been ‘saved’, unless otherwise indicated.
- 4.3 On the Proposals Map that accompanies the Local Plan, the Lodge Hill site is subject to a number of designations. There are also designations that are in close proximity to the site. These designations are set out below.
- 4.4 The main designation relates to Policy S14: Ministry of Defence Estate, Chattenden which recognises the long-term potential of the site for full-scale redevelopment. Part of the site is designated within the SSSI/National Nature Reserve designation (covered by ‘saved’ Policy BNE35 – International and National Nature Conservation Sites); part of the site is also designated as an Area of Local Landscape Importance (‘saved’ Policy BNE34). A small portion of the site adjacent to the Four Elms roundabout is within the boundary of a tidal flood area (‘saved’ Policy CF13). The eastern edge of the site is adjacent to a designated Rural Lane (‘saved’ Policy BNE47); and the southern edge of the site is adjacent to the Deangate Ridge Golf Course, which is designated under ‘saved’ Policy L3 relating to the Protection of Open Space. There are also three pockets of land with a ‘Protection of Open Space’ designation within the southern portion of the site boundary. Policy T19: Road Schemes identifies a Medway Council scheme involving the ‘A228 Main Road to Ropers Lane dualling’. This scheme is beyond the Lodge Hill site boundary but in close proximity to it.
- 4.5 ‘Saved’ Local Plan policies of relevance to the Lodge Hill scheme are summarised below:

Strategy

- 4.6 **Policy S1: Development Strategy** – states that ‘the development strategy for the plan area is to prioritise reinvestment in the urban fabric. This will include the redevelopment and recycling of under-used and derelict land within the urban area, with a focus on the Medway riverside areas and Chatham, Gillingham, Strood, Rochester and Rainham town centres. Land use and transport will be closely integrated, and priority will be given to a range of new and improved transport facilities... Strategic economic development provision will be made both within the urban area and at Kingsnorth and Grain’ (p.12).
- 4.7 **Policy S2: Strategic Principles** – sets out the principles on which implementation of the development strategy will be focused, including (inter alia): maintaining and improving environmental quality and design standards; a sustainable approach to the location and mix of new development, to provide local communities with a range of local facilities; the adoption of a sequential approach to the location of major people and traffic attracting forms of development including retailing, leisure, educational and health facilities (pp.12-13).
- 4.8 **Policy S4: Landscape and Urban Design** – states that ‘a high quality of built environment will be sought from new development, with landscape mitigation where appropriate.

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Development should respond appropriately to its context, reflecting a distinct local character’ (p.16).

- 4.9 **Policy S6: Planning Obligations** – confirms that the Council will set conditions on planning permissions or seek to enter into legal agreements with developers to provide for new physical infrastructure, social, recreational and community facilities (including education facilities) and environmental mitigation or compensation measures where mitigation is impossible or inadequate on its own. The policy also states that provision will be sought in proportion to the size and nature of the individual development, and will take account of the existing pattern of provision and capacity in the locality. The policy seeks provision to be made on-site where this can reasonably be achieved. Where this is not possible, ‘contributions will be sought for provision of facilities and ecological features elsewhere, provided their location can adequately serve the development site or are appropriately related to it’ (p.20).
- 4.10 **Policy S14: Ministry of Defence Estate, Chattenden** – states that the Council ‘will not permit the piecemeal redevelopment of the Chattenden Barracks and military training areas during the lifetime of this plan. The site has long-term development potential for business, educational and/or education uses and this will be considered in the next review of the Medway local plan’ (pp.38-39).
- 4.11 Paragraph 2.5.69 of the Local Plan confirms that ‘the publication of the Thames Gateway Planning Framework (RPG9a) in 1995 highlighted the development potential of the Defence Estate at Chattenden. If this land were to be released it could allow a more sustainable relationship to be fashioned between employment and homes on the Hoo Peninsula. It inferred that the existing barracks could be the basis for a campus-style development, but that there could also be scope for expanding the community into a new village, depending on the extent of land released. At this stage no land, including the barracks, has been declared surplus and no proposals can therefore be included in this plan’ (p.37)
- 4.12 The supporting text to the policy also highlights the Council’s belief that ‘the long-term (i.e. post-2006) development needs of Medway could be met in this area’ and that ‘the potential of the relatively unconstrained Defence Estate at Chattenden cannot be disregarded’ (p.38).
- 4.13 Paragraphs 2.5.74 and 2.5.75 go on to state that ‘a comprehensive, rather than piecemeal, response to the potential at Chattenden will be needed, once a decision is made on its future, as RPG9a recognises. This should be based on a thorough consideration of the contribution that it might make to the longer-term development needs of the Medway area. RPG9a states that any incremental erosion of this major opportunity should be avoided, and suggested that options should preferably be considered through a review of the development plan. The Kent Structure Plan now reflects the Planning Framework in stating that the site has the capacity to add to the strategic development requirements of Medway in the medium to longer term...The barracks and the training areas have significant potential and are strategically important to the future of the local plan area. The council’s interim position is that it would wish to consider the role and development potential of any defence lands released at Chattenden in the first review of the Medway local plan’ (p.38).

The Built and Natural Environment

- 4.14 **Policy BNE1: General Principles for the Built Environment** – stipulates that the design of development should be appropriate in relation to the character, appearance and functioning of the built and natural environment by: being satisfactory in terms of use, scale, mass, proportion, details, materials, layout and siting; and respecting the scale,

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appearance and location of buildings, spaces and the visual amenity of the surrounding area; and, where appropriate, providing well structured, practical and attractive areas of open space (p.48).

- 4.15 **Policy BNE2: Amenity Protection** – states that all development should secure the amenities of its future occupants, and protect those amenities enjoyed by nearby and adjacent properties. The design of the development should have regard to: privacy, daylight and sunlight; and noise, vibration, light, heat, smell and airbourne emissions consisting of fumes, smoke, soot, ash, dust and grit; and activity levels and traffic generation (p.49).
- 4.16 **Policy BNE3: Noise Standards** – states that in considering the impact of noise from transport related sources on new residential development, the noise exposure categories (NECs) set out below will be applied as follows: where noise levels are within category A¹, noise need not be considered as a determining factor; where noise levels fall within category B², the applicant should demonstrate that adequate mitigation measures are included in the proposal to reduce noise to a satisfactory level or, where appropriate, conditions will be imposed to ensure such mitigation measures; where noise levels fall within category C³, the development will not be permitted unless either (a) the site is allocated for residential development or (b) there are no alternative quieter sites available. In both cases, a substantial level of protection against noise must be provided; where noise levels are within category D⁴, planning permission will be refused.
- 4.17 The policy goes on to state that noise sensitive development should be designed to minimise the impact of existing noise sources and the application will be required to demonstrate that the proposed development will not be exposed to unacceptable levels of noise relative to the proposed use. Furthermore, noise-generating development should be located and designed so as not to have significant adverse noise impacts on any nearby noise sensitive uses (pp.50-52).
- 4.18 **Policy BNE4: Energy Efficiency** – stipulates that energy efficiency measures will be sought within development proposals, providing there is no detrimental impact on amenity. In particular, proposals should have regard to: appropriate siting, form, orientation and layout of the buildings and the appropriate size and location of windows to maximise passive solar heating, natural lighting and natural ventilation; and the appropriate use and siting of soft landscaping to act as shading or shelterbelts; and energy efficient technology including solar panels, combined heat and power/district heating schemes and district wind power schemes; and high standards of insulation and other heat retaining features; and the use of building materials of the lowest possible embodied energy (except where there is an overriding need to avoid damage to the architectural or historic interest of Listed Buildings and buildings in Conservation Areas) (pp.53-54).

¹ Category A: Road traffic (0700-2300) = <55; Road traffic (2300-0700) = <45; Rail traffic (0700-2300) = <55; Rail traffic (2300-0700) = <45; Air traffic (0700-2300) = <57; Air traffic (2300-0700) = <48; Mixed sources (0700-2300) = <55; Mixed sources (2300-0700) = <45.

² Category B: Road traffic (0700-2300) = 55-63; Road traffic (2300-0700) = 45-57; Rail traffic (0700-2300) = 55-66; Rail traffic (2300-0700) = 45-59; Air traffic (0700-2300) = 57-66; Air traffic (2300-0700) = 48-57; Mixed sources (0700-2300) = 55-63; Mixed sources (2300-0700) = 45-57.

³ Category C: Road traffic (0700-2300) = 63-72; Road traffic (2300-0700) = 57-66; Rail traffic (0700-2300) = 66-74; Rail traffic (2300-0700) = 59-66; Air traffic (0700-2300) = 66-72; Air traffic (2300-0700) = 57-66; Mixed sources (0700-2300) = 63-72; Mixed sources (2300-0700) = 57-66.

⁴ Category D: Road traffic (0700-2300) = >72; Road traffic (2300-0700) = >66; Rail traffic (0700-2300) = >74; Rail traffic (2300-0700) = >66; Air traffic (0700-2300) = >72; Air traffic (2300-0700) = >66; Mixed sources (0700-2300) = >72; Mixed sources (2300-0700) = >66.

