Appendix C

Landscape Sketchbook Design Report

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Landscape Sketchbook

Rainham Parkside Village
MTC128R01 | Rev 02 | 30.05.25

Introduction

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MTC128R01 | Landscape Sketchbook | Rev 02 | 30.05.25

This Landscape Design Report has been produced on behalf of Esquire Developments Ltd to provide a landscape strategies for Rainham Parkside Village.

Rev 02 - First issue for draft purposes. Document to be reviewed by client before further development carried out.

Executive Summary

This Landscape Design Report, commissioned by Esquire Developments Ltd, outlines a high-level landscape strategy for Rainham Parkside Village – a proposed development on a 51-hectare site currently in use as a commercial orchard, owned by AC Goathams & Sons. The site is situated between Gillingham, Twydall and Rainham, and forms part of a wider semi-rural landscape extending northwards to the River Medway and its associated leisure corridor.

The setting is defined by its distinctive orchard character, historic hedgerows, and strategic views, as well as its proximity to key green infrastructure such as the Riverside Country Park and the historic Saxon Way. The site also falls within the Gillingham Riverside Area of Local Landscape Importance (ALLI), a designation which reflects its role in contributing to local landscape character, amenity, and environmental quality.

Following a previously refused planning application, this report sets out a revised, landscape-led approach that responds more sensitively to the site's setting, constraints and opportunities. The strategy seeks to retain and reinforce key landscape features, enhance ecological value, and improve public access to green space and sustainable transport routes.

Key principles of the approach include:

- Respecting and enhancing the semi-rural character of the area;
- Strengthening green infrastructure connections and biodiversity;
- Creating new, accessible landscapes that link communities to the River Medway estuary;
- Reflect the character and policy intent of the ALLI designation;
- Integrating development parcels within the existing landscape pattern to soften visual impact and support ecological continuity.

The proposals prioritise the creation of connected green spaces, the enhancement of existing rural lanes for pedestrian and cycle use, and the careful treatment of views, boundaries and heritage settings.

This summary introduces the overarching strategy; further detail on the specific landscape proposals, character areas and policy context follows in the main body of the report.

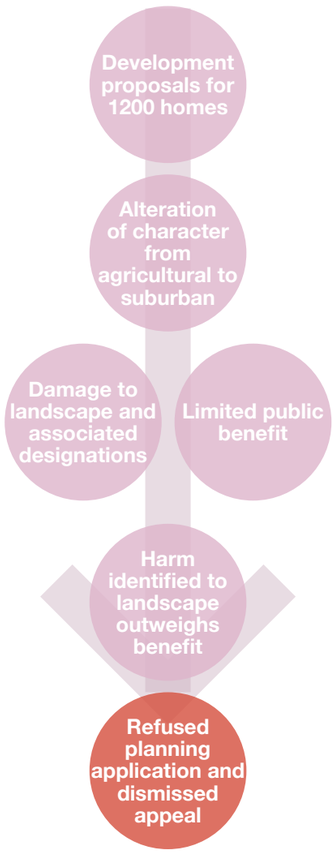
1. Rainham Parkside Village - Connecting Communities to Nature

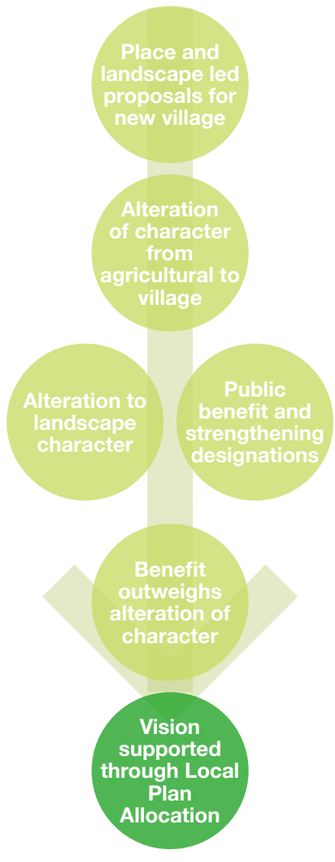
2. Landscape Vision Summary

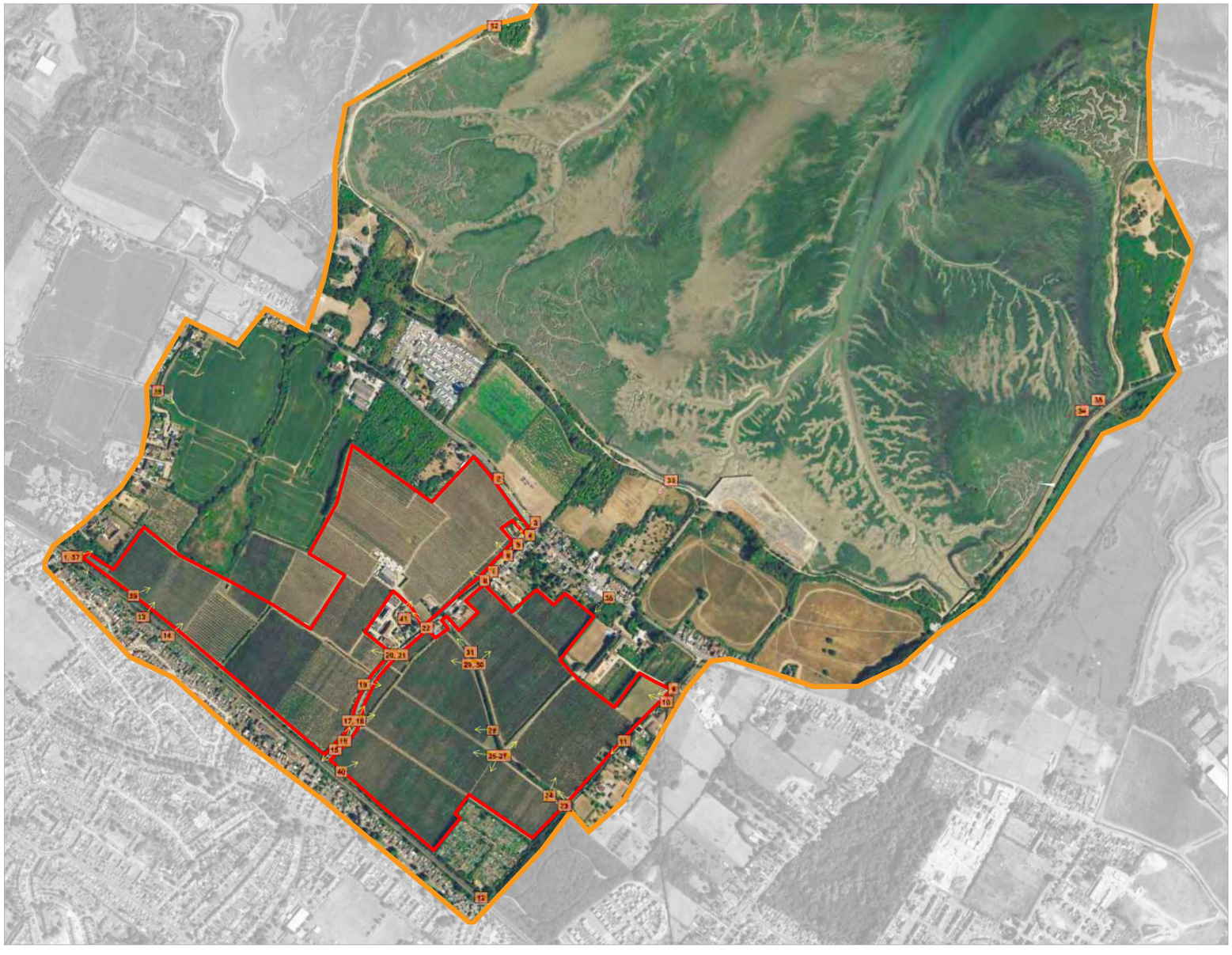
This project is for the development of a new park-side community delivering connections to nature, both for new residents and the surrounding population.

This report introduces the site, discussed key aspects of the landscape and its designations, before describing the vision and offering a high-level assessment of scheme development based on view points identified in the 2019 JE landscape and visual evidence (numbered opposite).

These proposals does not shy away from the inevitable alteration of character, but describes benefits to the landscape and it's key designations. These bubble diagrams aim to summaries the refused scheme and this revised strategy.







3. Site Location

The site is a 51 hectare area of land dissected around a central rural lane, Pump Lane, predominantly comprising orchards associated with the AC Goathams & Sons company.

Sitting between Gillingham, Twydall and Rainham to the south (west to east respectively) and the River Medway to the north, the site is uniquely positioned with access to local towns and transport infrastructure, and the Medway designated leisure corridor with its Riverside Country Park and historic Saxon Way.

To the south, the railway line creates a stark junction between traditional suburban streets and countryside lane.

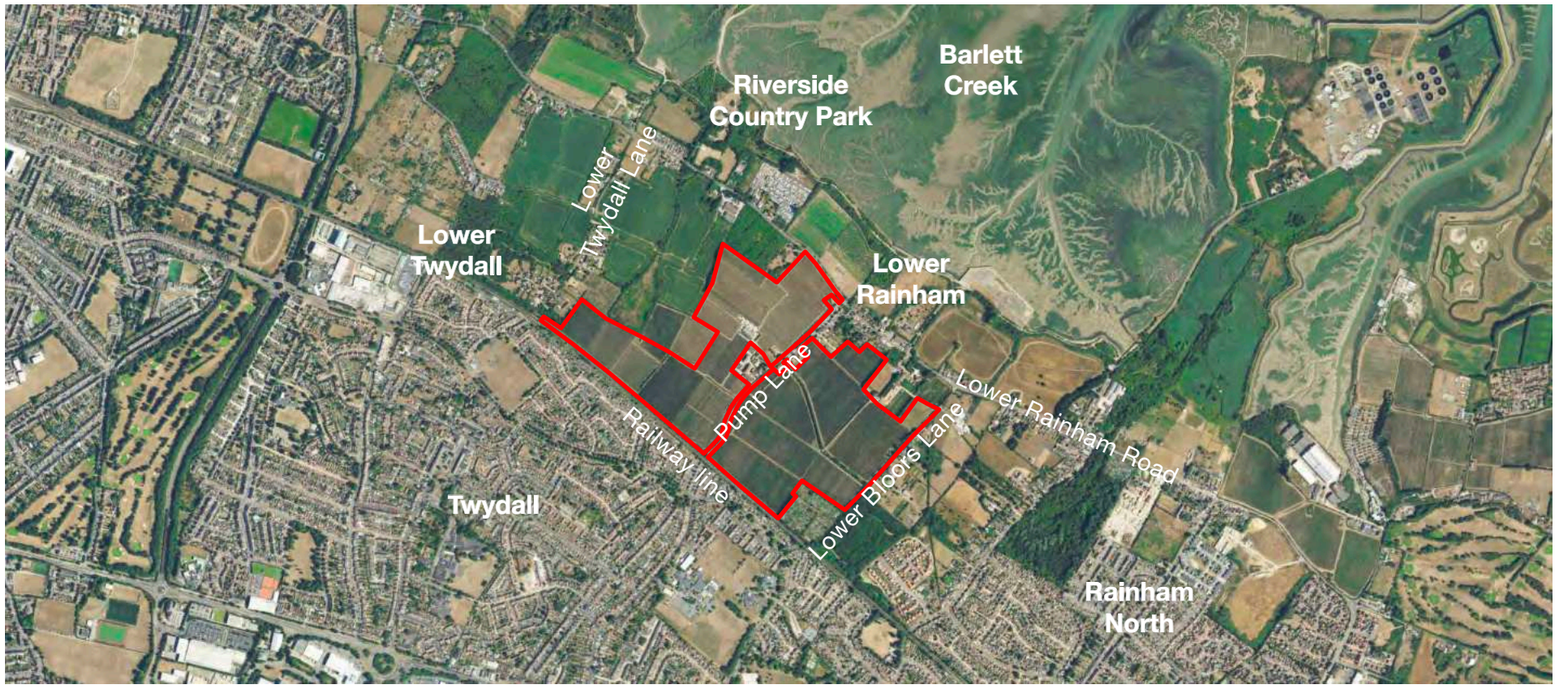
Three lanes, Lower Twydall, Pump and Lower Bloors, connect with the site, running in perpendicular from the railway line. A public bridleway runs through the eastern portion of the site between Pump Lane and Lower Bloors Lane.

Although these lanes and single Bridleway are the only publicly accessible areas around the site, the orchards are regularly visible through gaps in mature hedges, at field entrances and from elevated positions atop pedestrian rail bridges at the site's southern corners.

The Lower Twydall and Lower Rainham conservation areas adjoin the site to its west and north east respectively. Lower Rainham Road runs across the north of the site parallel with the coastline and railway.

Beyond Lower Rainham Road the Riverside Country Park and associated fields provide an attractive and valuable local amenity provision with the long distance Saxon Way providing wider rambling connections.

Barlett Creek within the River Medway Estuary is a striking visual amenity and designated RAMSAR site. The wide panoramic views over the water are a positive characteristic of the Country Park but, due to locally flat geography, those views are not available from the site.



4. On Site Experience

The Site is owned and operated by AC Goathams & Sons as a commercial orchard. This use is visible from the lanes and footways that pass through and around the site, where gaps in tall historic hedgerows reveal fields of neat tractor-width rows of small fruit trees.

Public access around the site is limited to and single public footpath and the flanking lanes Lower Twydall and Lower Bloors to the west and east respectively and Pump Lane, which dissects the site down its centre. The two former lanes have access via railway bridges from the south, whilst Pump Lane can be accessed by road beneath the railway line. The public right of way (numbered GB5A and pictured below) connects Lower Bloors Lane with Pump Lane. Despite being between Twydal and Rainham to the south, and the buys Lower Rainham Road to the north, the three lanes have a countryside character comprising of tall flanking vegetation, often tight to the narrow carriageway, field access points and occasional housing either fronting lanes or farm-like clusters access from them. There are no public footpaths and the lanes do not feel comfortable to walk or cycle on due to the narrow widths, lack of shelter from vehicles and driving speeds, particularly Pump Lane. Lower Bloors and Pump Lanes are pictured above and below.

Bridleway GB5A traversed two orchard field and is largely enclosed by vegetation and trees, apart from at the field crossing where is opens to views across the orchards. The footpath is pleasant and comfortable for walking and cycling. Gaps in vegetation reveal views through the orchard, including a glimpsed view to the east towards the Lower Bloors Lane Oast Houses.

The experience of a mature landscape with active agriculture is positive; however, the three lanes feel unsafe for pedestrians and are not appropriate or evidently intended for anything other than motor vehicles.

5. Around the Site

The site provides a connection between towns to the south and Medway's leisure corridor via three lanes. Two of these, Lower Bloors and Lower Twydall, are access via pedestrian railway bridges, which offer panoramic perspective across the landscape, particularly the latter due to a gap in mature trees (second picture below).
Further south along Twydall Lane, at the junction with Grange Road, an uncharacteristically wide ranging panorama is opened looking across two fields towards the site; this view is part of the Site's various LVIAs and a photo is included below.

Lower Rainham Road traverses the north of the site and is well used as the single vehicle route along the coast to the north of the railway. Adjacent to the site Lower Rainham Road has a negative impact on a listed Tudor cottage sits at the junction of and Pump Lane, and on the Lower Rainham conservation area due to the quantum of traffic. Lower Rainham conservation area is challenging to travel through on foot as the road dominates spaces between buildings and requires traffic signals to enable two directional traffic. Vehicle queues have further impacts on the setting of the listed cottage.

6. Leisure Corridor

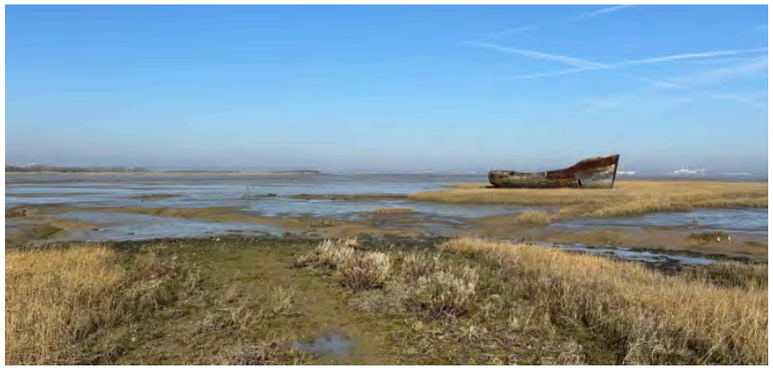
To the site's north the Riverside Country Park provides a valuable local amenity, including walking trails, playgrounds, cafes, allotments and unique landscape features such as Horrid Hill and Bloors Wharf. The setting is very attractive panoramic views over the estuary and and a semi-rural character to the south.