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- 4.19 **Policy BNE5: Lighting** – states that external lighting schemes should demonstrate that they are the minimum necessary for security, safety or working purposes. Development should seek to minimise the loss of amenity from light glare and spillage particularly that affecting residential areas, areas of nature conservation interest and the landscape qualities of countryside areas (p.54).
- 4.20 **Policy BNE6: Landscape Design** – stipulates that major developments should include a structural landscaping scheme to enhance the character of the locality. The policy also requires a detailed landscaping scheme to be submitted before development commences which should have regard to the following factors: provide a structured, robust, attractive, long term, easily maintainable environment including quality open spaces, vistas and views; and include planting of a size, scale and form appropriate to the location and landform, taking account of underground and overground services; and include details of the design, materials and quality detailing of hard works elements such as gates, fences, walls, paving signage and street furniture; and retain important existing landscape features, including trees and hedgerows, and be well-related to open space features in the locality; and support wildlife by the creation or enhancement of semi-natural habitats and the use of indigenous plant material where appropriate; and include an existing site survey, maintenance and management regimes and a timetable for implementation (pp.55-56).
- 4.21 **Policy BNE7: Access for All** – states that development should be designed so that access to buildings and external circulation areas meets the needs of people with disabilities, the elderly and people with young children (pp.56-67).
- 4.22 **Policy BNE8: Security and Personal Safety** – states that the design and layout of development should seek to maximise personal safety and the security of property (p.58).
- 4.23 **Policies BNE16 to 19** set out policies relating to different aspects of Listed Buildings. The overarching objective of the policies is to protect listed buildings and ensure that any development respects their setting and original features (pp.65-67).
- 4.24 **Policy BNE21: Archaeological Sites** – states that development affecting potentially important archaeological sites will not be permitted, unless: the developer, after consultation with the archaeological officer, has arranged for an archaeological field evaluation to be carried out by an approved archaeological body before any decision on the planning application is made; and it would not lead to the damage or destruction of important archaeological remains. There will be a preference for the preservation of important archaeological remains in situ; where development would be damaging to archaeological remains, sufficient time and resources should be made available for an appropriate archaeological investigation undertaken by an approved archaeological body (p.68).
- 4.25 **Policy BNE22: Environmental Enhancement** – states that ‘development leading to the protection and improvement of the appearance and environment of existing and proposed areas of development, transport corridors, open space and areas adjacent to the River Medway will be permitted’ (p.69).
- 4.26 **Policy BNE23: Contaminated Land** – states that development on land known or likely to be contaminated or affected by adjacent or related contamination must be accompanied by the findings of a detailed site examination to identify contaminants and the risks that these might present to human health and the wider environment (p.70).
- 4.27 **Policy BNE24: Air Quality** – states that development likely to result in airborne emissions should provide a full and detailed assessment of the likely impact of these emissions. Development will not be permitted when it is considered that unacceptable effects will be imposed on the health, amenity or natural environment of the surrounding area, taking into

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account the cumulative effects of other proposed or existing sources of air pollution in the vicinity (p.71).

- 4.28 **Policy BNE25: Development in the Countryside** – will only be permitted if (inter alia): the site is allocated for that use or if it involves the re-use or redevelopment of the existing built up area of a redundant institutional complex or other developed land in lawful use. ‘Saved’ Local Plan Policy BNE25 defines ‘countryside as land outside the urban and rural settlement boundaries defined on the proposals map’ (p.73).
- 4.29 **Policy BNE34: Areas of Local Landscape Importance** – the supporting text for this policy identifies Chattenden Ridge and Deangate Ridge as Areas of Local Landscape Importance (‘ALLIs’). Chattenden Ridge is described as having a number of functions including: as ‘an important landscape feature forming the backbone of the Hoo Peninsula; an attractive setting to the rural settlements (Cliffe Woods and High Halstow) and countryside of the Hoo Peninsula; and forms an attractive screen to the RSME training areas’. Deangate Ridge also has a number of specific functions which include: separating and screening RSME training areas from Hoo St Werburgh; fulfilling a significant recreational and visual amenity role; creating an attractive setting for the A228; and being important to the setting of any possible future development of the RSME site. The policy states that ‘within Areas of Local Landscape Importance... development will only be permitted if: it does not materially harm the landscape character and function of the area; or the economic and social benefits are so important that they outweigh the local priority to conserve the area’s landscape. The policy goes on to state that development within an ALLI should be sited, designed and landscaped to minimise harm to the area’s landscape character and function (p.88).
- 4.30 **Policy BNE35: International and National Nature Conservation Sites** – states that International and National Nature Conservation Sites will be given long term protection. These include: classified and potential Special Protection Areas (SPAs); listed and proposed Ramsar sites; National Nature Reserves; Sites of Special Scientific Interest. The policy goes on to state that any new areas subsequently proposed or confirmed for these designations will also be subject to this policy provision. It also stipulates that development that would materially harm, directly or indirectly, the scientific or wildlife interest of these sites will not be permitted unless the development is connected with, or necessary to, the management of the site’s wildlife interest. ‘Development for which there is an overriding need will exceptionally be permitted if no reasonable alternative site is (or is likely to be) available. The overriding need will be judged against the national and/or international ecological importance of the affected nature conservation designation. When a Special Protection Area or Special Area of Conservation is affected this need must comprise imperative reasons of overriding public interest. If the affected Special Protection Area or Special Area of Conservation hosts a priority habitat or species, then the need must relate to human health, public safety or beneficial consequences of primary importance to the environment or to other imperative reasons of public interest established by the European Commission’ (pp.93-94).
- 4.31 The supporting text identifies specific sites which fall under the different categories of ‘Critical Nature Conservation Sites’ including Special Protection Area (SPA), Ramsar Site, Special Area of Conservation (SAC), Site of Special Scientific Interest (SSSI), Sites of Nature Conservation Interest (SNCI) and Local Nature Reserves (LNRs) (pp.89-92). Chattenden Woods is identified as a Site of Special Scientific Interest.
- 4.32 **Policy BNE36: Strategic and Local Nature Conservation Sites** – this policy covers both Sites of Nature Conservation Interest and designated and proposed Local Nature Reserves. It states that development that would materially harm, directly or indirectly, the scientific or

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wildlife interest of these sites will not be permitted unless the development is connected with, or necessary to, the management of the site's wildlife interest. The policy goes on to state that 'development that would materially harm, directly or indirectly, the scientific or wildlife interest of these sites will not be permitted unless the development is connected with, or necessary to, the management of the site's wildlife interest. Development for which there is an overriding need will exceptionally be permitted if no reasonable alternative site is (or is likely to be) available. The overriding need will be judged against the strategic and/or local importance of the affected nature conservation designation. In such exceptional circumstances, the detrimental impact upon the scientific or wildlife interest should be minimised and appropriate compensatory measures will be required' (p.94).

- 4.33 **Policy BNE37: Wildlife Habitats** – states that development that would cause a loss, directly or indirectly, of important wildlife habitats or features not protected by policies BNE35 and BNE36 will not be permitted unless: there is an overriding need for the development that outweighs the importance of these wildlife resources; and no reasonable alternative site is (or is likely to be) available if ancient woodland, inter-tidal habitats and calcareous (chalk) grassland would be lost; and the development is designed to minimise the loss involved; and appropriate compensatory measures are provided (p.95).
- 4.34 **Policy BNE38: Wildlife Corridors and Stepping Stones** – states that development should, wherever practical, make provision for wildlife habitats, as part of a network of wildlife corridors or stepping stones (p.96).
- 4.35 **Policy BNE39: Protected Species** – states that development will not be permitted if statutorily protected species and/or their habitat will be harmed. The policy goes on to state that 'conditions will be attached, and/or obligations sought, to ensure that protected species and/or their habitats are safeguarded and maintained' (pp.96-97).
- 4.36 **Policy BNE41: Tree Preservation Orders** – states that TPOs will be used to protect trees, groups of trees and woodlands of important public amenity value. In considering applications for works to protected trees, regard will be had to: the future health and appearance of the trees and woodlands; where appropriate, requiring replacement planting of felled trees, the planting of an increased number of trees, and, ensuring that the planting is incorporated in, and/or adjacent to, the site where the trees are to be felled; and resisting applications for clear felling of woodland and requiring recoppicing or other woodland management to be carried out in accordance with good arboricultural practice (p.98).
- 4.37 **Policy BNE42: Hedgerow Retention** – states that 'important hedgerows will be retained and protected' (p.99).
- 4.38 **Policy BNE43: Trees on Development Sites** – stipulates that development should seek to retain trees, woodlands, hedgerows and other landscape features that provide a valuable contribution to local character (p.100).
- 4.39 **Policy BNE47: Rural Lanes** – stipulates that 'development served by, and/or affecting, the important rural lanes defined on the proposals map will only be permitted where there is no adverse effect upon the value of the lane in terms of its landscape, amenity, nature conservation, historic or archaeological importance' (p.103).
- 4.40 **Policy BNE48: Agricultural Land** – states that development that would cause a loss of the best and most versatile agricultural land (MAFF grades 1, 2 and 3a) will not be permitted. Exceptionally, development will be permitted when: there exists an overriding need for the development that is of more significance than the considerable weight to be afforded to protecting the best and most versatile agricultural land; and there exists a lack of suitable

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development opportunities on previously developed sites and land within the boundaries of existing developed areas; or either sufficient land in lower grades is unavailable, or available lower grade land has statutory landscape, wildlife, historic or archaeological designations which outweigh agricultural considerations; and where grade 1, 2 and 3a land needs to be developed and there is a choice between sites in different grades the development is proposed on land of the lowest grade (p.104).

- 4.41 **Policy BNE 51: Equestrian Developments** – states that this type of development will only be permitted when (inter alia): the development maintains and, wherever possible, enhances the character of the locality; and any buildings blend with their surroundings and are designed, constructed and landscaped using high standards; and residential amenity is not harmed in respect of smells, excessive noise or lighting; and local amenity and road safety are not adversely affected by traffic generated by the development and any detrimental effects on local flora and fauna, including hedges and trees have been assessed and appropriate mitigation measures are carried out (pp.106-107).

Economic Development

- 4.42 Medway’s economic policies seek to achieve a number of objectives including (inter alia): to ensure that there is an adequate supply of good quality employment sites which meet the needs of the area; to develop a sustainable economy that is diverse and self-supporting by encouraging the development of sites for a range of uses that will provide a variety of job opportunities and reduce the need for out commuting; to pursue economic growth without compromising the delivery of a high quality environment; to ensure that employment uses are well related to physical, housing and community facilities; to achieve better links between existing tourist attractions within the area and to support green tourism initiatives; to encourage the development of new tourist accommodation; and to support the improvement and development of existing and new tourist facilities.
- 4.43 **Policy ED5: Proposed Employment Areas** – The main policy text refers to a number of specific locations where certain Use Classes will be permitted. Although Lodge Hill is not specifically identified as a proposed employment location, the supporting text to this policy states that it is important to maintain a range of employment sites to cater for the expansion of existing companies and to provide attractive opportunities for new business investors. The supporting text also highlights a need to cater for further business development including office services, high technology, research and development that cannot be satisfactorily accommodated in town centres (pp.127-128).
- 4.44 **Policy ED10: Working from Home** – states that the establishment of businesses operating from the applicant’s residence will be permitted provided that it can be demonstrated that there would not be any: detrimental effect on residential amenity by way of dust, noise, smell, or other emissions; and additional traffic flows and vehicle parking which would be harmful to residential amenity or road safety; and erosion of the residential character of the area (p.131).
- 4.45 **Policy ED12: New Tourist Facilities** – states that the development of new tourist attractions and facilities will be permitted, particularly at a number of specifically defined sites (p.132).
- 4.46 **Policy ED13: Hotels** - states that the development of hotels and associated facilities will be permitted in the following locations (inter alia): where they would positively contribute to the regeneration and renewal of a larger site or area within the defined urban boundary (p.133).

Housing

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- 4.47 The document identifies housing provision as ‘the most contentious issue’ which the Local Plan has to address. There is a requirement to meet future housing need whilst at the same time address concern over the use of ‘fresh’ land for building, the loss of open space and so called ‘town cramming’. The document notes that the Kent Structure Plan requires provision to be made for 13,000 new dwellings over the Plan period. It makes an allowance that 513 of these units will be brought forward through ‘windfall’ sites (see Figure 5G of the Local Plan p.149).
- 4.48 There is a commitment to matching actual housing provision with identified needs. For example, a new emphasis is given to the provision of smaller units of accommodation for non-family use.
- 4.49 **Policy H1: New Residential Development** – states that residential development will be permitted on sites (as identified/defined on the Proposals Map), subject to the following requirements: ‘all sites which meet the appropriate size thresholds will be subject to Local Plan policies requiring the provision of open space, affordable housing and a mix of dwelling types. New residential development on these sites should be in accordance with policy BNE3 (Noise)’.
- 4.50 Among the sites identified in Policy H1 is MC001: Lodge Hill, Chattenden which is adjacent to (but outside) the Lodge Hill site as covered by Policy S14: Ministry of Defence, Chattenden (pp.150-159).
- 4.51 **Policy H3: Affordable Housing** – states that where a need has been identified, affordable housing will be sought as a proportion of residential developments of a substantial scale. A ‘substantial scale’ is defined as follows: in settlements in rural areas with a population of 3,000 or fewer, developments which include 15 or more dwellings or where the site area is 0.5 hectare or more; within the urban area, developments which include 25 or more dwellings or where the site area is 1 hectare or more. The policy goes on to state that agreements to permanently retain the affordable housing in this tenure will be sought and identifies a number of matters that should be taken into account when affordable housing is negotiated including: the suitability of the site for affordable housing development; the economics of provision; the proximity of local services and facilities and access to public transport; the realisation of other planning objectives as priorities on a site; the need to achieve a successful housing development taking into account the appropriate mix of affordable housing types and the proportion of affordable housing and its subsequent management (pp.161-162).
- 4.52 The supporting text to the policy states that ‘in assessing sites that come forward the size, suitability and economics of the provision of affordable housing will be taken into account, including the proximity of local services and facilities and access to public transport... The proportion of affordable housing on each site will be dependent upon the particular site characteristics and will be subject to negotiation’ (pp.160-161). The supporting text goes on to state that ‘a number of sites have been identified in areas of housing need on which the council has set a minimum target of 25% for the provision of affordable housing’ (p.161). The ‘sites’ referred to are listed in Policy H3 and do not include Lodge Hill.
- 4.53 **Policy H5: High Density Housing** – states that housing proposals at low densities will not be permitted in, or close to: town centres; or near existing or proposed public transport access points; or along routes capable of being well served by public transport and which are close to local facilities (p.165).
- 4.54 **Policy H8: Residential Institutions** – sets out the criteria which must be met for residential institutions and hostels to be permitted. The criteria include: the proposal would not

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adversely affect nearby residential amenity; and in appropriate cases, where the occupants have a degree of mobility and independence, the property is within reasonable walking distance of shops, public transport and other facilities; and adequate amenity space is provided for residents; and parking is adequate for staff, visitors and service vehicles, taking into account the accessibility of public transport (pp.167-168).

- 4.55 **Policy H10: Housing Mix** – seeks to ensure that on sites larger than one hectare, where residential development is acceptable in principle, the provision of a range and mix of house types and sizes will be sought. This will include smaller units of accommodation suited to the needs of one or two person households, the elderly or people with disabilities and housing that can be adapted for such use in the future (p.169).

Town Centres and Retailing

- 4.56 **Policy R9: Retail Provision in New Residential Developments** – This policy lists a number of specific locations where retail provision will be made in new residential developments (pp.191-192). Lodge Hill is not referred to as a specific location. The supporting text to this policy highlights the importance of the provision of retail and service facilities in Local Centres to serve new residential areas (p.191). The policy itself states that local shopping facilities within Use Classes A1, A2 and A3 at a small scale, appropriate to meet the daily needs of residents, workers and visitors, will be provided in association with major residential development (pp.191-192).
- 4.57 **Policy R11: Town Centre Uses and the Sequential Approach** – states that business employment (Class B1(a)), leisure and entertainment uses, cultural and educational facilities will be expected to be located in the main centres of Chatham, Strood, Gillingham, and Rainham or in the event of no suitable sites being available, on the edges of these centres. Proposals elsewhere for these uses, unless otherwise allocated in the Local Plan, will only be permitted if: it is clearly demonstrated that no suitable centre or edge of centre site exists; and the site is easily accessible by a choice of transport modes, including public transport; and the uses proposed would not undermine the vitality and viability of the main centres listed (p.197).
- 4.58 **Policy R13: Retail Uses and the Sequential Approach** – states that retail development will be assessed in accordance with the following criteria: the extent to which the proposal would undermine the strategy and objectives of the Local Plan to sustain and enhance the vitality and viability of existing centres; and whether the scale and type of retailing by itself or cumulatively with other proposals, would have a detrimental impact on the vitality and viability of the Core Areas, Local Centres, Villages or Neighbourhood Centres; and whether the location enables access by a choice of transport including public transport; the overall impact on travel, the likely changes in travel patterns and reduction in the reliance on the car (p.199).
- 4.59 **Policy R16: Restrictions on Goods for Sale** – stipulates that durable goods sold from any foodstores or retail warehouses outside an existing retail centre will be limited by condition to exclude any of the following items if their sale would adversely affect the vitality and viability of a nearby retail centre: clothing, footwear, books, jewellery, toys, sports goods, recording material, computer software and services such as opticians and travel agencies. The floorspace area will also be specified from which durable goods can be sold if the development would adversely affect the viability and vitality of a nearby retail centre as a whole without such a condition. The policy goes on to state that retail warehouses will be limited by condition so that they shall not sell food for consumption off the premises (other than confectionery) (p.201).

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- 4.60 **Policy R18: Take Away Hot Food Shops, Restaurants, Cafes, Bars and Public Houses** – states that such uses will be permitted, outside the defined retail core areas, provided that the following criteria are met: there is no significant detrimental impact on neighbouring land uses or to residential amenity; and the presence of any similar uses in the locality, and the combined effect that any such concentration would have, would be acceptable in terms of environmental impact and highway safety; and the proposed hours of opening are acceptable in relation to the amenities of the area; and suitable refuse storage, disposal and collection facilities are provided; and the proposal pays particular attention to meeting the provision of policies BNE2, BNE3, T1, T13 and T22 in respect of the mitigation of noise and general disturbance, for the proper extraction and treatment of fumes and smells, and arrangements for parking, servicing and access for people with disabilities (p.202).