Local topography prevents an abundance of long range views across the landscape; however, vantage points from estuary peninsulas Horrid Hill and Motney Hill do offer wider and more distant views across the landscape.

These view points were assessed within landscape and visual reports associated with the previous site application and appeal.

The images top and bottom right are photographs taken from Motney and Horrid Hills respectively.

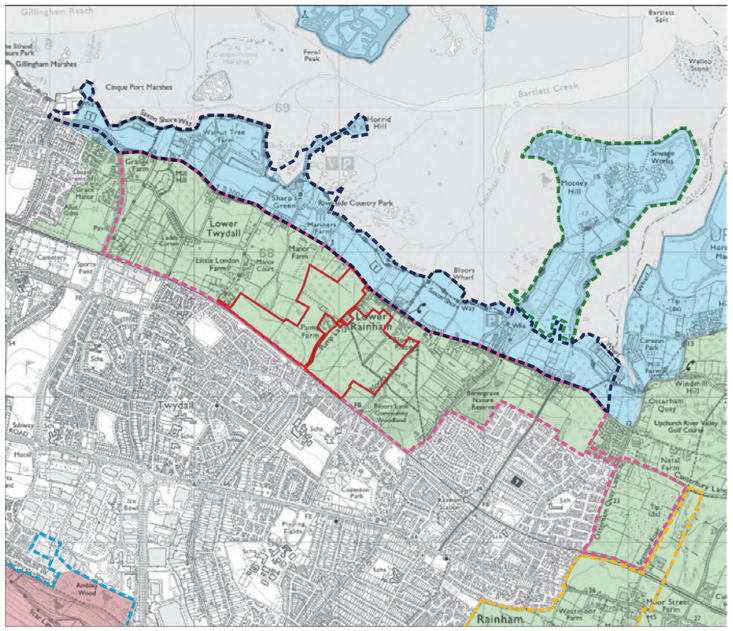
There is a greater perception of the site from Motney Hill (top right) and areas of Rainham and Tydall can clearly be seen, such as the pyramidal Holy Trinity Church.



7. Landscape Character and Policy Designations

Here a suite of plans have been prepared to illustrate the local planning policies and landscape character types.

Of these, the Gillingham Riverside Area of Local Landscape Importance takes precedent in this study as it incapsulated landscape character elements from other designations and couples these with specific policy functions.



Site Boundary

National Character Area Profile:
81 Greater Thames Estuary
113 North Kent Plain

Kent County Council: The Landscape Assessment of Kent (October 2004)

- Fruit Belt
- Medway Marshes
- Capstone Downs

Medway Council: Medway Landscape Character Assessment (March 2011)

- 21. Lower Rainham Farmland
- 5. Riverside Marshes
- 6. Motney Hill
- 22. Moor Street Farmland
- 24. Darland Banks

Rainham Parkside Village

Landscape Character: District Level
(Not to Scale)

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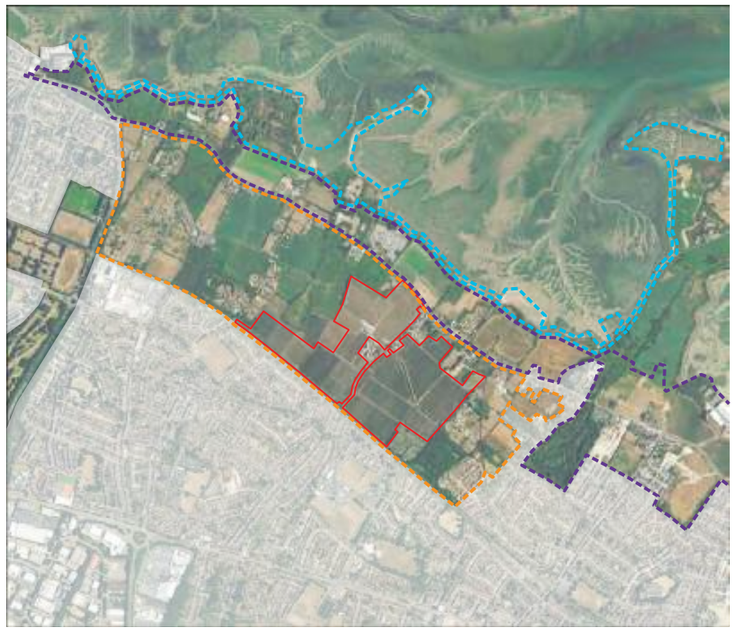

Site Boundary

??Medway Landscape Character Assessment (March 2011):??

- Lower Rainham and Lower Twydall Fruit Belt
- Medway Marshes Farmland
- Medway Shoreline and Riverside Country Park
- Urban

Rainham Parkside Village

Local Landscape Character Areas
(Not to Scale)

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Site Boundary

Approximate ALLI Boundary
(ALLI excludes some areas of settlement at Lower Rainham, Berengrave Lane and Station Road)

Rainham Parkside Village

Extent of Site in Relation to the Gillingham Riverside ALLI
(Not to Scale)

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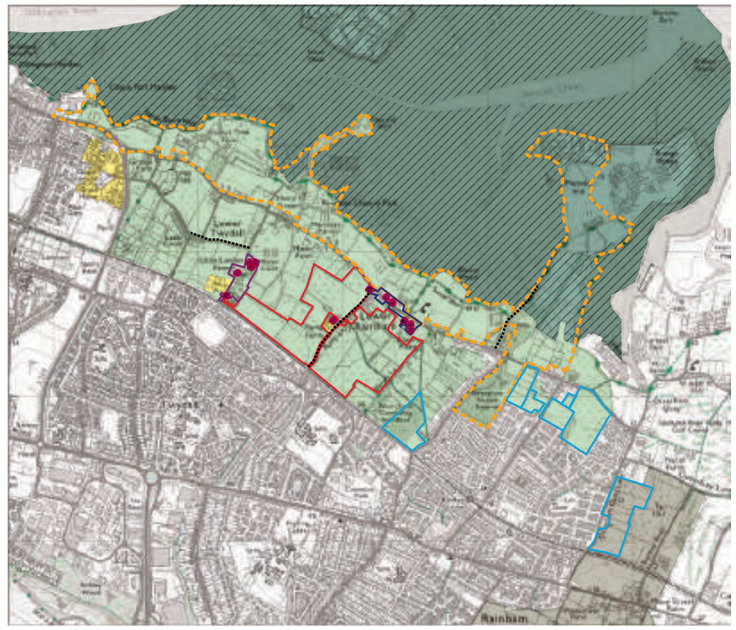

Site Boundary

Medway Local Plan (May 2003)

- Conservation Area: Lower Rainham Polices- BNE12, BNE13, BNE14, BNE15
- Conservation Area: Lower Twdall Polices- BNE12, BNE13, BNE14, BNE15
- North Kent Marshes Special Landscape Areas Policy- BNE33
- Areas of Local Landscape Importance (Gillingham Riverside) Policy- BNE34
- Areas of Local Landscape Importance (Merrocourt/Mereborough) Policy- BNE34
- Site of Special Scientific Interest/National Nature Reserve Policy- BNE35
- Designated Country Park Policy- L9
- Proposed Community Forest or Woodland Policy- BNE64
- Rural Lanes Policy- BNE47
- Residential Allocations Policy- H1
- Public Rights of Way Policy- L10
- Consented Development in the ALLI (since 2015):
  - i. MC/19/2898 Land West of Station Road (76 dwellings)
  - ii. MC/18/3160 Land off Lower Rainham Road (64 dwellings)
  - iii. MC/18/1796 Land South of Lower Rainham (202 dwellings)
  - iv. MC/17/1820 Bakersfield Land at Station Road (90 dwellings)
  - v. MC/18/1307 Bakersfield Phase 2 (18 dwellings)
  - vi. MC/17/3697 & MC/19/3275 Berengrave Nursery (139dwellings)
  - vii. MC/16/2051 Otterham Quay Lane (300 dwellings)

* 589 consented in Gillingham Riverside ALLI in last 5 years

Other Designations

- Listed Buildings (In close proximity of the site)
- Saxon Shore Way Long Distance Footpath

Rainham Parkside Village

Planning Policy and Consented Development within the ALLI
(Not to Scale)

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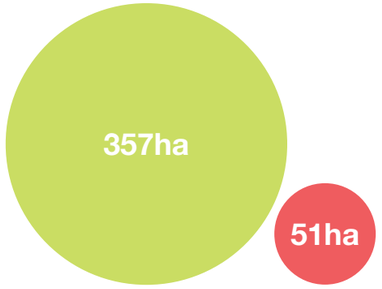
8. Gillingham Riverside Area of Local Landscape Importance

The local plan identifies a number of Areas of Local Landscape Importance (ALLI); the Site sits within the Gillingham Riverside ALLI and contributes to its character. Impact on the ALLI was a key issue in the refusal and subsequent dismissed appeal: '*The proposed development would lead to significant long-term adverse landscape and visual effects to the local valued Gillingham Riverside Area of Local Landscape Importance (ALLI), which would not be outweighed by the economic and social benefits of the scheme, in conflict with Local Plan policy BNE34 and NPPF paragraph 170.' Site is part of a Para 170 valued landscape*'
ALLIs area designated due to their positive impact on local amenity, environmental quality and provision of attractive settings to urban areas and villages. The Gillingham Riverside ALLI is mapped below.

Scale of the Gillingham Riverside ALLI in relation to site area, approximately 1/7th

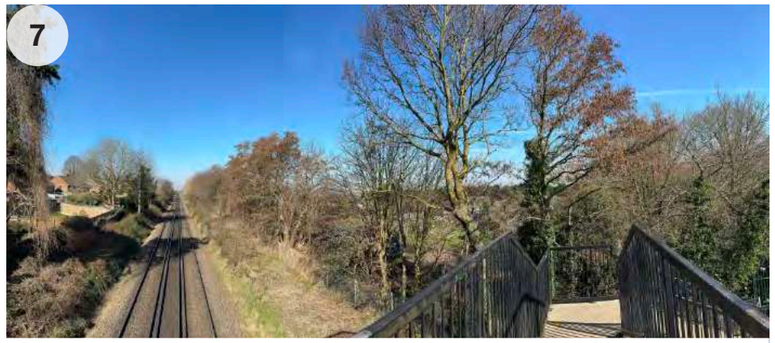


All ALLIs are designated significant for both their landscape importance and a series of strategic functions:
1. As green lungs and buffers, helping to maintain the individual identity of urban neighbourhoods and rural communities:
2. As green corridors (or links) for the community to reach the wider countryside;
3. As edge or "fringe" land, needing protection from the pressures of urban sprawl; and
4. As habitats for wildlife and corridors, along which wildlife from the wider countryside can reach the urban environment.

The local plan also provides guidance on the landscape character and functions within each specific ALLI that the council will aim to protect, for Gillingham Riverside these are:
5. Character: Rural landscape of orchards and arable fields with country lanes.

Function:
6. Important green buffer separating Twydall and Rainham from the Medway estuary.
7. Allows attractive views from the river and railway. Provides residents within an extensive urban area with access to an attractive, rural landscape.
8. Provides an attractive setting to the Lower Rainham and Lower Twydall conservation areas.
9. Contains a number of orchards, mature hedgerows and farm groups complementing and contributing to the Riverside Country Park.
10. Forms a green backdrop when viewed from the Medway Estuary.

The photos opposite have been provided to illustrate the ALLI's qualities where they are reflected on the site. The numbers refer to the ALLI function they are included to represent.



9. Refused Application

The site has been subject to an earlier planning application, which was refused. The applicant later appealed, but this was dismissed at appeal.

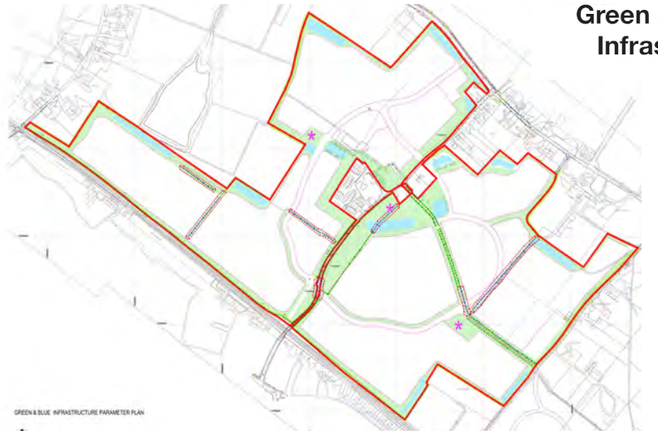
The proposal, whose drawings are set out here, included around 1200 homes, a school, village centre and care home. Some green infrastructure was proposed but this was largely restricted to the boundary of the site and partially aligning a new loop road.

Here a short summary of the main issues within dismissed appeal is provided:

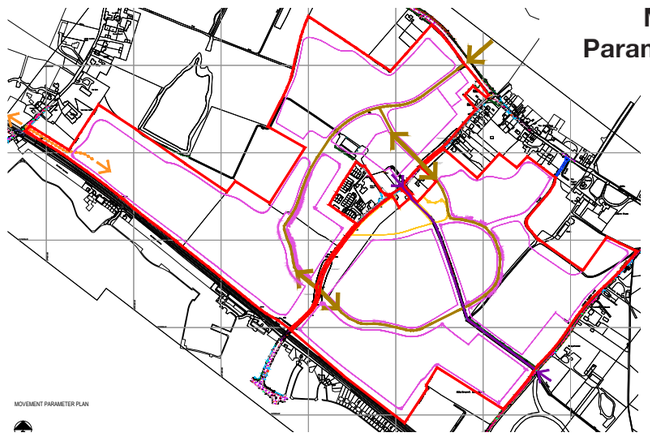
- Adverse landscape and visual effects on Gillingham Riverside ALLI
- Substantial adverse landscape and visual impact, and thus harm, to the character and appearance of a wide swathe of of countryside between Lower Rainham Road and Twydall/Rainham
- Damage to its landscape importance and role as a buffer
- Loss of agricultural land (BMV) carries weight
- Severe harm brought to highway network as part of proposals

Masterplan

Green and Blue Infrastructure



Movement Parameter Plan



10. Landscape Land Use

The site sits in an area between Gillingham, Twydall and Rainham that has a semi-rural character. Owing to the infrequency of longer range views, the character changes quickly from urban to semi-rural at the railway. The Site and its immediate area comprises a number of landscape uses, which have been simplified on the diagram opposite.

Apart from some isolated residential and agricultural buildings, the Site itself entirely comprised of orchard fields. These can be seen through gaps in mature hedges and at field entrances.

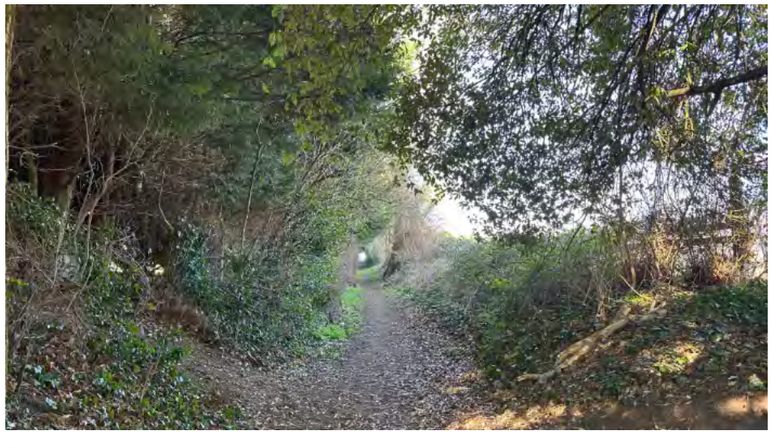
Arable fields are located to the west and a smaller grain of pastoral fields are found beyond Lower Bloors Lane.

Areas of privately owner green infrastructure exist at various scales throughout the landscape and include gardens, woodland blocks, scrubland and other areas unused for agricultural purposes.

Public footpaths and bridleways also exist around the site, most notably the Coastland Path along the estuary edge. The Bridleway on site connects through positive public landscapes back to Rainham Station; however, it terminates at Pump Lane where no onward footway is provided.

Some highly valuable public amenities and green space are located adjacent and close to the site, which the site has the opportunity to meaningfully connect with:

1. Bloors Lane Allotments
2. Bloors Lane Community Woodland
3. Riverside Country Park (fields)
4. Bloors Wharf
5. Riverside Country Park (playground and cafe)
6. Horrid Hill



Key

- Off-street public rights of way
- Publicly accessible or amenity landscapes
- Inaccessible areas of significant green infrastructure
- Agriculture: orchards
- Agriculture: Pasture
- Agriculture: Arable

11. Green Infrastructure

The relatively low and flat levels, and significant mature local green infrastructure provide a strong positive experience of areas of the site and particularly beyond in the ‘leisure corridor’.