Leisure

- 4.61 The Local Plan recognises that leisure covers a broad range of activities and that the provision of leisure facilities contributes to quality of life across Medway. The policies seek to enhance and expand existing facilities and encourage the development of new leisure facilities where appropriate.
- 4.62 **Policy L1: Existing Leisure Facilities** - seeks to maintain existing levels of provision. It goes on to state that development which would result in the loss of leisure facilities will not be permitted unless it can be shown: that similar or better replacement is made elsewhere within the same catchment area, which is well located in relation to the primary or secondary road network and is readily accessible by public transport, pedestrians and cyclists; or that there is no longer a need for the facility and it is unsuitable for conversion to an alternative leisure use; or that the site is allocated for other development in the Local Plan (p.210).
- 4.63 **Policy L2: New Leisure Facilities** – encourages leisure uses falling within Use Classes D1 and D2 and other theatre, arts and cultural leisure uses within or on the edge of town centres. Proposals for leisure development outside town centre and edge of centre locations will only be permitted when it can be demonstrated that the proposal (amongst other things): is inappropriate within a town centre or edge of centre location; and would have no significant detrimental impact on neighbouring land uses or residential amenity; and is highly accessible by public transport, affords good opportunities for access by pedestrians and cyclists and is sited near the primary or secondary road network (p.211).
- 4.64 **Policy L3: Protection of Open Space** – states that development which would involve the loss of existing formal open space, informal open space, allotments or amenity land will not be permitted unless: sports and recreation facilities can best be implemented, or retained and enhanced through redevelopment of a small part of the site; or alternative open space provision can be made within the same catchment area and is acceptable in terms of amenity value; or in the case of outdoor sports and children’s play space provision, there is an excess of such provision in the area (measured against the NPFA standard of 2.4ha per 1,000 population) and such open space neither contributes to, nor has the potential to contribute to, informal leisure, open space or local environmental amenity provision; or in the case of educational establishments, the development is required for educational purposes and adequate areas for outdoor sports can be retained or provided elsewhere within the vicinity; or the site is allocated for other development in the Local Plan (p.213).
- 4.65 **Policy L4: Provision of Open Space in New Residential Developments** – states that where there is a proven deficiency, residential development proposals shall make open space provision, within an agreed timescale, in accordance with the following ‘residential

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development likely to be occupied by 100 people or more shall include well located local open space for formal recreation on-site at the standard equivalent to 1.7 hectares per 1,000 population and open space for children’s play and casual recreation on-site at a standard equivalent to 0.7 hectares per 1,000 population. Provision of some or all of the formal open space off-site or the improvement or extension of an existing off-site facility will be permitted where the council is satisfied that this would be a better alternative’ (pp.215-216). The policy goes on to state that play provision should incorporate facilities based on the hierarchy set out in the table below:

Play Provision

FACILITY	WALKING TIME (MIN)	WALKING DISTANCE	STRAIGHT LINE DISTANCE	MINIMUM SIZE		NEAREST HOUSE PROPERTY BOUNDARY	CHARACTERISTICS
				Activity Total	Zone (inc buffer)		
LEAP	5	400m	240m	400m	3,600m	20m from activity zone	About 5 types of equipment. Small games area.
NEAP	15	1000m	600m	1000m	8500m	30m from activity zone	About 8 types of equipment. Kick-about and cycle play opportunities

Source: NPFA, 1992

- 4.66 **Policy L5: Open Space in Employment Areas** – requires areas of landscaped amenity open space to be provided as part of major employment developments, either within, or adjacent to, the development (p.217).
- 4.67 **Policy L8: Dual Use of Recreational Facilities** – encourages the dual uses of private and education sports facilities, particularly in areas where a deficiency of open space or demand for sports facilities exists (p.218).
- 4.68 **Policy L9: Country Parks** – sets out the locations where new country parks will be designated and where existing country parks will be maintained. Lodge Hill is not identified specifically among these locations (p.219).
- 4.69 **Policy L10: Public Rights of Way** – states that development which would prejudice the amenity, or result in the diversion or closure, of existing public rights of way will not be permitted, unless an acceptable alternative route with comparable or improved amenity can be provided (p.220).

Transportation

- 4.70 The overarching objective of transport policies is to reduce the problems associated with growing traffic levels across Medway. Key issues identified include increasing congestion, safety, pollution and parking problems. There is an emphasis on creating and encouraging sustainable forms of development and on creating new patterns of development that reduce the need to travel and the length of journeys. Policy also aims to reduce reliance on the private motor car where realistic alternatives, such as cycling, walking and public transport, are available.

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- 4.71 **Policy T1: Impact of Development** – states that in assessing the highways impact of development, proposals will be permitted provided that: the highway network has adequate capacity to cater for the traffic which will be generated by the development, taking into account alternative modes to the private car; and the development will not significantly add to the risk of road traffic accidents; and the development will not generate significant H.G.V movements on residential roads; and the development will not result in traffic movements at unsociable hours in residential roads that would be likely to cause loss of residential amenity (pp.234-235).
- 4.72 **Policy T2: Access to the Highway** – states that proposals which involve the formation of a new access, or an intensification in the use of an existing access will only be permitted where: the access is not detrimental to the safety of vehicle occupants, cyclists and pedestrians; or can, alternatively, be improved to a standard acceptable to the council as Highway Authority (p.235).
- 4.73 **Policy T3: Provision for Pedestrians** – states that the Council will develop a network of safe and convenient footpaths, to link houses, schools, town centres, work places, recreation areas and public transport routes. The policy continues by stipulating that development proposals shall provide attractive and safe pedestrian access. In all cases, they should maintain or improve pedestrian routes related to the site. A requirement is also set out for new pedestrian routes to closely follow pedestrians’ preferred routes and for these routes to be designed to provide an attractive and safe pedestrian environment, and ensure they are accessible by people with disabilities wherever possible (p.237).
- 4.74 **Policy T4: Cycle Facilities** – stipulates that major trip attracting development proposals should make provision for cycle facilities related to the site. The policy also states that secure cycle parking and associated facilities will be sought in accordance with the Council’s adopted cycle parking standards and provision should be made at public transport interchanges, buildings open to the general public (especially public institutions, leisure, educational and health facilities) and in district and local centres (amongst others). (p.238-239)
- 4.75 **Policy T5** covers Bus Preference Measures. The policy itself states that within the bus corridors identified on the Proposals Map, preference measures to aid bus access, particularly on Park and Ride routes, will be developed. Such measures may include: dedicated bus lanes including contra-flow lanes, where appropriate; priority to buses at junctions; priority within traffic management schemes; enhanced waiting and access facilities and information systems for passengers, including people with disabilities (p.239).
- 4.76 The supporting text to ‘saved’ Policy T5 suggests that substantial new housing sites will be major traffic generators and as such they should make provision for access and priority by bus, taking into account road layout, widths, geometry, design and the need for stopping and turning areas of sufficient length and width to accommodate modern full-size buses (p.240).
- 4.77 **Policy T6: Provision for Public Transport** – sets out an expectation that new developments should make provision for access by public transport (e.g. bus, rail or light rail). The policy goes on to state that the provision of facilities, such as safe and attractive passenger waiting areas, seating, information systems, signed safe and attractive pedestrian access routes and facilities for people with disabilities, related to the scale of the development will be sought by negotiation (p.240).
- 4.78 **Policy T11: Development Funded Transport Improvements** – highlights that legal agreements with developers will be sought to secure both off-site improvements to transport

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infrastructure and/or public transport services, the need for which arises from the proposed development and accessibility improvements by all modes of transport (p.245).

- 4.79 **Policy T12: Traffic Management** – states that in localities or on routes where traffic volumes or perceived dangers significantly interfere with movement by pedestrians or cyclists, and/or damage the wider environment, the Council will consider the need for traffic management/calming measures in consultation with local residents and businesses, the emergency services, public transport operators and others requiring essential vehicular access. The policy goes on to state that road layout within new developments will need to be designed with appropriate traffic management measures to help limit vehicle speeds and improve safety for all road users. The policy notes that care will be needed in the design of traffic management measures so that they are appropriate to their surroundings, particularly in Conservation Areas (p.246).
- 4.80 **Policy T13: Vehicle Parking Standards** – requires development proposals to make vehicle parking provision in accordance with the adopted standard (p.247) (the standard in 2003 is set out in the Local Plan - Appendix 6).
- 4.81 The parking standards for new development within Appendix 6 are set out below, for reference:

Parking Standards – A Use Classes

LAND USE CATEGORY	PARKING STANDARDS			
A1, A2, A3	Private car parking spaces	Commercial vehicle	Cycle parking	Threshold for transport assessment
Standard type	Maximum permitted	Minimum requirement	Minimum requirement	
A1 Retail				
Food retail inc cold food take-away	One per 18sqm GFA	One per 500sqm GFA	One per 250sqm GFA for staff/customers (refer to Note 6)	1000sqm
Non-food retail warehouses	One per 20sqm GFA	One per 500sqm GFA	Refer to Note 8	1000sqm
Garden centres	One per 10sqm of area open to public	Refer to Note 1	Refer to Note 8	Refer to Note 3
A2 Financial and Professional Services				
Accountants, betting office, bank or building society, solicitors, etc	One per 18sqm GFA plus staff parking (refer to Note 12)	Nil	One per 400sqm GFA for staff (refer to Note 6)	Refer to Note 3
A3 Food and Drink				
Public houses and licensed bars	One per 4sqm GFA plus one per 8sqm GFA for off-licence	Refer to Note 1	One per 250sqm GFA for staff and customers	Refer to Note 3
Restaurants, cafes and banqueting halls	One per 6sqm GFA, plus staff parking (refer to Note 12)	Refer to Note 1	Refer to Note 6	Refer to Note 3
Transport cafes	Refer to Note 8	One per 5sqm GFA	Refer to Note 8	Refer to Note 3
Hot food take-aways	Six per unit (Refer to	Nil	Refer to Note 8	Refer to Note 3

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Note 4)

Parking Standard – B Use Classes

LAND USE CATEGORY					PARKING STANDARDS				
B1, B2, B3-7, B8		Private car parking spaces	Commercial vehicle	Cycle parking	Threshold for transport assessment				
Standard type		Maximum permitted	Minimum requirement	Minimum requirement					
B1 Business									
Offices, research and development of products and processes, industrial processes		One per 30sqm GFA	Refer to Note 1	One per 400sqm GFA for staff (refer to Note 6)	2500sqm				
B2 General Industrial									
Up to 99sqm		Two spaces	Refer to Note 1	One per 500sqm (refer to Note 6)	Refer to Note 3				
From 100sqm to 199sqm		Three spaces	Refer to Note 1	One per 500sqm (refer to Note 6)	Refer to Note 3				
From 200sqm		One per 50sqm GFA (refer to Note 10)	Refer to Note 1	One per 500sqm	Refer to Note 3				
B3 D B7 (Refer to Note 3)									
B8 Storage and Distribution									
Storage and Distribution		One per 110sqm GFA (refer to Note 10)	One per 1500sqm GBV	One per 500sqm (refer to Note 6)	Refer to Note 3				
Wholesale trade distribution		One per 35sqm GFA (refer to Note 10)	One per 500sqm GFA	One per 500sqm (refer to Note 6)	Refer to Note 3				

Parking Standards – C Use Classes

LAND USE CATEGORY					PARKING STANDARDS				
C1, C2, C3		Private car parking spaces	Commercial vehicle	Cycle parking	Threshold for transport assessment				
Standard type		Maximum permitted	Minimum requirement	Minimum requirement					
C1 Hotels and Hostels									
Residential hostels		One per two occupants + staff parking (refer to Note 12)	Nil	Refer to Note 8	Refer to Note 3				
Hostels		One per bedroom	Nil	Refer to Note 8	Refer to Note 3				
C2 Residential Institutions									
Nursing homes with attendant care		One per six residents (for visitors) + staff parking (refer to Note 12)	One space (refer to Note 5)	Refer to Note 8	Refer to Note 3				
Hospitals		Two per three beds + four per each consulting	One space (refer to Note 5)	Refer to Note 8	Refer to Note 3				

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	room	5)		
Residential schools, colleges or training centres	Visitor/student parking (refer to Note 11) + staff parking (refer to Note 12)	Refer to Note 1	Refer to Note 8	Refer to Note 3
C3 Dwelling Houses				
Urban areas	Average of 1.5 per dwelling across site (refer to Note 2)	Nil	One per five dwellings (refer to Note 7)	Refer to Note 3
Rural areas: one bedroom	One and one third per unit (refer to Note 2)	Nil	Nil	Refer to Note 3
Rural areas: two or three bedrooms	Refer to Note 2	Nil	Nil	Refer to Note 3
Rural areas: four or more bedrooms	Three per unit (refer to Note 2)	Nil	Nil	Refer to Note 3
Sheltered housing	One per unit (refer to Note 2)	Nil	Refer to Note 8	Refer to Note 3

Parking Standards – D Use Classes

LAND USE CATEGORY	PARKING STANDARDS			
D1, D2	Private car parking spaces	Commercial vehicle	Cycle parking	Threshold for transport assessment
Standard type	Maximum permitted	Minimum requirement	Minimum requirement	
D1 Non-Residential institutions				
Places of worship	One per 5 seats	Nil	Refer to Note 8	Refer to Note 3
Schools (non-residential) – primary and secondary schools	Staff parking (refer to Note 12) + 10% casual parking + drop off area (refer to Note 9)	Nil	Refer to Note 8	Refer to Note 3
Schools (non-residential) – Sixth form college	Staff parking (refer to Note 12) + 10% casual parking + one per seven students + drop off area (refer to Note 9)	Refer to Note 1	Refer to Note 8	Refer to Note 3
Further and Higher Education	One per 15 full time students + 1 space per 2 staff	Refer to Note 1	Refer to Note 8	Refer to Note 3
Libraries	One per 60sqm GFA	Nil	Refer to Note 8	Refer to Note 3
Clinics	Four per consulting/treatment room + staff parking	Nil	Refer to Note 8	Refer to Note 3
Creches/playschools or nurseries – includes day nursery and day centre	One per two staff + one per four children for parents	Nil	Refer to Note 8	Refer to Note 3

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Art galleries, museums	Refer to Note 3	Refer to Note 3	Refer to Note 8	Refer to Note 3
D2 Assembly and Leisure				
Cinemas, ballrooms, bingo, church halls, community centres	One per 5 seats	Nil	Refer to Note 8	1000sqm
Sports facilities	Refer to Note 3	Refer to Note 3	Refer to Note 8	1000sqm
Night clubs, social halls	Max. one per 20sqm	Nil	Refer to Note 8	1000sqm

Parking Standards - Unclassified

LAND USE CATEGORY	PARKING STANDARDS			
Unclassified	Private car parking spaces	Commercial vehicle	Cycle parking	Threshold for transport assessment
Standard type	Maximum permitted	Minimum requirement	Minimum requirement	
Vehicle sales	One per 50sqm GFA	Refer to Note 1	Nil	Refer to Note 3
Petrol filling stations	One per 20sqm GFA		Refer to Note 8	Refer to Note 3
Car servicing and repairs	Four per service bay	Nil	Nil	Refer to Note 3
Open commercial uses	Staff parking (refer to Note 12)	Refer to Note 3	Nil	Refer to Note 3
Boating facilities, marina	One per berth		Refer to Note 8	Refer to Note 3
Touring caravan sites	1.1 per unit + staff parking (refer to Note 12)	Nil	Refer to Note 8	Refer to Note 3
Amusement arcades	Staff parking (refer to Note 12)	Nil	Refer to Note 8	Refer to Note 3
Car hire	One car per four cars in service + staff parking (refer to Note 12)	Nil	Refer to Note 8	Refer to Note 3
Theatre	One per 5 seats	Nil	Nil	Refer to Note 3

Notes:

1. Provision for deliveries off the public highway required
2. Single garage with GFA less than 13.2m² not included. Double garage with GFA less than 26.4m² but greater than 13.2m² treated as single garage. Multiple longitudinal parking per plot will be assessed as a maximum provision of two spaces irrespective of combined length of driveway and garage. Communal spaces should not be located more than 20m from the dwellings they serve.
3. Assessment on an individual basis
4. Drive-in or drive through facilities must provide sufficient on-site waiting space for vehicles to stand clear of the highway.
5. Separate provision must be made for ambulances and delivery vehicles
6. Cycle parking for GFA below threshold to be determined on individual merits
7. Applicable only to high density developments sharing facilities
8. To be determined on individual merits
9. Space should be provided for the setting down and picking up of children away from the highway
10. Plus car space provision for site offices up to maximum B1 (office) standard
11. One space for every two students of driving age, one space per ten resident pupils below driving age for visitors
12. Maximum one space per member of staff

4.82 **Policy T14: Travel Plans** – stipulates that Travel Plans will be required for all developments which require a transport assessment or as otherwise required by the Council’s vehicle

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parking standards including, inter alia, all substantial developments comprising employment, retail, leisure and/or service floorspace (p.248).

- 4.83 **Policy T15: Parking Strategy** – states, amongst other things, that commuted sums will be sought, where appropriate, to secure improved accessibility to sites by all transport modes generated by development. These payments will be used to assist the provision of appropriate transport choices. Such choices may include Park and Ride projects or assistance to the provision of bus, rail, cycling, taxi or pedestrian infrastructure (pp.250-251).
- 4.84 **Policy T18: New Transport Infrastructure** - states that proposals for major transport infrastructure will be assessed against the following considerations: the provision of facilities for integrated transport, including cycling, pedestrian movement and public transport; the contribution of the scheme to improved safety; the economic impact of the infrastructure investment, through the estimated benefits of reduced journey times for commercial, business and other traffic; the environmental and social impact of the scheme including extent of protection for the built and natural environment, estimates of noise and vibration and proposed mitigation, severance and landscaping proposals; and the demonstrable need for the infrastructure and its contribution to the regeneration of Medway’s economy and physical environment balanced against the need not to encourage private car journeys (p.254).
- 4.85 **Policy T19: Road Schemes** – safeguards a number of road schemes against prejudicial development including (inter alia) the A228 Main Road to Ropers Lane dualling (p.257).
- 4.86 **Policy T22: Provision for People with Disabilities** – requires that development, including facilities to be used by the public and new housing development, will need to demonstrate that the needs of people with disabilities have been fully taken into account. The policy goes on to stipulate that all new development designed to be open to the public shall provide adequately signed and appropriate access for people with disabilities subject to the requirements of the legislation and condition affecting Listed Buildings and Scheduled Ancient Monuments. The policy also states that except in the Transport Policy Areas (Lodge Hill does not fall within this area), the car parking provision generated by the needs of the development under policy T13 shall not be commuted in respect of the provision for people with disabilities. The provision shall be: made on the site, with the parking spaces closer than any other spaces to the main pedestrian access to the development; and of the size and layout defined in the Council’s vehicle parking standards; and clearly marked for the use only of people with disabilities (pp.259-260).