The green infrastructure includes tall mature deciduous and evergreen hedgerows, often 6m+ and formed of traditional tree species, hedgerow and specimen trees, woodland blocks, linear tree belts, and the suite of landscape land-use types outlined previously.

Tall hedgerows flank the lanes through and around the site, and linear tree belt encloses the site’s bridleway; however, there are few other green infrastructure elements on site not associated with commercial agriculture.

Tree belts and woodland blocks are scattered around the wider landscape and align the railway line to compartmentalise experiences of the landscape and moving through it.

The river estuary represents an internationally significant piece of green infrastructure and is classified as a RAMSAR site, Medway Estuary and Marshes, for its diverse assemblage of wetland plants and invertebrates (12 British Red Data Book species).

Key

- Woodland blocks and linear treed green infrastructure
- Medway Estuary & Marshes
- Hedgerows
- Open land, largely agricultural

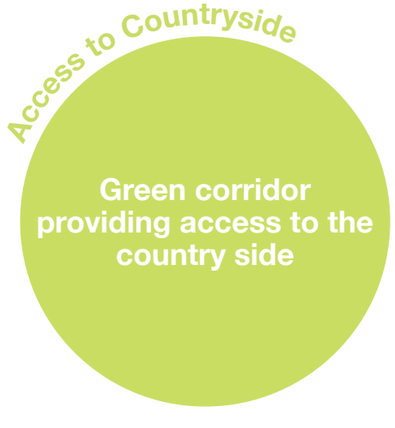
12. ALLI Considerations and Strategies

The Gillingham Riverside ALLI has been designated due to the areas positive impact on local amenity, environmental quality and provision of attractive settings to urban areas and villages.

Landscape and Visual Evidence prepared by Medway at the Site's dismissed appeal concluded that the development would have given rise to significant harm to the functions of the ALLI.

As the ALLI encapsulates both landscape character and function, future development strategies should be led by principles of the ALLI designation. There are 10 functions and characteristics identified for the Gillingham Riverside ALLI, for developing landscape strategies these can be discussed in 3 broad categories:

- Access to countryside
- Landscape buffer
- Landscape Setting



13. ALLI Access Constraints

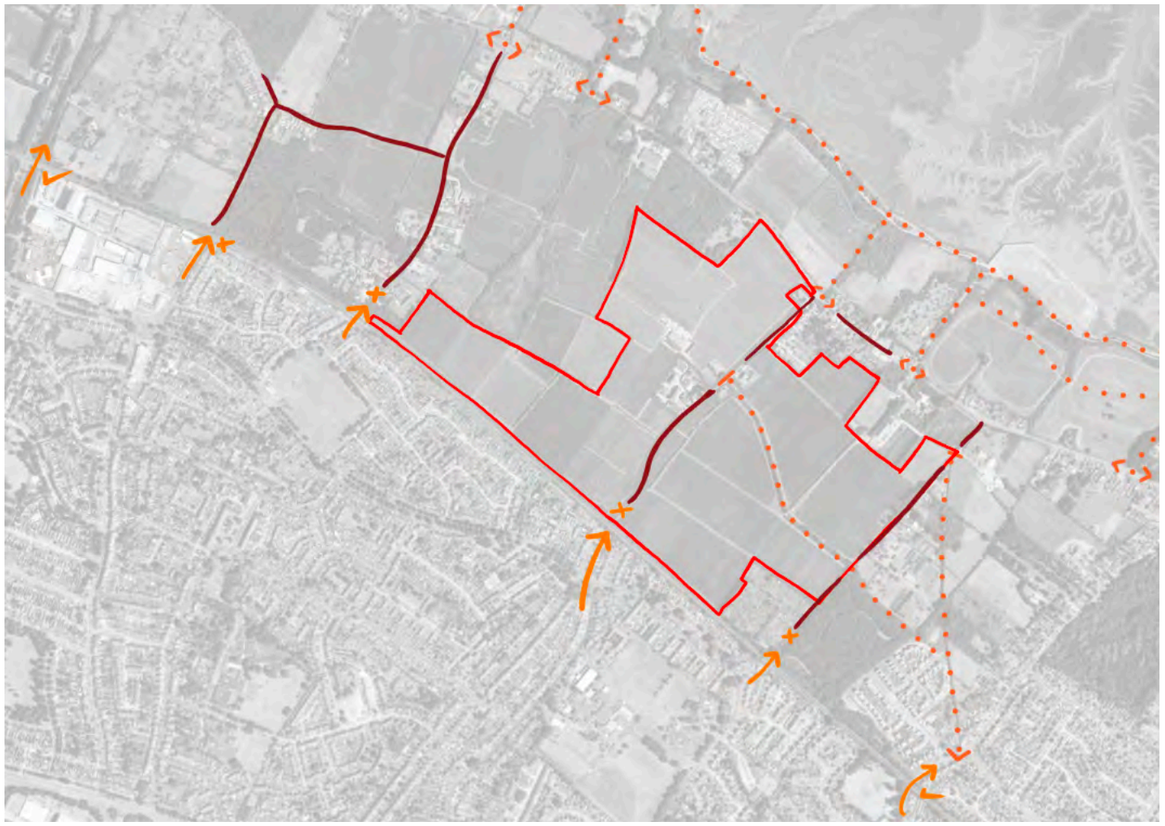
The area of estuary edge adjacent to the site is referred to by Medway as a ‘leisure corridor’ due to the unique landscape setting, long-distance walking routes, open amenity space and country park with play and recreation provisions. Parking is provided throughout the country park; however, access via walking and cycling is challenging due to the poor connections from Rainham and Twydall.

A function of the Gillingham Riverside ALLI is to offer green corridors providing access to the countryside, which with three adjacent railway crossings, this site has the capacity to meaningfully deliver.

Currently all three lanes connecting from railway crossings to the country park are unsafe for pedestrian or cycle use and present a barrier to none vehicle movement; any possible development strategy should consider how these rail crossings might provide enjoyable cycle and pedestrian connections from Rainham and Twydall to the estuary-side country park.

Key

- Access points across railway line
- Dedicated or comfortable onward pedestrian connection
- No comfortable pedestrian route
- Lanes which are unsafe and uncomfortable for pedestrian or cycle use
- Public footpaths



Access to Countryside

Green corridor providing access to the country side

In addition to consideration of lane improvements around the site; future development proposals should present strategies for improving the Lower Rainham Conservation area through alternative traffic routes and street design.

14. Access to Countryside

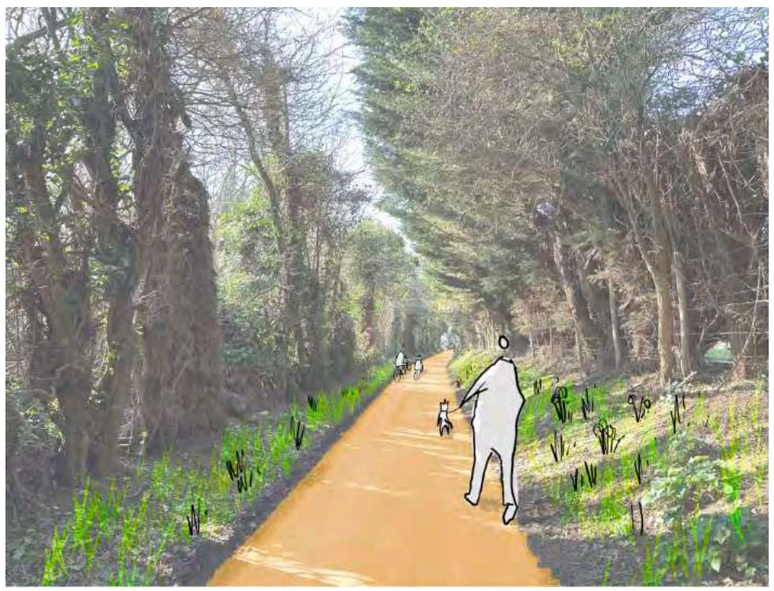
A key aspect of the ALLI, as is often the case with green wedge, finger and belt style designations, is providing sustainable connections to local green space and the countryside.

The site, which connects to two pedestrian rail crossings, occupies a strategically significant position in fulfilling this function; however, cycle and pedestrian access between railway bridges or under passes connect with lanes that do not feel safe or comfortable for non-vehicular use. This creates practical barrier to sustainable links towards local assets.

There is the opportunity to dramatically improve people's ability to traverse the site across dedicated pedestrian and cycle routes between rail crossings and public routes into the Riverside Country Park.

A key opportunity exists to reimagine the lanes to enhance use for none vehicles whilst retaining the positive rural character and green infrastructure.

A number of strategic countryside gateways could be improved through strategic interventions, including both Pump Lane extents, Twydall Lane's rail bridge and Lower Bloors Lane's junction with Rainham Road, which currently has only a small grass verge as shelter from vehicles.



◀ Lower Bloors Lane vision sketch: vehicle access limited and slowed, pedestrian and cycle prioritised, surfaces refreshed to create country park character and verges planted with shade tolerant meadow mix to enhance biodiversity

Key

- The site presents an opportunity to create enjoyable green links from dedicated pedestrian rail crossings to Lower Rainham Road and the Leisure Corridor
- Opportunity to improve crossings as gateways to Lower Twydall and Rainham
- Existing pedestrian and cycle only or priority public rights of way
- Opportunity for new pedestrian and cycle only or priority public rights of way to improve sustainable connectivity to the leisure corridor
- Opportunity for lane improvements, whilst maintaining landscape infrastructure

15. Landscape Buffer

The ALLI is a strategic designation that, as an area, provides a buffer to more densely populated suburban areas. More locally, the project site also creates a setting for Pump Lane, Lower Twydall and Lower Rainham Conservation areas, and to the listed Tudorr-esq Chapel House.

Although views from around the site are typically short range, longer range views from Horrid and Motney Hills reveal the suburban context beyond the site.

There is the opportunity to reinforce the boundaries to the site with native hedgerows and trees to soften long range views from the two adjacent peninsulas towards the suburban area.

In addition, developing the character of Pump Lane would improve the setting of Chapel House.

Providing open green space and areas of high-landscape quality around the two conservation areas and Pump Lane buildings will be key to ensuring the site continues to provide a strategic buffer and positively impacts these settings.

There is the opportunity to address longer range views around the site to retain the perception of openness and the foreground green infrastructure, in particular to the west along Lower Twydall Road and Gillford Close, where longer range views are available.

Key

- Opportunity to deliver green space to enhance the local setting and retain view corridors
- Non-listed positive building whose setting can be enhanced through open green space
- Opportunity for native trees and hedgerows to positively reinforce the ALLI buffer function on site.

▲ Mixed native hedgerows and strategic infill will maintain and positively enhance the local character

◀ Meadows fringes to native tree belts would enhance the positive setting of ALLI and create habitat diversification

16. Landscape Setting & Green Infrastructure

The site comprises rural lanes with tall native hedgerows and tree belts, occasional housing and large-scale orchard fields associated with commercial fruit growing. These setting characteristics are captured in the ALLI along with an acknowledgement of their part in wider green infrastructure networks.

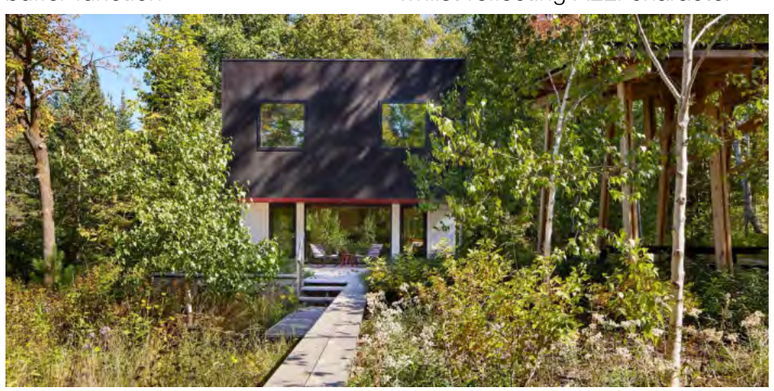
There is an opportunity to enhance people's connection to the setting and enhance ecological connections and habitat diversity through creating a landscape and green infrastructure led strategy.

Retaining and enhancing hedgerows, and increasing the grain of the tree an hedgerow network maximises ecological connections whilst softening views across the landscape. In addition there is the opportunity to strategically position non-residential uses to positively

impact the local setting. Furthermore, through characterising potential housing parcels as woodland character offers the opportunity to enhance tree cover when viewed from the Riverside Country Park and aforementioned estuary peninsulas.

▲ Public orchards with diversity of species will provide valuable amenity and ecological resource whilst reflecting ALLI character

▼ Woodland character development parcels with positive green infrastructure reinforces buffer function



Key

Opportunity to deliver open green space to diversify habitat opportunities and reinforce a positive landscape character.

Opportunity to reinforce mature hedgerows and create new hedges, corresponding to field patterns, to reinforce an identified green infrastructure character, maximise faunal migration, enhance foraging and habitat, and soften views across the landscape.

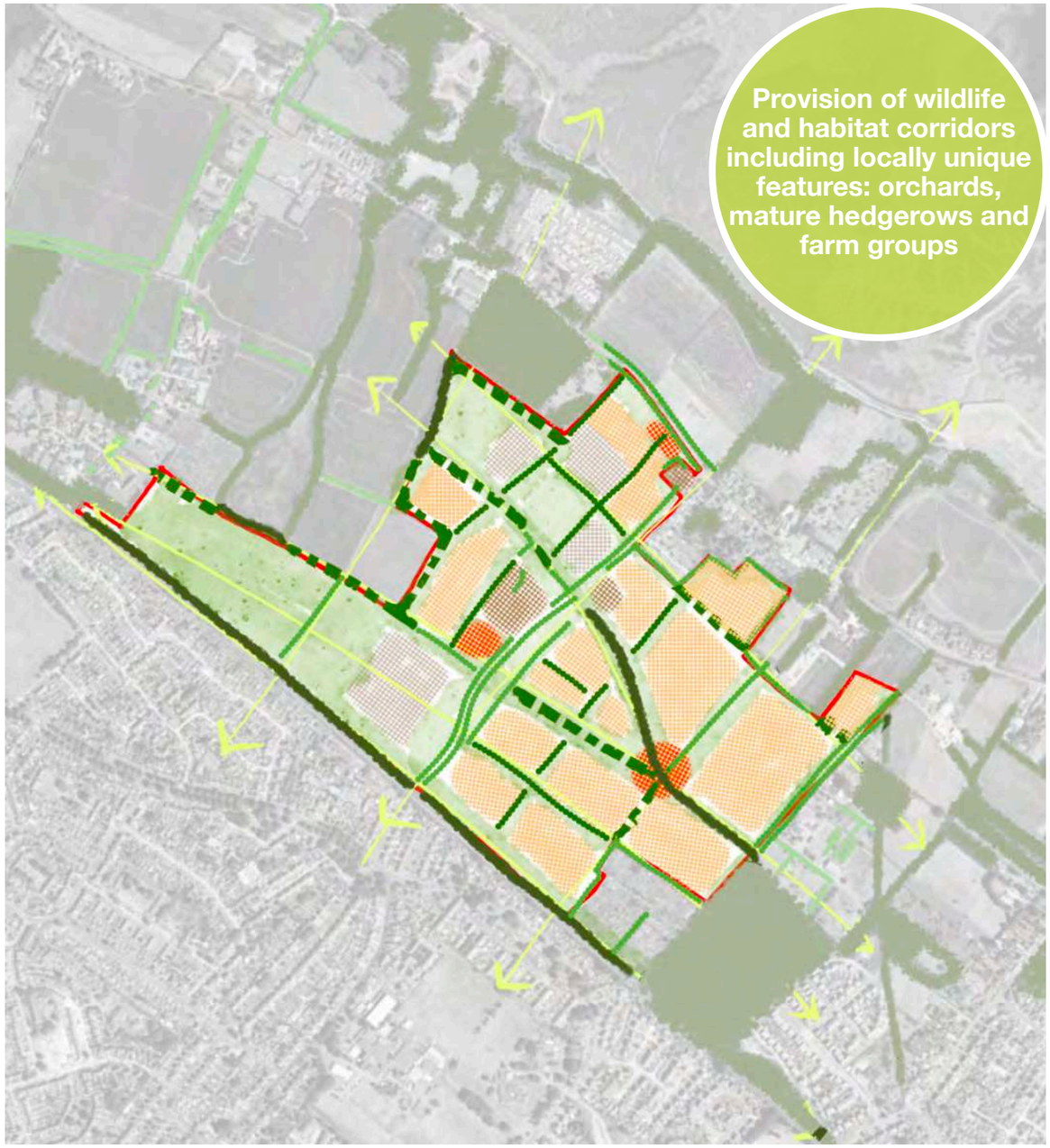
Opportunity to deliver locally identifiable community orchards to retain there presence in views.