Community Facilities

- 4.87 Medway’s Local Plan sets out a number of objectives relating to community service provision and also utilities which are covered within the same chapter. The objectives for community facilities include: to ensure that a wide range of community services and facilities are available, convenient and readily accessible to the population of Medway; and to build local communities with local facilities of a high quality by ensuring the provision of community services where new development takes place.
- 4.88 In terms of utilities, Medway’s objectives are to: ensure that the most efficient use of existing utilities is made and that suitable and adequate utilities are in place to meet local demands including the provision of adequate infrastructure where new development takes place.
- 4.89 **Policy CF2: New Community Facilities** – states that new community facilities will be permitted subject to: the size and scale of development being appropriate to the site; and the

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development having no detrimental impact on the countryside, residential amenity, landscape or ecology; and accessibility to the local population by a variety of means of transport, including public transport, cycling and walking (p.269).

- 4.90 **Policy CF4: Primary Healthcare Facilities** – states that new or improved primary healthcare facilities will be permitted in areas where there is a deficiency in the quality of existing provision, subject to there being no undue loss of amenity to neighbouring residents. The policy also stipulates that on-site parking should be provided in accordance with policies T13 and T15, unless it can be demonstrated that circumstances exist to justify a reduction in this standard. The supporting text to the policy states that ‘the council supports the objective of local provision of high quality primary healthcare facilities, as this will reduce the need to travel by car and be more convenient for the public’ (p.271)
- 4.91 **Policy CF5: Nursing and Special Care** – states that accommodation providing nursing or special care to meet needs arising in local neighbourhoods will be permitted, subject to there being no undue loss of amenity to neighbouring residents. The policy stipulates that proposals should be of a size, design and location that will provide a satisfactory environment for future residents (p.272).
- 4.92 **Policies CF6: Primary Schools** and **CF7: Further, Higher and Adult Education** identify specific sites where new and/or expanded educational facilities should be provided. Lodge Hill, specifically, is not identified but the supporting text to these policies do recognise that new housing development does increase pressure on school places (pp.274-275).
- 4.93 **Policy CF10: Overhead Supply Lines** – states that the Council will seek subterranean provision of low voltage electricity power lines and the removal of redundant overhead equipment throughout Medway. The policy also states that only in exceptional circumstances will the council seek the undergrounding of high voltage (132kV and above) overhead lines. Usually careful line routing will be used to protect the character of AONBs, Special Landscape Areas, Nature Reserves, Ramsar Sites, valued local landscapes and the amenity of occupiers of existing and designated residential areas (p.277).
- 4.94 **Policy CF11: Renewable Energy** – permits renewable energy schemes for the generation and consumption of electricity when the location, scale and design of the apparatus and associated infrastructure are not detrimental to nature conservation or landscape concerns and present no significant loss of residential or countryside amenity (p.278).
- 4.95 **Policy CF12: Water Supply** – states that development will not be permitted where: it would have a detrimental effect on the quality or yield of water supply; or it would prevent or reduce replenishment of groundwater aquifers; or it would have an adverse impact on the flora, fauna (including fisheries interests) and amenity of water courses and other habitats whose nature conservation value is dependent on maintaining water levels; it would represent an unacceptable risk to the quality of groundwater resource, unless appropriate measures are taken to adequately protect these resources (pp.278-279).
- 4.96 **Policy CF13: Tidal Flood Areas** – the southern tip of the Lodge Hill site falls within the boundary of a Tidal Flood Area. Policy CF13 states that development will not be permitted within a tidal flood risk area if: it harms the integrity of the flood defences; or it fails to provide for a means of escape for people in the event of a flood; or it introduces residential living and sleeping accommodation below the estimated flood level; or it introduces mobile homes or caravans; or it introduces new holiday accommodation between October and May.
- 4.97 **Policy CF14: Telecommunications** – states that telecommunication development will be permitted subject to: the applicant for a new mast showing evidence that sharing existing

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masts and sites, buildings and structures have been explored and found to be unsuitable due to legal, technical or environmental reasons; and the site being the best available in environmental terms within technical and legal constraints and mitigation measures have been taken to minimise visual intrusion/environmental impact and amenity considerations; and new high masts being of a design that allows the sharing of aerial space with other operators at critical sites (p.281).

Developer Contributions Supplementary Planning Document (SPD) (2008)

- 4.98 This document sets out the level of contributions triggered by different types of development and identifies the scope of contributions towards (inter alia): affordable housing; open space; sports and leisure; environmental mitigation; children’s services: schools; community development; transport and travel; health; waste and recycling; and environmental health: air quality.

A Building Height Policy for Medway – Part 1: General Policy Guidance SPD and Part 2: Policies on Location (adopted May 2006)

- 4.99 This document is a two-part guide to ensure that any proposals for higher buildings in Medway are properly considered in the context of a clear long-term vision.
- 4.100 Part 1 of the guide provides general location and design policy criteria for formulating and assessing high building proposals. It sets out a checklist for proposals for tall buildings to consider – it includes elements such as analysis of context and setting; relationship to transport and movement networks and design quality.
- 4.101 Part 2 of the guide identifies where high buildings are and are not appropriate within the urban area broadly defined by the Medway Waterfront Renaissance Strategy.

MEDWAY LOCAL DEVELOPMENT FRAMEWORK

- 4.102 Under the provisions of the Planning and Compulsory Purchase Act 2004, LPAs are required to conform to the Local Development Framework (LDF) system of planning policy. Medway Council’s Core Strategy Development Plan Document (DPD), which will set the overarching spatial strategy for the LDF, has reached an advanced stage of preparation. On 30 August 2011 the Council published its Publication Draft Core Strategy for a six-week period of public consultation.

Medway Publication Draft Core Strategy (August 2011)

- 4.103 Given the advanced stage the Core Strategy has reached, the emerging policies within the Publication Draft Core Strategy can be afforded considerable weight.
- 4.104 On the Core Strategy Key Diagram (Figure 3.1, p.24) the Lodge Hill/Chattenden site is identified as a new settlement. The emerging policies of relevance to the redevelopment of the planning application site within the Publication Draft Core Strategy are summarised below:
- 4.105 **Policy CS2: Quality and Sustainable Design** – expects new buildings in Medway to meet the highest architectural standards that reflect or generate local distinctiveness. The policy goes on to state that new development should result in buildings, streets, spaces and neighbourhoods, which are high quality, durable and well-integrated with their surroundings. The policy also stipulates that applications for significant regeneration sites,

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large, or sensitive sites should be accompanied or preceded by a design brief that is subject to a public consultation process (pp.31-32).

- 4.106 **Policy CS3: Mitigation and Adaption to Climate Change** – requires all development to take full account of its potential impact in terms of climate change and demonstrate that appropriate mitigation and adaptation strategies have been put in place to limit these impacts. There is a requirement for residential development to ‘contribute to the progression to sustainable and zero carbon homes by 2016 through meeting the following requirements: Code [for Sustainable Homes] Level 4 until the end of 2013; Code Level 5 between 2014 and 2016; and from the beginning of 2016 Code Level 5 plus any additional requirements needed to meet the Government’s definition of Zero Carbon plus ‘allowable solutions’. Commercial buildings over 1,000sqm will be required to meet the BREEAM ‘very good’ standard until 2016 and thereafter BREEAM ‘excellent’, progressing to the Government’s definition of Zero Carbon by 2019’ (p.34).
- 4.107 **Policy CS4: Energy Efficiency and Renewable Energy** – states that all new development will be expected to ‘maximise energy efficiency savings through passive design and building fabric improvements’. Developments of 10 dwellings or more, or 1,000sqm of non-residential floorspace, will be expected to meet 20% of the residual on-site energy requirements from decentralised, renewable energy sources. Direction for which technologies would be most appropriate should be taken from the Medway Renewable Energy Capacity Study, ‘although emerging and innovative technologies will also be supported’. The policy goes on to state that ‘if it is demonstrated that this target cannot be met economically through on-site measures, equivalent CO2 savings will be sought through compensatory off-site measures including renewable energy schemes and retrofit schemes for existing buildings in the local area’ (p.36).
- 4.108 **Policy CS5: Development and Flood Risk** – requires that proposals for development within flood zones 2 and 3 and on sites of over 1 hectare in zone 1 be accompanied by a flood risk assessment. Permission will not be granted unless, following a flood risk assessment, it can be demonstrated that: the site ‘would not be at an unacceptable risk of flooding itself’; and ‘the development would not result in any increased risk of flooding elsewhere’ (p.38). Figure 4.1 shows flood zones in Medway and that Lodge Hill is not within either a Flood Zone 2 or 3 area (pp.39).
- 4.109 **Policy CS6: Preservation and Enhancement of Natural Assets** – states that ‘wildlife habitats and sites, populations of wild species and other biodiversity features will be protected, maintained and enhanced especially through long-term management and habitat creation schemes that increase connectivity and strengthen ecological resilience’. The policy goes on to state that this will be particularly the case where they have been identified as being of international, national and local importance and as priorities in the UK and Kent Biodiversity Action Plans, or where they are protected or designated under relevant legislation’. The policy also stipulates that development that causes unacceptable harm to important habitats and species through increased atmospheric, noise or light pollution will not be permitted unless it can be demonstrated that measures can be taken to overcome any significant risk. When development is permitted, opportunities will be pursued and secured for the incorporation, enhancement, re-creation or restoration of wildlife habitat, either on-site, off-site or through contributions to the strategic provision of natural open space. The policy continues by stating that ‘any negative impact on recognised wildlife habitats or other biodiversity features should be avoided or minimised through the appropriate siting and/or design of development. Where the negative impact cannot be avoided, but the importance of the development is considered to outweigh the impact, then

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environmental compensation will be provided by the creation by the developer of new habitats or features on other suitable sites and their long-term management will need to be secured. Compensation will normally be provided on more than a like-for-like basis, in order to secure both the maintenance and enhancement of biodiversity' (p.42).