Opportunity to deliver woodland-led development parcels to enhance the setting and character adjacent to the conservation area and soften views of development from the north

Residential opportunity

Non-residential area positioned to facilitate positive green infrastructure

Existing residential



17. Landscape-Led Development Strategy

A landscape-led development strategy has been developed from an understanding of the Site's setting and its role in the wider context, in particular as described with the Gillingham Riverside Area of Local Landscape Importance.

These proposals maximise: opportunities to connect local people across sustainable transport routes with important green spaces, buffer functionality in enhancing conservation area settings and softening views across the wider landscape, and opportunities to reflect the ALLI character through green infrastructure.

New pedestrian and cycle routes will connect from rail crossings into the Riverside Country Park via attractive, engaging and ecologically rich green spaces.

Parcels of development are guided by field pattern green infrastructure to ensure ecological connectivity, softened short range views and that rural scales are maintained.

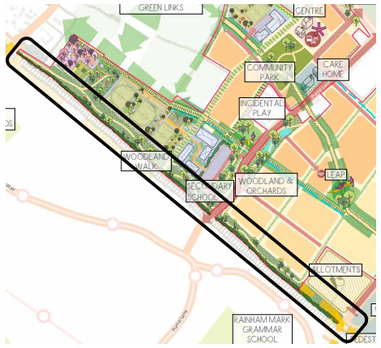
Open spaces and housing parcels will reflect the ALLI characteristics and look to enhance the settings of Chapel House, adjacent conservation areas, local oast houses and Pump Lane.

1. Lower Twydall Park - new green space connecting communities of Twydall with the riverside whilst enhancing the adjacent conservation area setting and maintaining views of open green space.
2. Boundary green infrastructure - Native linear hedgerows and tree belts will increase nature connectivity and reflect the characteristics of the ALLI.
3. Lower Rainham Wet Woodlands- Pockets of community woodland enhance local biodiversity and offer unique accessible landscape whilst enhancing the adjacent conservation area and Lower Rainham Road setting and softening long range views of the development from Motney Hill and Horrid Hill.
4. Interconnected linear parks - Linear green spaces leading through the development providing safe and enjoyable walking and cycling routes between strategic rail crossings and the estuary edge leisure corridor. These parks will also enhance ecological connections for faunal migration, hunting and nesting.
5. Enhanced Lanes - Pump and Lower Bloors Lanes will be developed as pedestrian and cycle priority spaces, whilst maintaining the historic hedgerows and trees to reinforce connectivity to the local country park.

18. Landscape Spaces - Woodland Walk

19. Woodland Walk Character

The woodland walk extends across the site's south western boundary providing an immediate open space connection for residents of Twydall and Rainham.



Routes will meander through meadow and woodland connecting Lower Twydalls rail crossing, Pump Lane, and Lower Bloors Lane allotments with the wider proposed open space network.

The density of tree planting will be varied to maintain views of open countryside and soften views towards new housing.

The woodland walk will be characterised by crunchy footpaths through native trees and understory opening out to areas of wildflower meadow.

Seating and informal play will align the accessible woodland footpaths creating engaging countryside routes.

Sustainable drainage and habitat features will be integrated into each pocket of woodland including wet-woodland, and woodland fringe.

20. Woodland Walk Northern Cross Section

The northern woodland section of woodland walk will correspond the the masterplan's openness allowing occasional views across open landscape from Gilford Close and Lower Twydall Lane.

In addition to views across meadows from Lower Twydall Lane's rail bridge, areas of thinning and strategic gaps in green infrastructure maintain an impression of openness to the north.

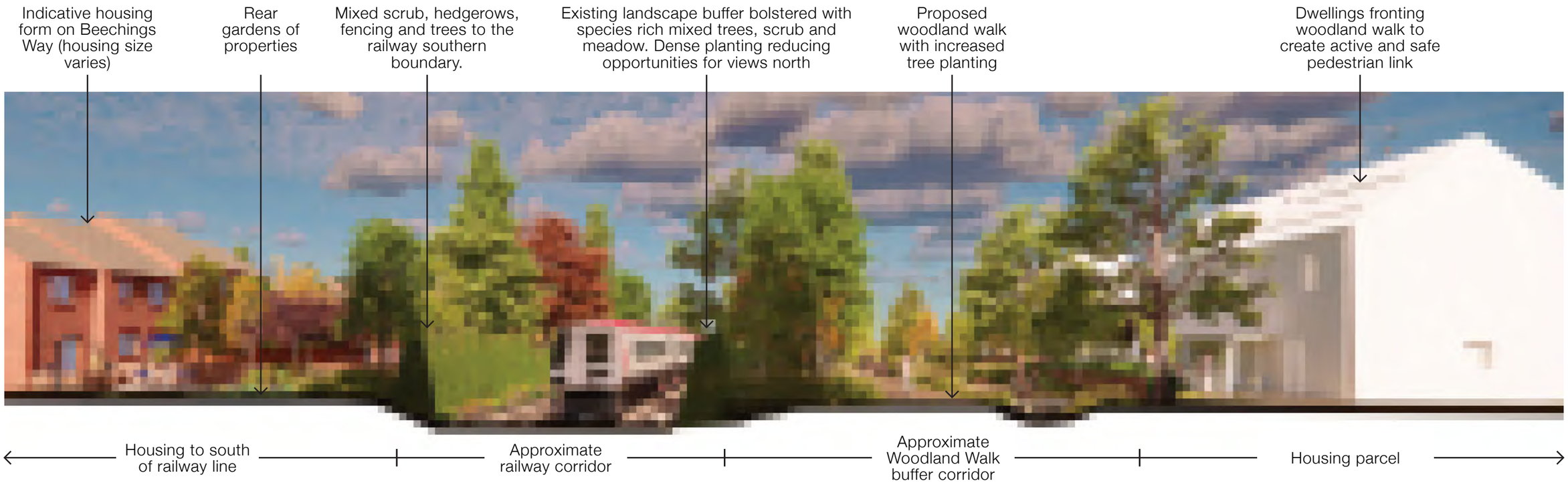
Illustrative section location

21. Woodland Walk Northern Open Space

This vignette describes the quality and notional arrangement of the northern Woodland Walk

1. Illustrative Gillford Close
2. Railway line
3. Woodland buffer with native trees and understory
4. Seating and play on the way features integrated into woodland edge
5. 3m shared cycle footway
6. Footpaths leading into amenity spaces
7. Meadows with informal routes
8. Oppotrunity for glimpsed views retaining a sense of openness from surrounding area
9. Open spaces with a range of amenity opportunities
10. Hedgerow providing soft boundary between woodland walk and open space

22. Woodland Walk Southern Buffer Cross Section

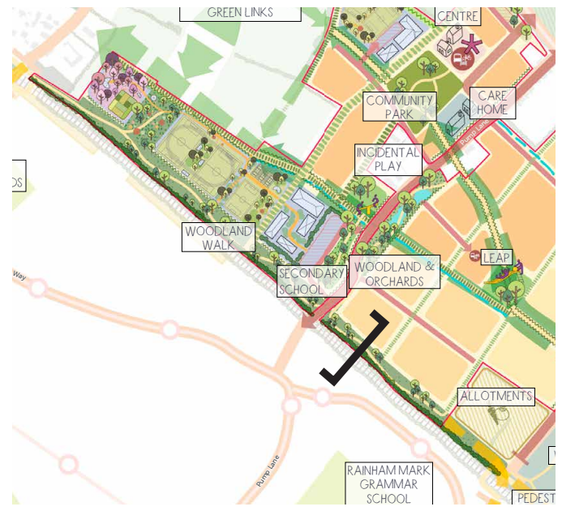


Few views of the sites south eastern fields are available from Rainham and Twydall. To ensure this is retained and new homes do not become a feature of views, the southern woodland walk will be more densely planted with native trees, including evergreen species.

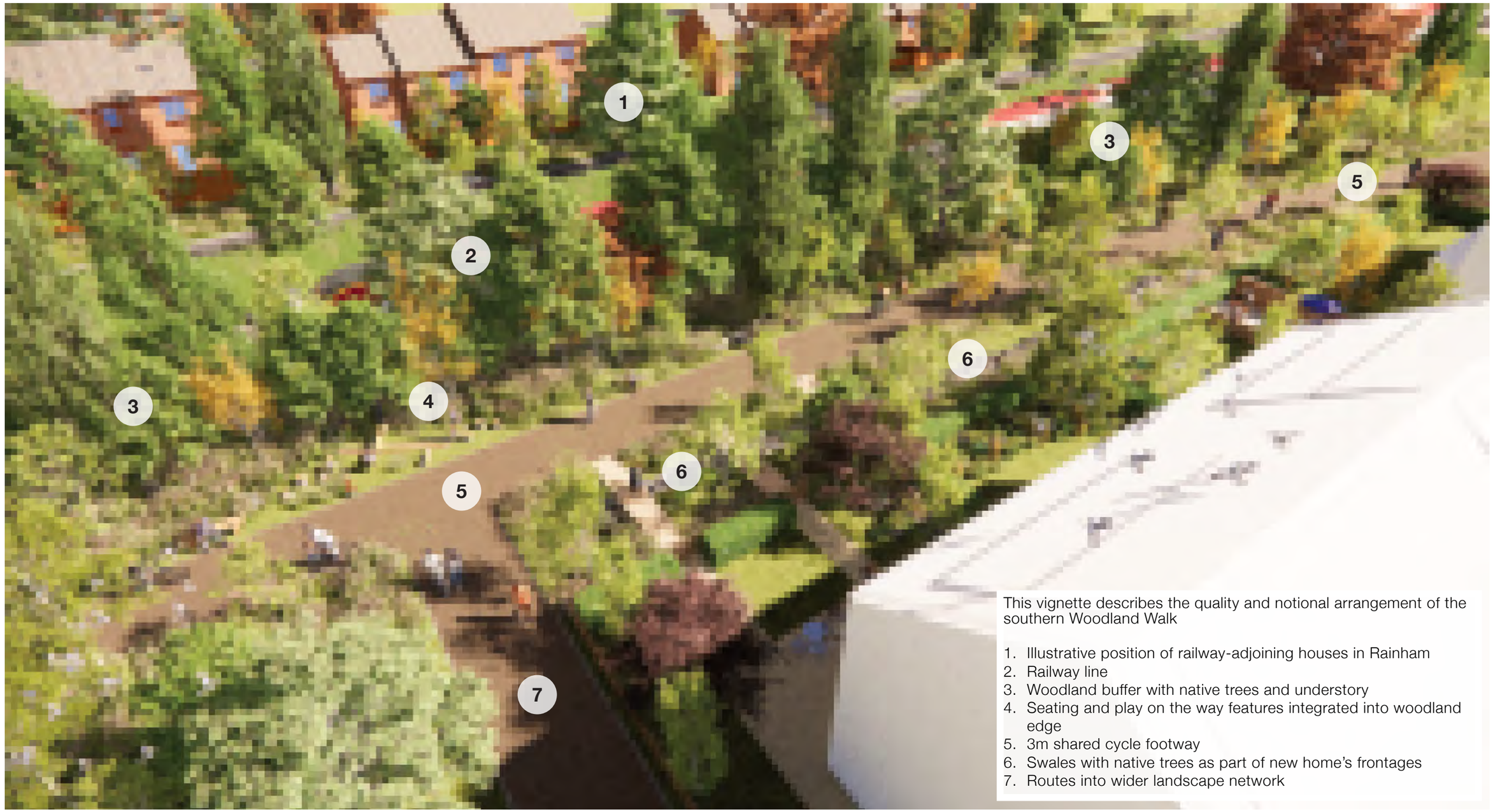
New homes will front onto the woodland walk to provide passive surveillance and activate the route.

Increased tree planting within the 25m buffer will soften views north from Rainham and Twydall reducing visual impact created from new housing.

Illustrative section location



23. Woodland Walk Southern Buffer



This vignette describes the quality and notional arrangement of the southern Woodland Walk

1. Illustrative position of railway-adjoining houses in Rainham
2. Railway line
3. Woodland buffer with native trees and understory
4. Seating and play on the way features integrated into woodland edge
5. 3m shared cycle footway
6. Swales with native trees as part of new home's frontages
7. Routes into wider landscape network

24. Landscape Character - Pump Lane

25. Pump Lane Park

Pump Lane directs the site providing a connection beneath the railway line from Rainham through to the Riverside Country Park.

It is characterised by a narrow carriageway flanked by tall mature hedgerows and, beyond these, orchard fields. Clusters of housing are located off and aligned to Pump Lane.

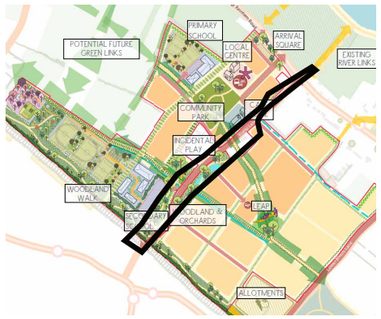
Despite the direct connection, it is unsafe for pedestrians or cycles to utilise the route given its narrowness, lack of passing places and gentle but blind bends.

Pump Lane has a positive rural character.

The aim of the project is to maintain and enhance the positive rural character whilst overcoming the clear access shortcomings.

Retaining hedgerows and trees along Pump Lane will be crucial to maintaining a rural character and protecting biodiversity value. Care at a technical stage must be taken to understand the level difference between Pump Lane and adjacent fields with an appreciation of impact on tree and hedge root protection.

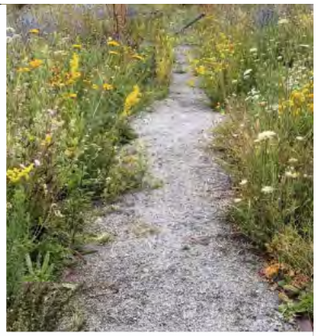
Pump Lane's positive character is created largely by its tall mature hedgerows and occasional trees, coupled with occasional high quality farmstead-like housing.



It is proposed that access will be created from a signalised junction at the south, through a new linear park north to the Leisure Corridor. This park will sit adjacent to Pump Lane with new access points and connections between eastern and western parcels.

Building on Pump Lane's mature green infrastructure, the character will be semi-wild with meadows, specimen trees, SuDS features and naturalistic play on the way that creates a connection with people and the landscape.

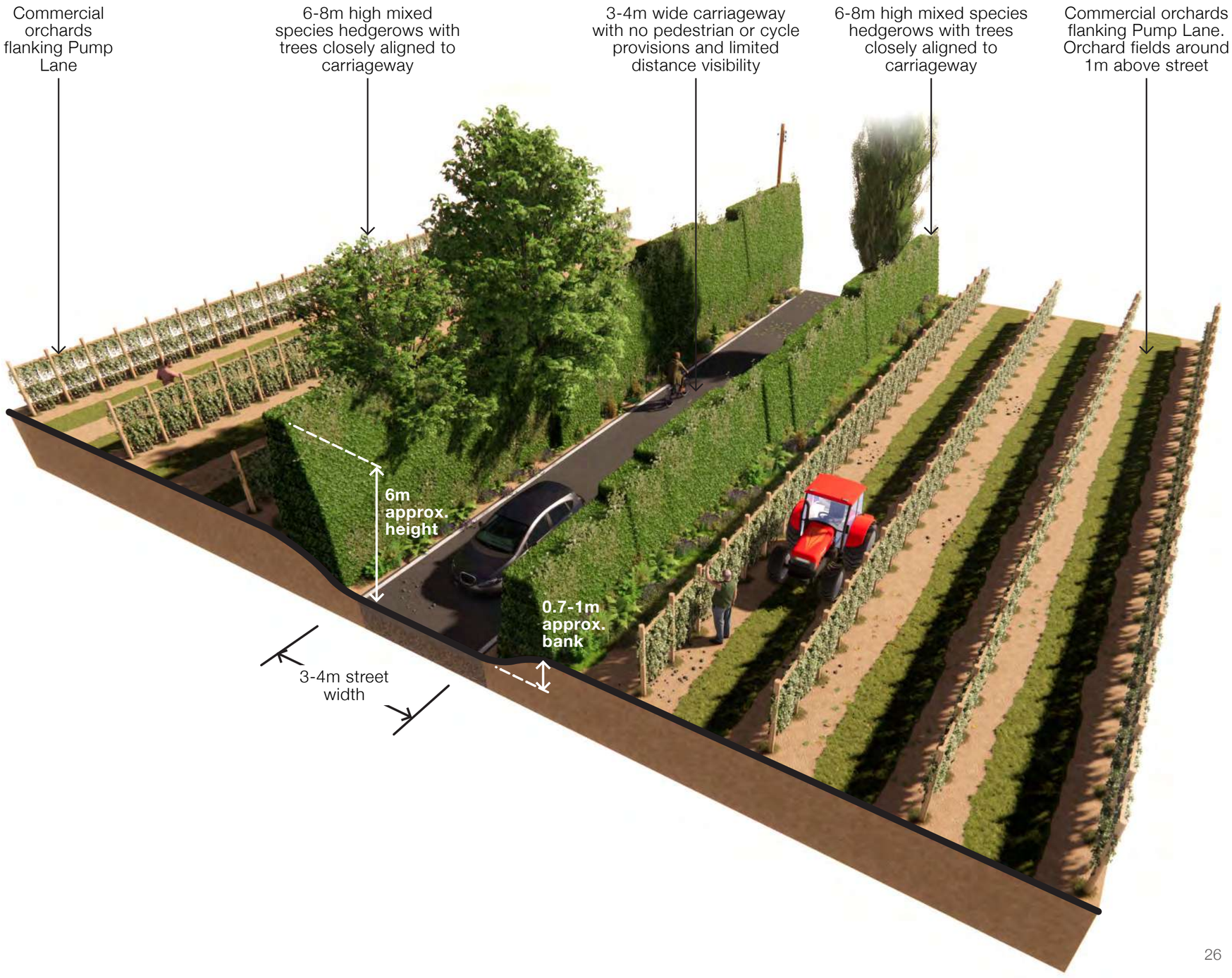
Wide shared paths for pedestrians and cycles will lead through the space with lawn and meadow fringes creating a country park character.



26. Pump Lane Existing Condition

Understanding Pump Lane's existing character, constraints and opportunities is key to creating enhancements for the benefit of local people.

The two-way road is between 3m and 4m wide with occasional passing places, such as at field entrances. Pump Lane's flanking hedgerows are around 6m tall and adjacent fields are around 700mm above.



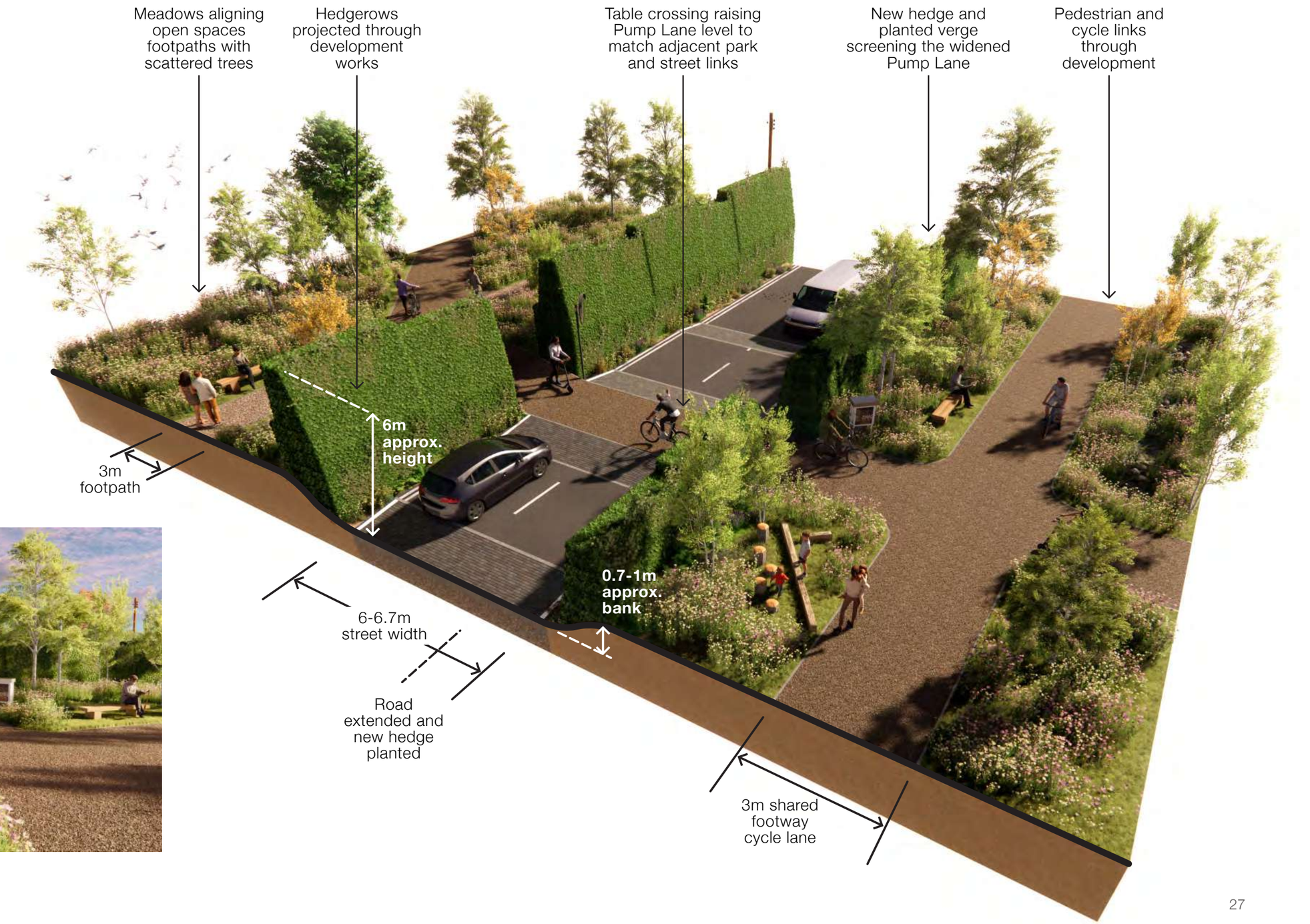
27. Pump Lane Park Intervention

The new park proposes a linear routes either side of Pump Lane providing pedestrian and cycle routes through the landscape.

Localised crossings will connect footpaths across Pump Lane, raising the street level to that of adjacent fields. To ensure Pump Lane continues to remain the primary road for the new community, the carriageway width needs to widen to allow for two vehicles to pass one another, including future potential buses.

New trees, meadows, SuDS features and native scrub will create a semi-wild character that maximises biodiversity and habitat creation, whilst screening the road.

Play and informal amenity will be sown into every day journeys to encourage active travel.



28. Pump Lane Park Open Spaces Link

This visual sits within the new Pump Lane Park

1. Existing hedge retained along Pump Lane
2. New meadows and trees to enhance biodiversity
3. Play and amenity features nestled with meadows
4. Shared cycle footways with rural character surfacing

29. Landscape Character - Countryside Links and Lanes

30. Active Travel Link

Rainham Parkside Village will include a series of streets and spaces with a rural character connecting people with their immediate and wider landscape spaces.

Here the pedestrian and cycle links are described. Similar to Pump Lane Park, these links will include naturalistic planting ,with edible species, and meadows with informal amenities and seating.

These links will include hedgerows to create faunal migration corridors and, where relevant, align with locally interesting landmarks, such as the Lower Rainham Oast houses as notionally illustrated here.

Section Notes:

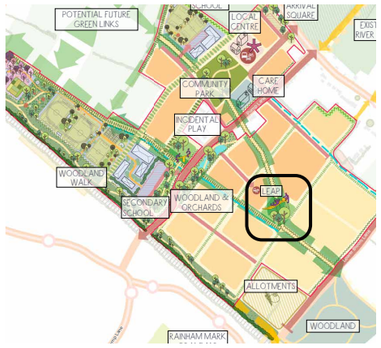
1. New and existing hedgerows providing ecological connectivity;
2. Opportunity for impromptu fruit picking;
3. Minimum 3m wide shared pedestrian and cycle route;
4. Views to locally significant elements in the landscape such as buildings or trees;
5. Shared surface access lane prioritising pedestrians, with limited vehicle use;
6. Indicative dwellings fronting onto the pedestrian and cycle route, creating an active and safe pedestrian link with natural overlooking.

31. Landscape Character - Orchard Gardens

32. Orchard Gardens Character Precedents

Orchard Gardens is one of a number of public amenity spaces sown into the wide green infrastructure network.

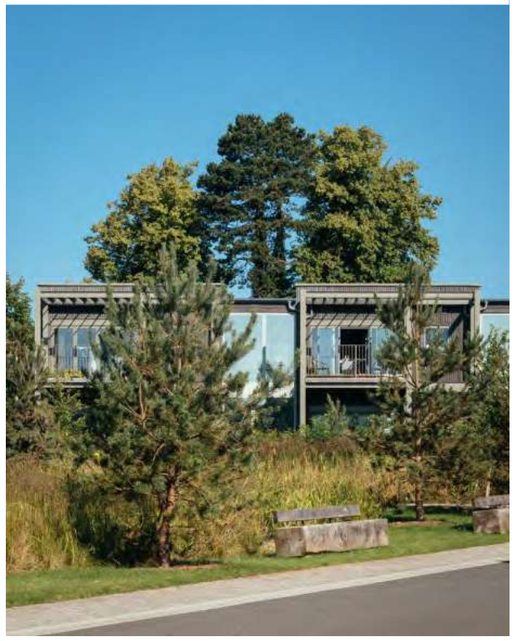
Its position, at the intersection of numerous green links, creates the opportunity to engage local people and connect them with the landscape.



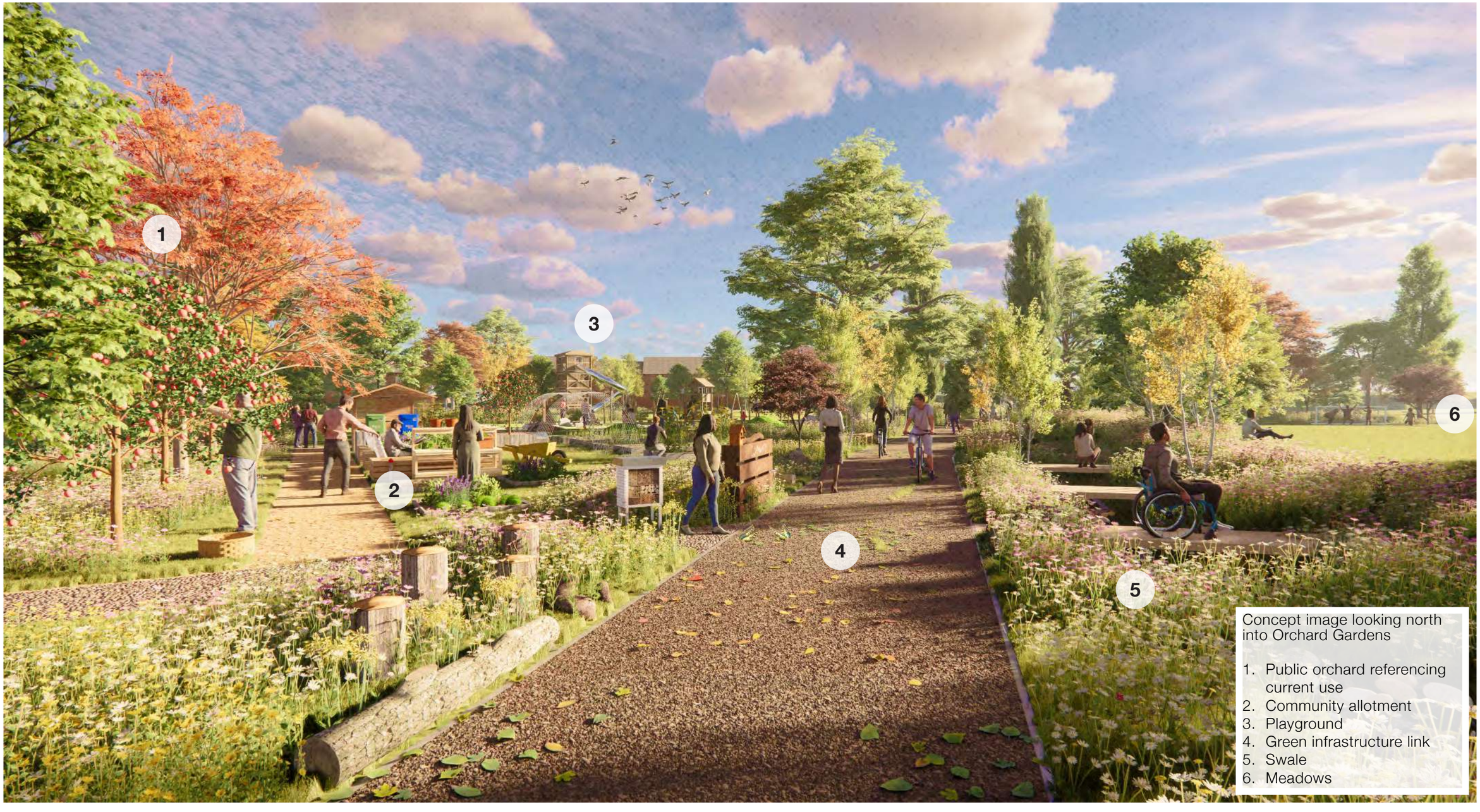
Orchard Gardens shares a semi wild character with the wider landscape to maintain a rural quality.

It will comprise a number of distinct but overlapping amenity functions including a play area, community allotment, public orchard and large meadow for informal games and picnics.

As with all landscape spaces across Rainham Parkside Village, Orchard Gardens will be rich in habitat creation and biodiversity enrichment.



33. Orchard Gardens Vision



Concept image looking north into Orchard Gardens

1. Public orchard referencing current use
2. Community allotment
3. Playground
4. Green infrastructure link
5. Swale
6. Meadows

34. Landscape and Visual Effects - Appeal Summary

As part of the site's dismissed appeal, a Medway Council Landscape and Visual Appeal report was prepared including a summary of comparison landscape and visual effects from three LVIAs (application, appellant and LPA). The Medway LVIA effects are highlighted here.

A landscape strategy has been developed to allow important landscape designations, in particular the ALLI, to inform how development might be shaped.

It is possible to conduct a high-level review of visual effects by comparing the summary effects between the previous application and this emerging landscape and green infrastructure led approach.

Views in the effects table are clustered, with the groupings illustrated on the below plan for ease.