- 4.110 The supporting text to the policy lists specific Sites of Special Scientific Interest (SSSIs), Local Nature Reserves (LNRs), and Sites of Nature Conservation Interest (SNCI). Designations of particular relevance to the Lodge Hill development include Chattenden Woods which is identified as a SSSI.
- 4.111 **Policy CS7: Countryside and Landscape** – permits sustainable development in the countryside in accordance with the objectives and principles of PPG2, PPS4 and PPS7 provided that (inter alia): the openness and intrinsic character of the countryside is retained; there is no significant erosion of the separation of individual settlements; access to the countryside and coast is maintained and enhanced; important habitats are protected and the highest degree of protection is afforded to sites of national and international importance; and the best and most versatile agricultural land, grades 1, 2 and 3a on the Agricultural Land Classification Map, on the Hoo Peninsula 'outside of the Lodge Hill strategic allocation...' will be protected. The policy goes on to state that appropriate designs of development shall accord with the characteristics of the type of landscape within which it is located, including having regard to and conserving (amongst other things): the landform and natural patterns of drainage; the pattern and composition of trees and woodland; the type and distribution of wildlife habitats; the presence and patterns of historic landscape features (p.44).
- 4.112 **Policy CS8: Open Space, Green Grid and Public Realm** – the Council will seek to provide equal opportunities for all people to enjoy accessible, high quality, well-maintained and affordable open space. It will ensure that (inter alia): a multi-functional network of open space will, as far as possible, connect to create a system of footpaths, cycle routes, equestrian facilities and wildlife stepping stones and corridors in a green grid which links the urban areas with five broad strategic corridors at Medway Waterfront, the Hoo Peninsula, Medway Valley, the Estuary and Orchards and Great Lines to the Downs; opportunities will be taken to provide open space that contribute to the formation of the green grid; existing open space will be preserved and poor quality open space enhanced unless an improved provision can be made by new development to the benefit of the local population; and where open space cannot be provided on-site, alternative equivalent provision of new open space or the enhancement of existing open space will be required off-site. The policy goes on to state that new or enhanced urban spaces should be provided as a part of major regeneration proposals and should (inter alia) provide necessary recreational, amenity and, where appropriate, civic space; be fully integrated with the rest of the development as part of an overall design approach; create or maintain attractive and safe streets and public spaces (p.48).
- 4.113 **Policy CS9: Health and Social Infrastructure** – states that the development of sustainable places in Medway with healthy communities and social infrastructure where residents enjoy a high quality of life will be assisted by: supporting relevant organisations and communities to promote, protect and improve the health of Medway's population and reduce health inequalities; protecting and enhancing existing facilities, services and amenities that contribute to the quality of life of residents and visitors; preserving and improving access to facilities and services wherever possible (p.52).
- 4.114 **Policy CS10: Sport and Recreation** – states that in order to improve the quality of life of existing and future residents of Medway and promote healthier lifestyles the Council will:

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safeguard existing facilities for sport and leisure and seek to extend and supplement these with new facilities where appropriate to meet a broad range of needs; and continue to develop a strategy to maximise the potential local benefits of the London Olympics in 2012 (p.54).

- 4.115 **Policy CS11: Culture and Leisure** – the Council will support the implementation of Medway’s Cultural Strategy in order to realise the significant cultural and leisure potential of the area, to improve the quality of life of existing and future residents, promote healthier lifestyles and a participative and inclusive community (p.55).
- 4.116 **Policy CS12: Heritage Assets** – seeks to preserve and enhance Medway’s valuable heritage assets by (inter alia): supporting the conservation, and where appropriate, the enhancement of the historic environment and the contribution it makes to local and regional distinctiveness and sense of place; encouraging proposals that make sensitive use of historic assets through regeneration, particularly where these bring redundant or under-used buildings and areas into appropriate and viable use; requiring design statements which accompany new development proposals to demonstrate an understanding of how the historic environment within which the development will sit, has informed the development of the design (p.56).
- 4.117 The supporting text to Policy CS12 highlights that Medway is particularly fortunate in that it has a number of the region’s most significant historic assets such as the historic City of Rochester and the World Heritage Site of Chatham Dockyard and its Defences (amongst others). The text goes on to acknowledge that the historic environment in Medway is much more widespread than the heritage assets mentioned and also includes:
- Historic street patterns and forms of development in many parts of Medway;
 - Unique river and hillside topography;
 - Unlisted buildings, which contribute to the character of their localities;
 - Areas of rich archaeological importance (p.55).
- 4.118 **Policy CS13: Housing Provision and Distribution** – sets a target of at least 17,930 new homes to be delivered between 2006 and 2028 (an average of 815 dwellings per year) of which 17,500 will be within the Thames Gateway Area. The policy goes on to confirm that a ‘contribution of 5,000 dwellings (of which approximately 4,275 dwellings will be delivered during the plan period) arising from the Strategic Allocation of land at Lodge Hill.’ (p.61).
- 4.119 **Policy CS14: Affordable Housing** – states that in order to address affordable housing need over the Plan period 25% of affordable housing provision will be sought on all sites within the existing defined boundary of the main urban area and Hoo St Werburgh; 30% affordable housing provision will be sought on all sites elsewhere within Medway. The policy goes on to state that provision should be made on all new housing developments capable of accommodating 15 or more dwellings, or on sites of 0.5ha or more in size, irrespective of the number of dwellings. The policy also sets out that affordable housing to meet local needs on a qualifying site will be subject to: its suitability for on-site provision; site viability; the extent to which the provision of affordable housing would prejudice other planning objectives to be met from the development of the site; and the mix of units necessary to meet local needs and achieve a successful, sustainable and socially inclusive development (p.63).
- 4.120 **Policy CS15: Housing Design and Other Housing Requirements** – requires the provision of a mix and balance of good quality housing of different types and tenures and having regard

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to the North Kent Strategic Housing Market Assessment. This will be achieved by ensuring that (inter alia): housing developments help to balance the size, type and tenure and affordability of the local housing stock; all housing developments are well designed and are capable of adaptation to accommodate lifestyle changes, including the needs of the elderly and people with disabilities and to achieve the Lifetime Homes standard; housing complies with space and other standards laid down in the Medway Housing Design Standards; support is given to the provision of housing for vulnerable people and specialist housing; 'executive' style housing will be supported as part of housing schemes offering a range of housing types and in other suitable locations; land is utilised effectively and higher densities are achieved in locations well served by public transport; subject to available resources, programmes to improve and renovate the existing housing stock will be advanced to maintain its fitness for purpose and improve sustainability standards (p.66).

- 4.121 **Policy CS17: Economic Development** – states that the development of the Medway economy will be dynamic and widely based, to provide employment for the community as a whole, to provide greater choice for the workforce, offer an alternative to out-commuting and achieve a balance with housing growth. The policy goes on to encourage development of the following specific sectors including: energy and environmental technologies; engineering and manufacturing; building products and construction; health and social care; creative industries; and tourism. The policy also states that there will be an emphasis on higher value activity to develop increased GVA and higher skilled employment opportunities. There is also commitment from the Council and its partners that they will assist in the development of work readiness and skills through improved standards of education and skills in the workforce.
- 4.122 Another objective of the policy is to improve Medway's image by (inter alia): development of a diverse and vibrant evening economy; encouraging the development of comprehensive leisure facilities; promoting Medway as a venue for top sporting and cultural activities; and developing Medway as a genuine and connected 'city break' tourism destination.
- 4.123 The policy identifies a supply of around 935,998sqm of employment floorspace and premises to provide a range and choice of sites in terms of quality, accessibility, type and size, to meet Medway's requirements up to 2028. The policy states, amongst other things, that 'the Council particularly recognises the potential that the new settlement at Lodge Hill presents for creating a high quality environment for the development of employment'. (p.73).
- 4.124 **Policy CS18: Tourism** – encourages a diverse and high quality tourism offer that seeks to lengthen the tourism season, increase the number and length of visits, provide job opportunities and sustain the tourism economy, whilst maintaining and where possible, enhancing Medway's natural and built environment qualities. In order to successfully develop Medway's tourism 'product' the Council will seek to secure (inter alia): the provision of more internationally branded hotels to allow a shift from the lower spend day trip market towards new markets such as business tourism and city breaks; the development of the evening economy and cultural offer which are required for all successful city break destinations; an improvement of the image and 'brand' of Medway to enhance its awareness as a visitor destination beyond the South East; an increase in skills and quality of the local tourism industry.
- 4.125 The policy also states that local tourism will be supported by (inter alia): encouraging tourism and provision for visitors which is appropriate to the character of the area; retaining and enhancing existing serviced accommodation and supporting the provision of new serviced accommodation in towns and villages; encouraging proposals for new hotel

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accommodation and conference/exhibition facilities in locations which complement regeneration opportunities; maintaining and enhancing existing tourist and visitor facilities (pp.74-75).