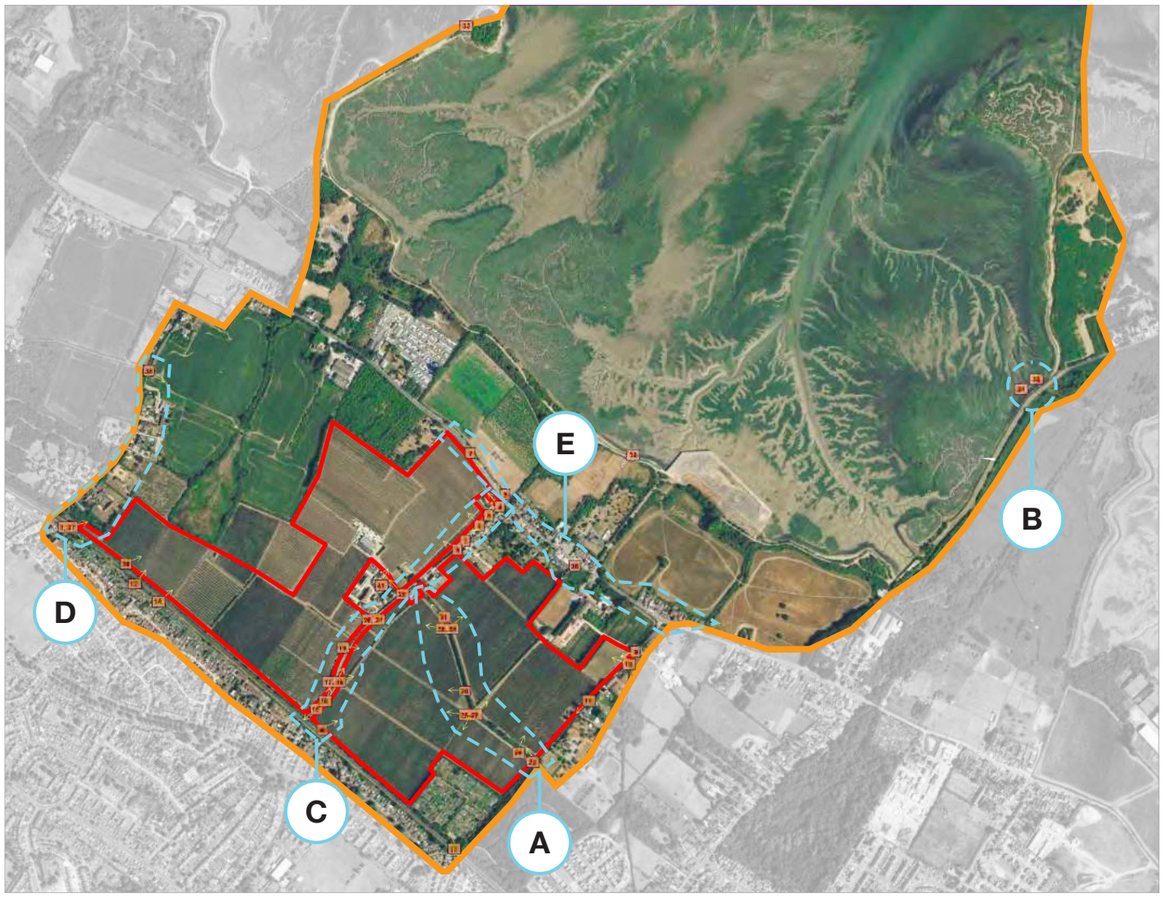


Table 1 ~ SUMMARY COMPARISON OF LANDSCAPE EFFECTS

	Landscape Value/ Valued Landscape[1]	Landscape Sensitivity[1]	Landscape Effects[1]		Effects on Gillingham Riverside ALLI	Effects on Pump Lane (BNE47)
			Local Area	The Site		
Lloyd Bore LVIA	Not specifically assessed.	**Medium**, for Lower Rainham Farmland LCA[2] (para 11.6.209).	Year 1 **Moderate[5] to major[6] adverse** for Lower Rainham Farmland LCA (Table 11.4). Year 15 **Moderate adverse** (para 11.109 and Table 11.3 of ES).	Year 1 Not specifically assessed, but presumably higher, as the change would be experienced over a smaller area. Year 15 Not specifically assessed, but presumably higher, as above.	Not assessed.	Not assessed.
Tyler Grange LVIA	**Local** value for the ALLI (para 4.29) and also for Local LCA and site (page 26). No assessment of Para 170 valued landscape.	**Medium**, for Lower Rainham and Lower Twydall Fruit Belt Local LCA[3] and also for site (paras 4.91 and 4.106).	Year 1 **Moderate[7] adverse** for Local LCA (para 7.1 and page 58). Note that the Local LCA covers a smaller area than the Lower Rainham Farmland LCA. Year 15 **Moderate adverse** (page 59).	Year 1 **Moderate to major[8] adverse** (page 60). Year 15 **Moderate adverse** (page 61).	Table on page 21 considers contribution of the site as it stands to functions of ALLI, and section 9.12 refers to improved access, respecting character of lanes etc, but no specific assessment of effects.	Not assessed.
JE Evidence	**Medium to high**. Site is part of a Para 170 valued landscape (para 4.2.7).	**Medium to high** (para 3.5.6).	Year 1 **Moderate[9] to high[10] adverse** for local area[4] (para 6.3.3). **Moderate adverse** for Lower Rainham Farmland LCA (Table 1 in Appendix C). Year 15 **Moderate adverse** for local area.	Year 1 **High adverse** (para 6.3.3). Year 15 **Moderate to high adverse**.	**Significant harm to functions of ALLI** (para 6.3.5).	**Clear adverse effect** on the landscape character and value of Pump Lane (paras 6.2.1e and 6.6.1), leading to a conflict with BNE47.
Appellant's Statement of Case	Refers to '*locally valued landscape*' (para 7.26).	-	-	-	Will '*retain function as buffer*' (para 7.12). Will '*protect the features and functions of the ALLI*' (para 7.25).	Not considered.

Table 2 ~ SUMMARY COMPARISON OF VISUAL EFFECTS[1]

	A	B	C	D	E
	Users of Bridleway GB6a through the site	**Users of Saxon Shore way at Motney Hill**	**Pump Lane**	**Lower Twydall Lane footbridge/ properties to south**	**Lower Rainham Road**
Lloyd Bore LVIA	**Moderate to major adverse** (Table 11.3, page 40).	**Moderate to major adverse** (Table 11.3, page 40).	**Moderate to major adverse** on views from the lane (Table 11.3, page 40).	**Moderate to major adverse** on views from the footbridge (Table 11.3, page 40).	**Moderate to major adverse** (Table 11.3, page 40).
Tyler Grange LVIA	**Minor beneficial** (para 8.16 and page 73).	**Minor to moderate adverse** (para 8.6 and page 67).	**Moderate to major adverse** for properties along lane, **moderate adverse** for users of the lane (paras 8.13 and 8.22, and pages 74 and 77).	**Moderate adverse** for properties, **minor to moderate adverse** for views from footbridge (paras 8.11 and 8.19, and pages 72 and 76).	**Minor adverse** (para 8.8 and page 70).
JE Evidence	**High adverse** (para 6.4.1).	**Moderate to high adverse** (para 6.4.1).	Up to **high adverse** for properties at Russett Farm, **moderate to high adverse** for motorised users of the lane and **high adverse** for non-motorised users (para 6.4.1).	Up to **moderate to high adverse** for footbridge and properties (para 6.4.1).	**Moderate to high adverse** at point of proposed access (para 6.4.1).

Notes:
1. Sample visual receptors only included - this is not an exhaustive comparison.
2. Effects are for Year 1.

35. Landscape and Visual Effects - Development Strategy

These diagrams illustrate the position of LVIA photo view points in the context of both the refused development site and the emerging landscape strategy.

The refused development saw residential development maximised with views typically altered dramatically from being across orchards or down lanes flanked by mature hedgerows, to being of new residential development. As such, conclusions on visual effects were high to moderate adverse.

Here a short summary is provided for each of the clustered areas to describe the setting each area would enjoy as part of the developed landscape strategy.

Area A, GB6a Bridleway: Public right of way to run through linear park to new local centre and Leisure Corridor beyond. Views of Oast Houses opened as part of green link.

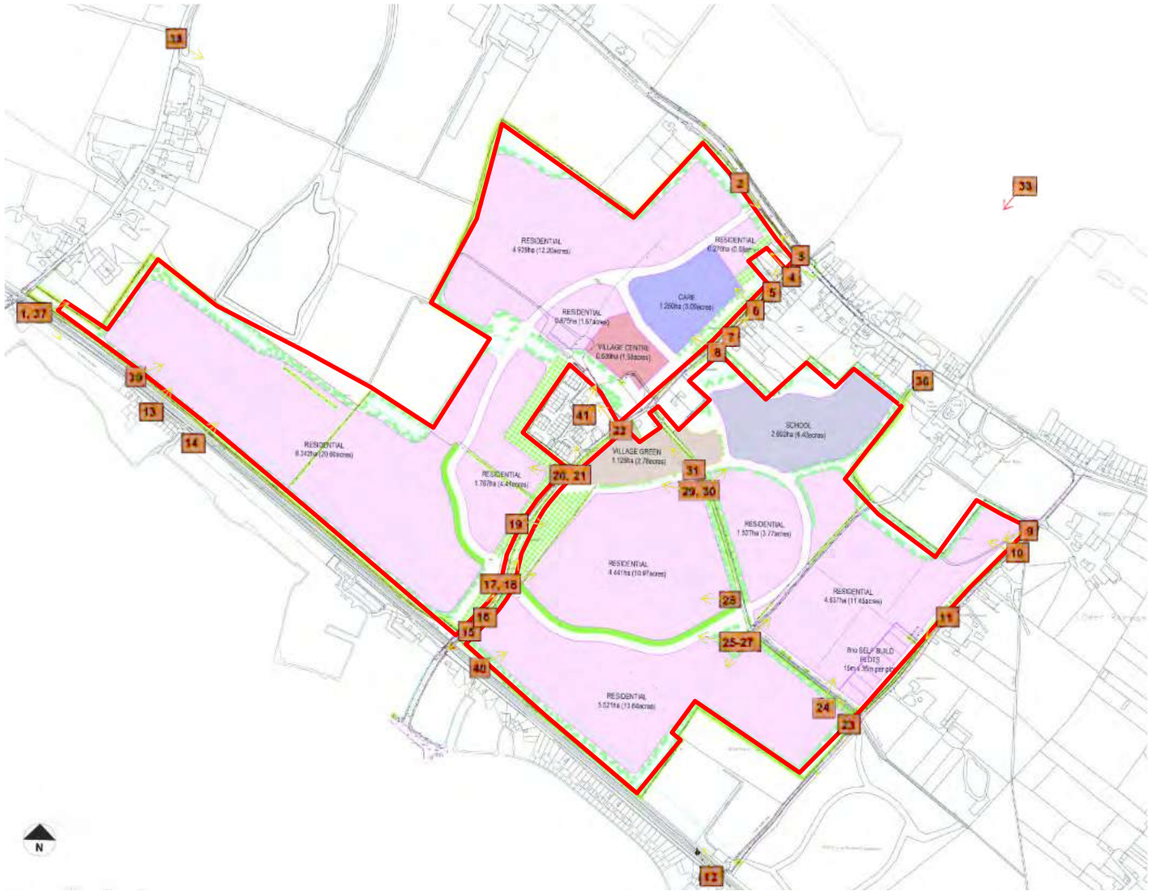
Area B, Motney Hill: New areas of woodland housing and landscape buffer created to soften views of roof pitches from long distance views.

Area C, Pump Lane: Pump Lane transformed with pedestrian and cycle focused movement between retained hedges and flanked by areas of public open space.

Area D, Lower Twydall Lane: Green infrastructure to west and large areas of public open space improves views dramatically from refused scheme.

Area E, Lower Rainham Road: Landscape buffer improves setting to road with opportunity to improve Lower Rainham Conservations Area through woodland development back drop.

Through the developing strategy we hope to reinforce positive changes from the refused application as well as illustrate how the landscape-led structure could enhance the local setting and the community's access to green space.



36. Transformation Review Cluster A

Area A is a collection of viewpoints along the site's only public right of way. This is a narrow pleasant route with tunnel-like vegetation and field openings, which links Lower Twydall Lane and Pump Lane. The photos below are views that are representative of there equivalent photos in approximately the same location as the JE Evidence 2019, but are not intended as replications.

Existing condition

The public right of way runs through tunnel like vegetation with occasional openings for fields, which allow views across commercial orchards.

The lines of fruit trees and the season dictate lengths of views as you move across field openings.

The prominence of fruit growing reinforces the ALLI and 'fruit belt' characteristics.

Refused Scheme condition

The lane has additional planting to soften views of near-immediate suburban development.

Fruit growing character is lost.

A new road dissects the route.

The footpath includes no additional benefits but retains its alignments and links between Lower Twydall Lane and Pump Lane, via a village green.

Proposed Strategy

The route is reimagined as a linear park with seating, play, informal fruit growing and an accessible route catering for accessible transport.

Beyond the expanded green infrastructure suburban development will be visible altering the character of views.

A new public pocket park sits at the centre of the route providing amenities and play.

37. Transformation Review Cluster C

Area C includes viewpoints along Pump Lane between the railway line and Lower Rainham Road. Some photos within the evidence base appear to be take from a vehicle, likely owing to the precariousness of using Pump Lane on foot. The photos below are views that are representative of conditions along Pump Lane.

Existing condition

Views are typically from and farm stead field entrances where they are short range looking over either orchards or into small farms of residential clusters.

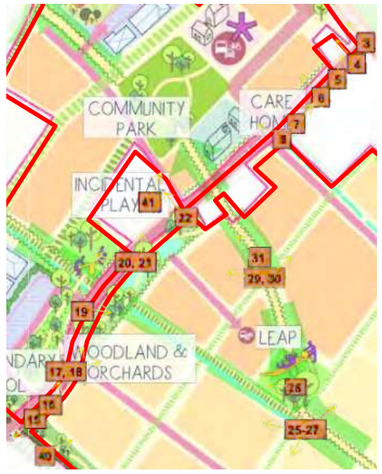
Views across pump lane area limited given the tall hedgerows and narrow winding lane.

Photographs are challenging to safely capture owing to the lack of paths and narrow vehicle lane.

Refused Scheme condition

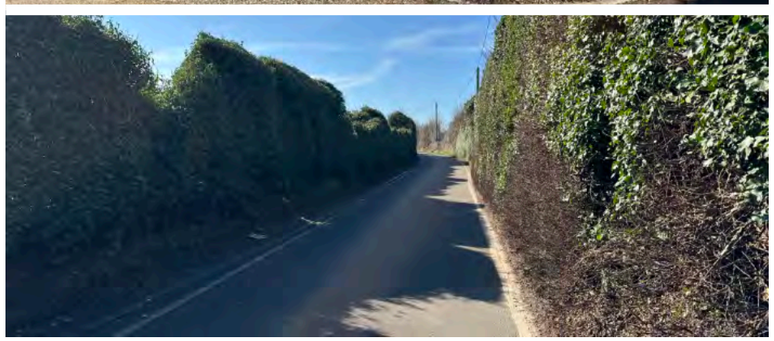
Adjustments to Pump Lane, and resultant impacts on the tall hedges, expose suburban density housing with limited intervening green infrastructure.

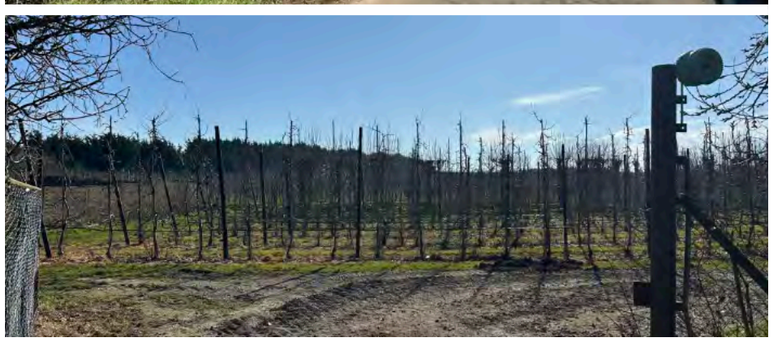
The character of Pump Lane is altered significantly as identified with high-adverse impact during the site's previous appeal.



Proposed Strategy

Pump Lane's character is altered from narrow lane with tall flanking hedges and agricultural fields beyond, to a widened accessible lane retaining one hedge and linear parks aligning both edges. Beyond the linear parks (giving safe and accessible cycle and pedestrian routes towards the leisure corridor) crafted lower density suburban development will be visible. This will alter Pump Lane's character, but with significant public benefit





38. Transformation Review Cluster D

Area D includes viewpoints on Gilford Close and Lower Twydall Road, both to the north (38) and atop the railway line bridge crossing. The photos below are approximate non-verified, views from some of the identified locations

Existing condition

Views into and towards site from this cluster are of agricultural land with green infrastructure between view point and site either at an intermediate or mid-ground range.

Views are closely associated with suburban or farmstead development but feature only sporadic built form beyond foreground fields.

Refused Scheme condition

Views into site are of residential development partially screened or softened by existing and narrowly supplemented green infrastructure.

View 38 retains a agricultural field foreground but with new suburban scale rooflines beyond.

Proposed Strategy

Views from south of the railway lines, and atop its crossing, are of varied parkland and green space with inviting accesses for the public to walk and enjoy, linking people to the Leisure Corridor. Beyond these views agricultural land remains to the north.
View 38 looks over fields towards the developed area with views interrupted and softened by species rich bolstered green infrastructure.

m a t c h

landscape architects

Appendix D

Transport and Movement Representations

Pell Frischmann

Rainham Parkside Village

Medway Council Regulation 19 Consultation - Transport & Movement Representations

August 2025

Report Ref.		109617-PEF-XX-XX-T.RP-H-000003				
File Path		**E:\101096--\109617 - Pump Farm and Bloors Farm, Lower Rainham\01 - WIP\Documents\Reg 19 Submission\RPV - Reg 19 Transport Submission Final - 08.08.25.docx**				
Rev	**Suit**	**Description**	**Date**	**Originator**	**Checker**	**Approver**
P01	S3	Draft	07-Aug-25	LC	AT	LC
P02	S3	Final	08-Aug-25	LC	AT	LC
Ref. reference. Rev revision. Suit suitability.						

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ESQUIRE DEVELOPMENTS

Pell Frischmann

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Tables

Appendices

Executive Summary

Site Name	Rainham Parkside Village
Location	Medway, Kent
Summary	Pell Frischmann has been commissioned by Esquire Developments (the 'client') to provide transport and highways consultancy services in relation to the Rainham Parkside Village site in Lower Rainham, Kent (the 'site'). This report has been prepared to inform the Medway Council Regulation 19 Local Plan consultation process and provides a transport and movement appraisal, including access feasibility, for the proposed development of the site for allocation in the emerging Medway Local Plan 2041. A Regulation 19 consultation is currently taking place, ending on 11th August 2025. The draft Local Plan identifies the Rainham Parkside Village site for allocation under Policy SA10: Lower Rainham. The site reference is RN9. An outline planning application (planning application ref: MC/19/1566) was submitted to Medway Council (MC) on 28th June 2019 for up to 1,250 dwellings, a local centre, a village green, a two-form (2FE) entry primary school, a 60-bed extra care facility, an 80-bed care home and associated access (vehicular, pedestrian, cycle). The planning application was refused by MC in June 2020 and a subsequent appeal was dismissed in November 2021 based on the view that the scheme would result in a severe cumulative impact on traffic levels at key junctions in the local area and on the free flow of traffic on the local highway network. The quantum of development that is now being proposed for allocation is up to 750 residential units, a children's nursery, two-form entry primary school, community hub, health hub and a care home. Land is also included to accommodate an eight-form entry secondary school. It is evident from the review of the 2019 planning application submission, post-submission and Inquiry documents that assessment of the traffic impact of development on this site will need to be based on a MC strategic model such as the Medway Aimsum Model (MAM). Given the approximate 40% reduction in the number of dwellings proposed from that which was applied for in the 2019 application, the reduction in the number of residential vehicle trips generated by the development is likely to be significant. As a result, the associated impact on the local highway network will also be reduced compared to the 2019 scheme. Of notable relevance to determining suitability of the proposed development is MC's position, at the appeal for the previous site application, where they acknowledged that "*it could be possible to reduce the impact of the development on the road network so as not to be severe if additional mitigation were to be secured".* Given this comment was made based on the previous scheme, and the reduced quantum of development now being proposed, it is considered that development of the site is feasible. This is particularly true when taking into account the current development proposed and the focus on encouraging travel by sustainable / active travel modes. The NPPF places a particular focus on the vision and validate approach and that a severe impact should only apply if this is met in all tested scenarios. This provides a focus on how it is expected new developments should be assessed. It would appear therefore that the currently proposed scheme is likely to meet this test particularly noting Medway Council's observations relating to the previous scheme – *"it could be possible to reduce the impact of the development on the road network so as not to be severe if additional mitigation were to be secured".* The site access arrangements proposed for all modes as part of the 2019 planning application submission were accepted by MC. However, in order to maximise the accessibility to and within the site by walking, wheeling, cycling, public transport and shared travel, the internal layout will need to be designed to prioritise movement by these modes over cars. As such, the internal street layouts and active travel routes will be designed to accommodate this, and to provide connections to routes off-site to facilitate access to facilities and destinations in the wider area by sustainable modes. This will involve engagement with both the Landscape and Highways teams at MC during the planning process to agree on suitable arrangements that will help to achieve the vision of having active and sustainable travel at the core of the development. Esquire Developments will also seek to engage further with Arriva and MC to discuss the details and requirements for the proposals to extend an existing bus service to route through the site, which Arriva have confirmed they are supportive of. A review of existing walking and cycling routes has shown that the site can be easily integrated into the local pedestrian / cycling network offering the opportunity for sustainable travel around the local area. Esquire Developments will also seek to investigate potential improvements that could be made to existing routes off-site in order to enhance active travel links and connectivity in the area. It is also evident that the site is located in proximity to multiple existing amenities, including schools, GP surgeries, transport services, shops and leisure facilities including open space / country parks.

Conclusion	The outcomes of this report indicate that the proposed Rainham Parkside Village allocation site (Policy SA10: Lower Rainham) is deliverable, viable and can be achieved in alignment with National and Local Policy.

1. Introduction

1.1. Overview

1.1.1. Pell Frischmann has been commissioned by Esquire Developments (the 'client') to provide transport and movement consultancy services in relation to the Rainham Parkside Village site in Lower Rainham, Kent (the 'site').

1.1.2. The Local Planning Authority (LPA) and Local Highway Authority (LHA) is Medway Council (MC), a unitary authority responsible for the borough of Medway and separate from the surrounding Kent County Council area.

1.1.3. This report has been prepared to inform the Local Plan consultation process and provides appraisal of the transport and movement aspects of the scheme. The site is identified for allocation under the Medway Council Local Plan Regulation 19 Consultation. The site reference within the Regulation 19 document is RN9 and is identified under Policy SA10: Lower Rainham. The development description for Rainham Parkside Village is as follows:

- *Up to 750 new homes.*
- *A local centre commensurate with a new community of up to 750 new homes, including:*

i. *a children's nursery;*
ii. *3 ha of land for a two-form entry primary school in accordance with the latest IDP;*
iii. *a Community Hub;*
iv. *a Health Hub;*
v. *a care home; and*
vi. *convenience floorspace that meets the day-to-day needs of the local community only.*

- *Up to 15 homes for use as temporary living accommodation.*
- *8 ha of land for an eight-form entry secondary school in accordance with the latest IDP.*

1.2. Site History

1.2.1. An outline planning application (planning application ref: MC/19/1566) was submitted to MC on 28th June 2019 for the redevelopment of land at Pump Lane, Lower Rainham. The application sought outline planning permission for up to 1,250 dwellings, a local centre, a village green, a two-form (2FE) entry primary school, a 60-bed extra care facility, an 80-bed care home and associated access (vehicular, pedestrian, cycle). Scale, layout, landscape and appearance were all reserved matters.

1.2.2. The planning application was refused by MC on 12th June 2020. The reasons for refusal are set out in the Decision Notice dated 12th June 2020, of which there were 9 in total, 5 of which related to transport and highway matters. However, it should be noted that of the 5 reasons for refusal relating to transport and highway matters, only one was pursued by MC at appeal which was as follows:

"5 The cumulative impact from the increased additional traffic cannot be accommodated on the highway in terms of overall network capacity without a severe impact. This is contrary to Local Plan policy T1 and the NPPF at paragraph 109."

1.2.3. The subsequent appeal was dismissed on the balance of a number of issues, including that *"the appeal scheme would result in a severe cumulative impact on traffic levels at key junctions in the local area and on the free flow of traffic on the local highway network"*. This was agreed with by the Secretary of State in his dismissal on 3rd November 2021.

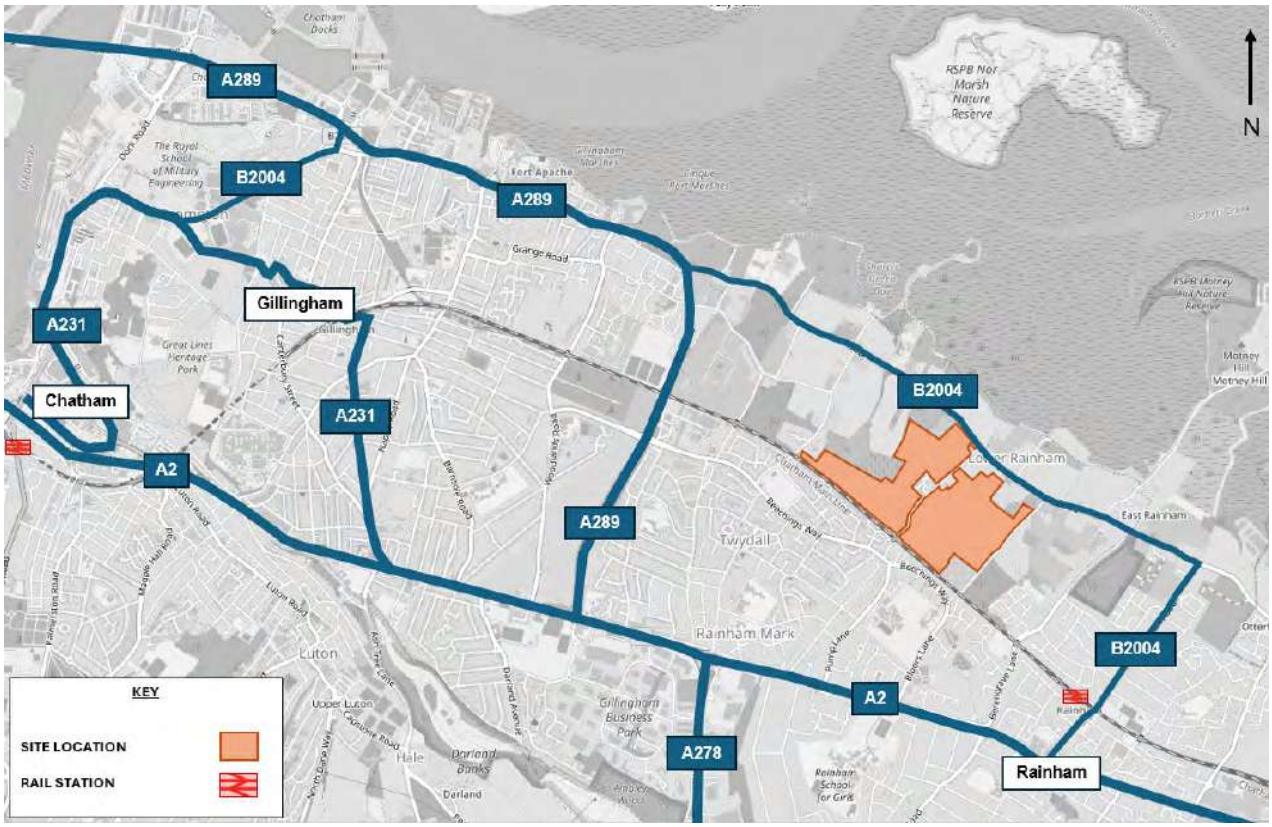
1.2.4. The quantum of development that is now being proposed for allocation is up to 750 residential units, a children's nursery, primary and secondary schools, community hub, health hub, care home and open space. This is a notable reduction in the residential provision that was previously proposed and ultimately refused at planning appeal by the Planning Inspectorate (PINS). The reduced scale of residential development, 40% lower, coupled with the promotion of sustainable and active travel modes as part of the development will help to reduce the level of impact on the highway network.

1.3. Site Location

1.3.1. The site is located on land at Pump Farm and Bloors Farm in Lower Rainham. The site sits within a broad corridor between the B2004 Lower Rainham Road and the Chatham Main Line railway line.

1.3.2. The site location in the context of the wider highway network is shown in **Figure 1.1**.

Figure 1.1: Site Location and wider highway network



Source: © OpenStreetMap contributors with Pell Frischmann annotations

1.4. Report Structure

1.4.1. The remainder of this report is structured as follows:

- Chapter 2 – reviews national and local policy;
- Chapter 3 – summarises the local highway context, addresses the issue of accessibility by non-car modes;
- Chapter 4 – sets out matters that were agreed under the unsuccessful planning application and appeal for development of the site;
- Chapter 5 – outlines the development proposals for the site including access arrangements;
- Chapter 6 – provides an explanation on the sustainable transport strategy for the scheme;
- Chapter 7 – summarises the ongoing vehicle capacity appraisal for the site as well as a record of engagement with Medway Council in regards to this site; and
- Chapter 8 – provides a summary of the report.

2. Policy Review

2.1. National Policy

National Planning Policy Framework

2.1.1. The Government's National Planning Policy Framework (NPPF) sets out the government's planning policies for England and how these should be applied. The current version of the NPPF was adopted in December 2024.

2.1.2. It applies overarching high-level policy for local authorities to use when developing their own local and neighbourhood plans. This approach allows the planning system to be customised to reflect the needs and priorities of individual communities.

2.1.3. At the heart of the NPPF is a presumption in favour of sustainable development, and the NPPF notes that:

"the purpose of the planning system is to contribute to the achievement of sustainable development". At a very high level, the objective of sustainable development can be summarised as "meeting the needs of the present without compromising the ability of future generations to meet their own needs".

2.1.4. Chapter 9 of the NPPF relates to the promotion of sustainable development. Paragraph 108 states that:

"*Transport issues should be considered from the earliest stages of plan-making and development proposals,* using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

a) making transport considerations an important part of early engagement with local communities;
b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
c) understanding and addressing the potential impacts of development on transport networks;
d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and
f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains. "

2.1.5. Paragraph 115 states that:

"*In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that*:

- *sustainable transport modes a*re prioritised taking account of the vision for the site, the type of development and its location*;*
- *safe and suitable access to the site can be achieved for all users;*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision led approach."*

2.1.6. Paragraph 116 notes that:

"development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe taking into account all reasonable future scenarios."

2.1.7. Within this context, paragraph 117 states that:

"*applications for development should:*

- *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations*."

National Planning Practice Guide (NPPG)

2.1.8. The planning guidance that supports the delivery of the NPPF includes guidance to help inform the preparation of a Transport Assessment (TA), Travel Plan (TP) and Transport Statement (TS).

- The NPPG on TA's, TP's and TS's includes advice on:
- When TA's, TP's and TS's are required;
- How the scope of the plans and assessments should be defined; and
- What should be included within the documents.

2.1.9. Within Chapter 2, Travel Plans, the document gives more details about Travel Plans and the need for and scope of them. Paragraph 010 states that:

"the anticipated need for a Travel Plan should be established early on, preferably in the pre-application stage but otherwise within the application determination process itself."

2.1.10. Paragraph 011 states that:

"Travel Plans should set explicit outcomes rather than just identify processes to be followed (such as encouraging active travel or supporting the use of low emission vehicles). […] These active measures may assist in creating new capacity within the local network that can be utilised to accommodate the residual trip demand of the site(s) under consideration."

2.1.11. Within chapter 3, Transport Assessments and Statements, the guidance emphasises that:

"The need for, scale, scope and level of detail required of a Transport Assessment or Statement should be established as early in the development management process as possible as this may therefore positively influence the overall nature or the detailed design of the development."

2.1.12. The document also states that*:*

"It is important to give appropriate consideration to the cumulative impacts arising from other committed development (i.e. development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next 3 years)."

2.1.13. The guidance outlines suggested content for Transport Assessments, including the following:

- *"information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport);*
- *information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;*
- *data about existing public transport provision, including provision/ frequency of services and proposed public transport changes;*

- *a qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site;*
- *an assessment of trips from all directly relevant committed development in the area (i.e. development that there is a reasonable degree of certainty will proceed within the next 3 years);*
- *data about current traffic flows on links and at junctions (including by different modes of transport and the volume and type of vehicles) within the study area and identification of critical links and junctions on the highways network;*
- *an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area; and*
- *measures to improve the accessibility of the location (such as provision/enhancement of nearby footpath and cycle path linkages) where these are necessary to make the development acceptable in planning terms;"*

2.1.14. This document has been prepared giving consideration to those matters that would need to be considered within a Transport Assessment to support a planning application so as to provide confidence that a development of up to 750 dwellings and associated other land use could be delivered.

2.2. Local Policy and Guidance

Medway Local Plan 2003

2.2.1. The currently adopted Local Plan was formally adopted in May 2003, and replaced the Medway Towns Local Plan 1992 and the Medway Local Plan Deposit Version 1999. Chapter 8 Transportation sets out objectives and policy for the Council.

2.2.2. Section 8.2.1 states that:

"Medway is well located in relation to the strategic road and rail network of Kent. It has good road and rail links with central London, deep water (and other) port facilities and is within easy reach of Heathrow, Gatwick and Stansted Airports via the motorway network. The completion of the M20, and its widening north of Maidstone, have improved access to both the Channel Tunnel and the ports, with the M2/A2 providing an alternative route. The Channel Tunnel and Ashford International Station have improved freight and passenger access to continental Europe by rail".

2.2.3. Policy T1: Impact of Development, sets out that in assessing the highways impact of development, proposals will be permitted provided that:

"(i)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

(ii) the development will not significantly add to the risk of road traffic accidents; and

(iii) the development will not generate significant H.G.V. movements on residential roads; and

(iv) the development will not result in traffic movements at unsociable hours in residential roads that would be likely to cause loss of residential amenity."

2.2.4. Policy T2: Access to the Highway, sets out that proposals which form new accesses, or result in an intensified use of an existing access will only be permissible where:

"(i) the access is not detrimental to the safety of vehicle occupants, cyclists and pedestrians; or

(ii) can, alternatively, be improved to a standard acceptable to the council as Highway Authority"

2.2.5. Policy T3: Provision for Pedestrians, confirms that developers should carefully analyse how proposed developments affect pedestrian movements. As part of the councils walking strategy, it will:

"(i) identify the network of routes and locations (including the links between key uses such as schools, town centres and transport interchanges) where the needs and safety of pedestrians will be given priority, and the measures that will be taken to support this objective;

(ii) pay particular attention to the design, location and access arrangement of new development to help promote walking as a prime means of access;

(iii) promote high density, mixed use development in and around town centres and near to major transport interchanges;

(iv) promote and protect local day to day shops and services which are within easy walking distance of housing;

(v) create more direct, safe and secure walking routes, particularly in and around town centres and local neighbourhoods, and to schools and stations, to reduce the actual walking distance between land uses, and to public transport; and

(vi) ensure that the personal security concerns of pedestrians are addressed.