- 4.126 **Policy CS19: Retail and Town Centres** – sets out a commitment from Medway to maintain and enhance the vitality and viability of its network of urban and rural centres and support the delivery of appropriate comparison, entertainment and cultural facilities. The policy goes on to state that town centres and edge of centre sites will be the preferred location for such development and a sequential test will be applied for development elsewhere in accordance with PPS4. There is also identification of the provision of retail development at specific locations including (amongst others):
- Smaller scale comparison goods floorspace at the district centres of Strood (9,400sqm), Rochester (Riverside 7,800sqm), Gillingham (6,200sqm), Lodge Hill (5,200sqm) and Rainham and at Hempstead Valley (2,800sqm);
 - Two convenience stores of about 3,500sqm at Corporation Street, Rochester and 5,000sqm at Lodge Hill, Chattenden (p.77).
- 4.127 **Policy CS20: Education and Personal Development** - states that the Council will work with all relevant partners to develop a fully integrated educational offer including (inter alia): all-through primary provision with integrated or associated early years provision; management arrangements for schools which fully exploit their potential as community hubs; a distributed adult learning service with a new focus on re-skilling and meeting the identified needs of local employers; the further development of the University for the Creative Arts, offering a wide range of foundation and graduate opportunities whilst fully exploiting opportunities for direct spin-off and other creative industry opportunities; re-investment in and the further development of Mid Kent College, both as a broad focus for post 16 education and as a regional scale hub for construction and allied skills; the establishment of a cross sector high level education forum intended to steer future development and strengthen links with the business sector (p.78).
- 4.128 **Policy CS21: Conventional Energy Generation** – proposals for additional power generation and energy storage capacity on the Hoo Peninsula and the Isle of Grain will be supported, subject to: their impact on the natural environment and local settlements being acceptable; specific efforts being applied to the recruitment and use of local labour including collaboration with local universities and colleges; proposals being assessed for their potential to re-use waste heat (p.80).
- 4.129 **Policy CS23: Waste Management** – states that provision will be made for the collection, reuse, recycling, treatment and disposal of Medway’s waste by (inter alia): ensuring all new built developments make appropriate provision for the separation, storage and collection of waste materials; permitting facilities for the re-use, recycling, treatment and transfer of waste materials, subject to their being of an appropriate environmental standard (p.88).
- 4.130 **Policy CS24: Transport and Movement** – this policy sets out a number of objectives to be achieved over the plan period, including: the highway system will be proactively managed to minimise congestion, through the operation of urban traffic management and control systems, the development of a high quality bus network and selective junction improvements in congestion/air quality hotspots; car growth will be balanced by increasing the capacity, reliability and quality of public transport; car parking in the town centres will be rationalised where appropriate into multi-storey facilities available for public use; lower car parking standards will be considered in areas with already or potentially good public transport availability to provide a realistic option to private car use; all significant

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development proposals will be subject to an agreed transport assessment, which includes an assessment of the potential to encourage modal shift away from private car use; walking and cycling networks will be extended, catering particularly for local journeys but also sub-regionally, including in conjunction with new developments (p.94).

- 4.131 **Policy CS33: Lodge Hill** – confirms Lodge Hill as a designated site on the Proposals Map (the supporting text in paragraph 10.106 confirms the site is categorised as a ‘strategic allocation’). The full text of Policy CS33 is reproduced below:

‘Lodge Hill, as shown on the Proposals Map, will be developed as a freestanding mixed-use settlement providing:

- Approximately 5,000 new homes, of which around 4,300 will be completed within the plan period. Provision of 30% affordable housing within this total will be sought, in line with the provisions of Policy CS14;
- Employment opportunities generally in balance with the resident working age population (c. 5,000), reflecting not only the needs of the settlement but also creating a new focus for higher value economic activity Medway;
- Retail provision of at least 5,000 square metres GEA floorspace.

Planning permissions will be granted subject to:

- Being consistent with a Development Brief and site-wide masterplan. These should fully reflect the Vision and Objectives for the site as set out above and be in accordance with the design principles and parameters illustrated on the Lodge Hill Concept Plan;
- The provision of supporting infrastructure, including transport links, green infrastructure and community facilities;
- Design solutions having due regard to:
 - The military history and heritage of the site;
 - The proximity of the Chattenden Woods Site of Special Scientific Interest, including the need for appropriate buffers and management arrangements;
 - The provision of open space and other community facilities;
 - The benefits of retaining existing trees, hedgerows and other landscape features within the site;
 - Measures to enhance biodiversity within and in close proximity to the site;
 - The potential for a comprehensive heating grid, neighbourhood power and heat generation, SUDs and other features minimising the carbon footprint of the development as a whole, including a water strategy;
 - The need to create a well defined ‘town centre’ and associated neighbourhood centres serving not only the needs of the resident and working community, but also existing smaller settlements on the Hoo Peninsula, and in particular the existing settlement of Chattenden;
 - The need to create liveable neighbourhoods where the built form, mix of uses and layout of development enables future residents to achieve a good quality of life and encourages healthy and active lifestyles.

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- The requirements of a comprehensive Access Strategy and associated Transport Assessments, to be phased in accordance with the demands generated by the development, including:
 - Accesses at the eastern and southern ends of the site;
 - Contributions to off-site highway and junction improvements directly related to the scale and phasing of the development;
 - Early provision of a high quality bus service including priority measures on the highway network, or other comparable public transport facilities connecting the settlement to the main Medway urban area;
 - Measures to actively promote sustainable transport, including public transport use, walking and cycling;
 - Measures to minimise rat-running on the surrounding rural road network while promoting connectivity for pedestrians and cyclists (p.132).

4.132 Figure 10-11 within the Publication Draft Core Strategy identifies the extent of the proposed Lodge Hill Strategic Allocation (p.133). Table 10.22, which is reproduced below, sets out the proposed indicative land uses at Lodge Hill (p.134):

Table 10.22 – Proposed Land Uses at Lodge Hill

PROPOSED USE	QUANTUM
Housing	Capacity for approximately 5,000 residential dwellings (of which approximately 4,300 to be delivered within the plan period), and with 30% affordable housing. This will include retirement accommodation.
Economic development	
- Retail	At least 5,000sqm Gross External Area, to include a foodstore
- Employment	At least 43,000sqm Gross External Area for business uses
- Hotel	Two hotels
Community	<p>Three primary schools (which may include an extension to the existing Chattenden Primary School) and a secondary school. All schools will include dual community use.</p> <p>Community centre incorporating uses such as place of worship; emergency service accommodation; library</p> <p>Primary Healthcare Centre</p> <p><i>The land take for social infrastructure is expected to be approximately 6.5ha.</i></p>
Residential institutions	<p>Assisted living and/or extra care accommodation (approximately 60 units)</p> <p>Nursing home accommodation (approximately 60 units)</p>

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Leisure	A range of facilities to be provided throughout the site through the provision of open space and through dual use with community and education provision.
Landscape and open space	Throughout the site. <i>The land take for green infrastructure is expected to be approximately 90ha.</i>

4.133 **Policy CS35: Developer Contributions** – states that ‘developers will be required to make provision for infrastructure where the need arises directly from development. The Council will seek to enter into a legal agreement with the developers to provide for new physical infrastructure, social, recreational and community facilities (including education facilities) and environmental mitigation or compensation measures where mitigation on site is impossible or inadequate on its own’. The policy goes on to state that ‘provision will be sought in proportion to the size and nature of the individual development and will take into account the existing pattern of provision in the locality. Provision will be made on the site where this can be reasonably achieved. When this is not the case, contributions will be sought for the provision of facilities and ecological features elsewhere, provided their location can adequately serve the development site or are appropriate related to it’. The policy is expected to be adapted, as necessary, in the Guide to Developer Contributions to reflect Government guidance and regulations in force at the time (p.142).

Lodge Hill Development Brief Consultation Draft (July 2011)

- 4.134 Medway Council published its draft Development Brief for the Lodge Hill site on 30th August 2011 for a six week period of public consultation. This draft document expands on the emerging Core Strategy Policy CS33 and provides additional detail about how the Council feels the site should be developed.
- 4.135 With regard to the status of the draft Development Brief, the introductory text to the document confirms that ‘Because it is being produced before the new Core Strategy is adopted, it will not be a formal Supplementary Planning Document (SPD). Instead it will be approved by the Council to inform the Hearings into the Core Strategy. It will also be a material consideration in the determination of any planning application for the site. Once the Core Strategy is adopted, the Council will consider upgrading the document to a full SPD’.