2.2.6. Policy T4: Cycle Facilities, seeks to encourage and provide for cycling, not just as a means of transport but also for recreational activities. The policy confirms that the council is actively establishing a strategic network of cycling routes. The development of both these strategic routes and local cycling paths will be carried out through the Highways Programme and the development process. For major development proposals that attract significant traffic, provisions for cycle facilities related to the site are considered essential. These provisions may encompass connections to the Strategic Cycle Network, cycle priority measures, and the creation or enhancement of cycle routes aligned with cyclists' desired paths.

2.2.7. The council will actively seek secure cycle parking and associated amenities in line with the council's adopted cycle parking standards. These provisions will be particularly emphasized at public transport interchanges, buildings accessible to the general public (especially public institutions, leisure, educational, and health facilities), as well as in Chatham Town Centre, District Centres, and Local Centres.

2.2.8. Policy T6: Provision for Public Transport, suggests that new housing developments that are expected to generate substantial traffic should incorporate provisions for bus (or rail, or light rail where suitable) access and bus priority. This entails considering road layout, widths, geometry, design, and the requirement for adequate stopping and turning areas to accommodate modern full-size buses. The council aims to ensure that new housing areas provide comprehensive bus access, along with more straightforward and direct connections to nearby major roads for buses compared to those offered to private cars.

2.2.9. Policy T11: Development Funded Transport, identifies that where proposed development traffic would strain the existing transport network or pose safety concerns, the council will impose conditions to stop development until the necessary infrastructure improvements are in place. Additionally, the council is prepared to enter legal agreements with developers to enhance the transport network, guided by Circular 1/97 "Planning Obligations" and policy S6. These agreements may involve advancing existing transport programs or contributing to facilities supporting cycling, walking, or public transport.

2.2.10. Policy T12: Traffic Management, confirms that in areas where high traffic volumes or perceived hazards significantly impede pedestrian or cyclist movement, and/or harm the broader environment, the Council will assess the necessity for traffic management and calming measures. This evaluation will involve consultation with local residents, businesses, emergency services, public transport operators, and other essential vehicular access stakeholders.

2.2.11. For newly developed road layouts, appropriate traffic management strategies must be incorporated to limit vehicle speeds and enhance safety for all road users. Special attention should be given to

designing traffic management solutions that harmonize with their surroundings, particularly within Conservation Areas.

2.2.12. Policy T13: Vehicle Parking Standards, confirms that:

"Development proposals will be expected to make vehicle parking provision in accordance with the adopted standard."

2.2.13. The adopted vehicle parking standards are considered later within this chapter.

2.2.14. Policy T14: Travel Plans, confirms that a Travel Plan will be required for all developments that require a Transport Assessment, including the following:

"(i) all substantial developments comprising employment, retail, leisure and/or service floorspace;

(ii) smaller developments in category (i) which would generate additional traffic movements in or near to air quality management areas or other areas specifically targeted for a reduction in road traffic;

(iii) new or expanded educational facilities;

(iv) where a local traffic problem would otherwise lead to a refusal of planning permission."

New Medway Local Plan (2041)

2.2.15. Medway are currently working on their new Local Plan, which sets out a vision for future development in Medway to ensure that the needs of the area are met through a number of policies and proposals. The plan will cover the period up to 2041 providing for the number of homes and jobs and supporting infrastructure such as transport, health facilities and parks that the area and its growing population need over time. The New Local Plan will replace the 2003 Local Plan.

2.2.16. The Council has previously undertaken four rounds of consultation at the Regulation 18 stage of the preparation process with the last of these consultations, in relation to the proposed vision and strategic objectives, having taken place in 2023.

2.2.17. The Council is currently undertaking a Regulation 19 consultation which ends on 11th August 2025. The Regulation 19 Local Plan identifies the Rainham Parkside Village site for allocation under Policy SA10: Lower Rainham. The site reference is RN9.

2.2.18. Proposed policy DM15 of the June 2025 draft Local Plan relates to monitoring and managing vehicle trip generation. This policy requires development proposals for site allocations of 50 or more homes, or 5,000 sqm floorspace, to demonstrate how vehicle trip generation would be materially lower than the vehicle trip credit set in the Infrastructure Delivery Plan (IDP).

2.2.19. The plan states that the IDP will establish a vehicle trip budget, with this aligned with a reasonable worst-case scenario. Committed developments would benefit from the first tranche of vehicle trip credits, followed by site allocations. The IDP will set out developer contributions for the package of transport mitigations across individual site allocations. This will be based on the distribution of new trips routing through junctions that would require mitigation.

2.2.20. Proposed policy DM15 also states that *"developer contributions towards the package of transport mitigations will be due in line with the IDP or the outcome of a Medway-wide Monitor and Manage Mitigation Strategy"*. The plan notes that *"it will be important to monitor and manage the implementation of the package of transport mitigations; it may be increasingly difficult to realise the place-based vision for access and movement once more highway capacity is delivered, which is based on a reasonable worst-case scenario. Development proposals should therefore be incentivised to demonstrate trip generation that would be lower than the vehicle trip credit set in the IDP."*

2.2.21. Proposed policy T25 relates to user hierarchy and street design, stating that:

"Planning permission for major developments will be granted if the Design and Access Statement submitted as part of the application demonstrates how the proposal:

- *adheres to the user hierarchy [1. Pedestrians, 2. Cyclists, 3. Public transport, 4. Private car];*
- *provides for an appropriate range of streets and spaces, meeting the needs of all users;*
- *integrates with adjacent built-up areas, with no 'ransom strip' or other gap left between the adopted highway and the site boundary to accommodate future changes;*
- *promotes active frontages, particularly in relation to publicly accessible areas, for the purposes of natural surveillance and creating characterful places;*
- *allows for loading access for retailers; and*
- *ensures appropriate street furniture and signage is included only when necessary for reasons of safety, orientation or comfort of residents and visitors."*

2.2.22. Proposed policy T26: Accessibility Standards, seeks for major and strategic development proposals for new homes to be planned to meet accessibility standards. Specifically, new homes should be located within a 15 minute travel time for local destinations, and should also enable residents to access bus stops as part of medium to longer distance journeys within maximum walking distances.

2.2.23. Access to shared mobility, such as e-bikes, e-scooters and electric vehicle car clubs is to be encouraged through a Travel Plan for medium and longer distance journeys.

2.2.24. Proposed policy DM18: Transport Assessments, Transport Statements and Travel Plans, confirms that development proposals that will generate a significant amount of movement will be supported by a Transport Assessment, Transport Statement and/or a commitment to provide a Travel Plan.

2.2.25. Proposed policy DM19: Vehicle Parking, confirms that:

"Planning applications for residential and non-residential development will be determined in accordance with the adopted vehicle parking standard, including future revisions, subject to consideration of site-specific circumstances or material considerations that indicate otherwise."

2.2.26. The policy also states that the Council's current vehicle parking standard is anticipated to be updated over the Local Plan period.

2.2.27. Proposed policy DM20: Cycle Parking and Storage, confirms that:

"Planning applications for residential and non-residential development will be determined in accordance with the adopted cycle parking standard, subject to consideration of site-specific circumstances or material considerations that indicate otherwise."

2.2.28. The policy also states that the Council's current cycle parking standard is anticipated to be updated over the Local Plan period.

Medway Local Transport Plan (2011-2026)

2.2.29. The Medway Local Transport Plan (LTP) sets out the transport strategy for the 15 year plan period and embraces the wider aspirations for Medway to be a place of learning, culture and enterprise at the heart of the Thames Gateway. The plan is one part of Medway Council's policy framework and is a statutory function of the council.

2.2.30. The plan states:

"There is a major challenge for the Medway area associated with the increased demand for travel that will arise from being within the Thames Gateway, a nationally designated regeneration area. Furthermore, there is now stronger recognition of how transport influences and adds value to many key priorities including economic growth, the natural environment, connectivity, equality of opportunity and health"

2.2.31. The LTP strategy aspires to implement transport interventions that align with five overarching focal points.

- *"Supporting Medway's regeneration, economic competitiveness and growth by securing a reliable and efficient local transport network;*
- *Supporting a healthier natural environment by contributing to tackling climate change and improving air quality;*
- *Ensuring Medway has good quality transport connections to key markets and major conurbations in Kent and London;*
- *Supporting equality of opportunity to employment, education, goods and services for all residents in Medway; and,*
- *Supporting a safer, healthier and more secure community in Medway by promoting active lifestyles and by reducing the risk of death, injury or ill health or being the victim of crime."*

2.2.32. The strategy provides a framework of actions to be delivered through five transport objectives. These are as follows:

- *"More efficient management of the highway network and car parks, together with highway improvements that focus on congestion and air quality hotspots, thereby improving the reliability and environmental impact of the transport network.*
- *Working in partnership both locally and sub-regionally to deliver step change improvements to encourage more people to use public transport. Outputs will focus on delivering better service quality, punctuality and information. Key actions will include the development of Fastrack style bus links, expansion of park and ride services and improvements to stations.*
- *Effective highway maintenance, including the Medway Tunnel. This is a vital highway asset that supports all the regeneration proposals in the area. There will be a need for further upgrades to the operating systems within the tunnel with the advancements in technology during the life of the plan.*
- *Encourage active travel by supporting students to access the learning quarter by sustainable travel modes, expanding the cycle network, improving accessibility to bus services for people with mobility difficulties, improving public rights of way and delivering the Green Grid and Coastal Access projects.*
- *Improve travel safety by road safety interventions, incorporating highway schemes, education, publicity, promotion and enforcement, safer routes to school projects and public safety initiatives."*

Medway Council Residential Parking Standards

2.2.33. A summary of residential parking standards is provided in **Table 2.1**. The Regulation 19 Local Plan proposes to continue to apply these standards, whilst noting that they are anticipated to be updated over the Local Plan period.

Table 2.1: Medway Council Residential Parking Standards

Dwelling size	Minimum number of car parking spaces per dwelling	Minimum number of cycle parking spaces per dwelling
1 bedroom	1.0 (1)(2)	1.0 (4)
2 bedrooms	1.5 (1)(2)	1.0 (4)
3 bedrooms and above	2.0 (1)(2)	1.0 (4)
Visitor parking	0.25 (3)	0

(1) Reductions of the standard will be considered if the development is within an urban area that has good links to sustainable transport and where day-to-day facilities are within easy walking distance.
(2) Excludes garage if less than 7m x 3m internal dimension.
(3) Applies to a minimum threshold of 4 residential units. Requirement for provision is rounded down, i.e. 5 to 7 units require 1 visitor space, 8 to 11 units require 2 spaces, etc. Visitor or unallocated vehicle parking can, subject to appropriate design, be located on or near the road frontage.
(4) Not required if garage or secure area is provided within curtilage of dwelling.

2.2.34. The residential parking guidance makes no reference to electric vehicle parking provision. However, national guidance is provided within The Buildings Regulations document "Approved document S". The

Regulation 19 Local Plan proposes for electric vehicle charging points to be provided in line with the relevant Building Regulations.

2.2.35. Approved Document S was updated on 15th December 2021 to enforce a minimum number of electric vehicle charging points in new development. The requirements are as follows:

"(1) A new residential building with associated parking must have access to electric vehicle charge points as provided for in paragraph (2).

(2) The number of associated parking spaces which have access to electric vehicle charge points must be —

(a) the total number of associated parking spaces, where there are fewer associated parking spaces than there are dwellings contained in the residential building; or

(b) the number of associated parking spaces that is equal to the total number of dwellings contained in the residential building, where there are the same number of associated parking spaces as, or more associated parking spaces than, there are dwellings.

(3) Cable routes for electric vehicle charge points must be installed in any associated parking spaces which do not, in accordance with paragraph (2), have an electric vehicle charge point where—

(a) a new residential building has more than 10 associated parking spaces; and

(b) there are more associated parking spaces than there are dwellings contained in the residential building."

2.2.36. In addition to Approved Document S the Medway Air Quality Planning Practice guidance provides, at Appendix 4, further insight into the technical specifications / requirements for electric vehicle charging infrastructure in domestic and commercial installations.

Medway Council Non-Residential Parking Standards

2.2.37. Medway's Local Transport Plan aims to reduce car travel and encourage cycling, walking and use of public transport. The adopted vehicle parking standards are designed to help achieve this by limiting the number of parking spaces in new developments and therefore the guidance is for maximum parking provision.

2.2.38. The Medway Council Parking Standards provide guidance for land uses classes other than C3 residential dwellings, with these being addressed separately.

2.2.39. A summary of non-residential parking standards relevant to the proposed development is provided in **Table 2.2**. The Regulation 19 Local Plan proposes to continue to apply these parking standards, whilst noting that they are expected to be updated over the Local Plan period.

Table 2.2: Medway Council Non-Residential Parking Standards

Land use category	Parking standards			Threshold for transport assessment
	Maximum no. of car parking spaces	Minimum no. of commercial vehicle parking spaces	Minimum no. cycle parking spaces	
A1 Retail				
Food retail including cold food take-away	One per 18m^2 GFA	One per 500m^2 GFA	One per 250m^2 GFA for staff and customers (6)	1000m^2
Non food retail warehouses	One per 20m^2 GFA	One per 500m^2 GFA	One per 250m^2 GFA for staff and customers (6)	1000m^2
D1 Non-residential institutions				
Schools (non-residential) – primary and secondary	One per member of staff plus drop off area (9)	Space for deliveries off the public highway required	To be determined on individual merits	Over 500 trips per day
Creches / playschools or nurseries – includes day nursery and day centre	One per two staff members plus one per four children for parents	Nil	To be determined on individual merits	Over 500 trips per day
Clinics	Four per consulting / treatment room plus one per member of staff	Nil	To be determined on individual merits	Over 500 trips per day

(6) Cycle parking for GFA below threshold to be determined on individual merits.
(9) Space should be provided for the setting down and picking up of children away from the highway.

2.2.40. In addition to the parking requirements identified above parking for people with disability must also be provided. The minimum parking standards for disabled spaces is identified in **Table 2.3**.

Table 2.3: Medway Council Non-Residential Disabled Parking Standards

Minimum numbers of parking spaces for motorists with a disability		
Land use category	Car park size	
	Up to 200 spaces	Over 200 spaces
Business premises – employees	One for each registered disabled employee	One for each registered disabled employee
Business premises – visitors	Two or 5% of the maximum parking standard (whichever is greater)	Six or 2% of the maximum parking standard (whichever is greater)
Shopping and recreation	Three or 6% of the maximum parking standards (whichever is greater)	Four or 4% of the maximum parking standard (whichever is greater)

Medway Rights of Way Improvements Plan 2020 – 2030 (2020)

2.2.41. The Medway Rights of Way Improvement Plan 2020-2030 was adopted in May 2020 and outlines the authorities' strategic goals and priorities for enhancing public rights of way (PRoW) in Medway over the next decade. The key themes of the plan are as follows:

- Theme 1 – A well-maintained network: This theme focuses on ensuring that the existing network of public rights of way is kept in good condition through regular maintenance, repairs whilst also acknowledging that improvements will enhance accessibility and safety for all users.
- Theme 2 – An evolving network: The plan recognises that the needs of users change over time and therefore this theme emphasises adaptability and growth, seeking the identification and provision of new routes to meet the requirements of Medway's residents and visitors.

- Theme 3 – Serving Medway's needs: This theme confirms that public rights of way should align with the community's needs and aims to identify and prioritise routes that connect to essential destinations such as shopping areas, schools, transport hubs, and leisure facilities.
- Theme 4 – Effective delivery: This theme focuses on efficient delivery of the plan confirming that appropriate funding, collaborative working, and community engagement will ensure that proposed improvements are effectively delivered for the benefit of all.

2.2.42. The plan identifies that Medway is expected to see the construction of approximately 28,000 new homes by 2031 and recognises that the anticipated housing growth will impact upon PRoW, with certain developments creating new urban/countryside interfaces as well as altering existing networks. It acknowledges that new development offers opportunities to enhance accessibility and emphasises that ensuring good access within, and connecting to, new developments is crucial for promoting healthy lifestyles, delivering walking and cycling routes, and enhancing the overall quality of life.

2.2.43. The plan encourages developers to view rights of way as assets rather than constraints and confirms that early in the application process, the council expects identification of high-quality access arrangements that cater to a diverse range of users and support active travel. These will be evaluated by how well access proposals align with existing public rights of way, accessible green spaces, footways, and cycleways. The council also expects developers to minimise direct impact and disruption to PRoW access during construction by limiting closures and offering alternative routes where feasible.

2.2.44. It is the aspiration of the council to enhance the significance of PRoW by facilitating both strategic routes and paths for short walks and cycling trips, identifying those routes that connect to shopping districts, town or village centres, public transportation hubs, schools, green areas, and other recreational facilities.

Medway Local Cycling and Walking Infrastructure Plan

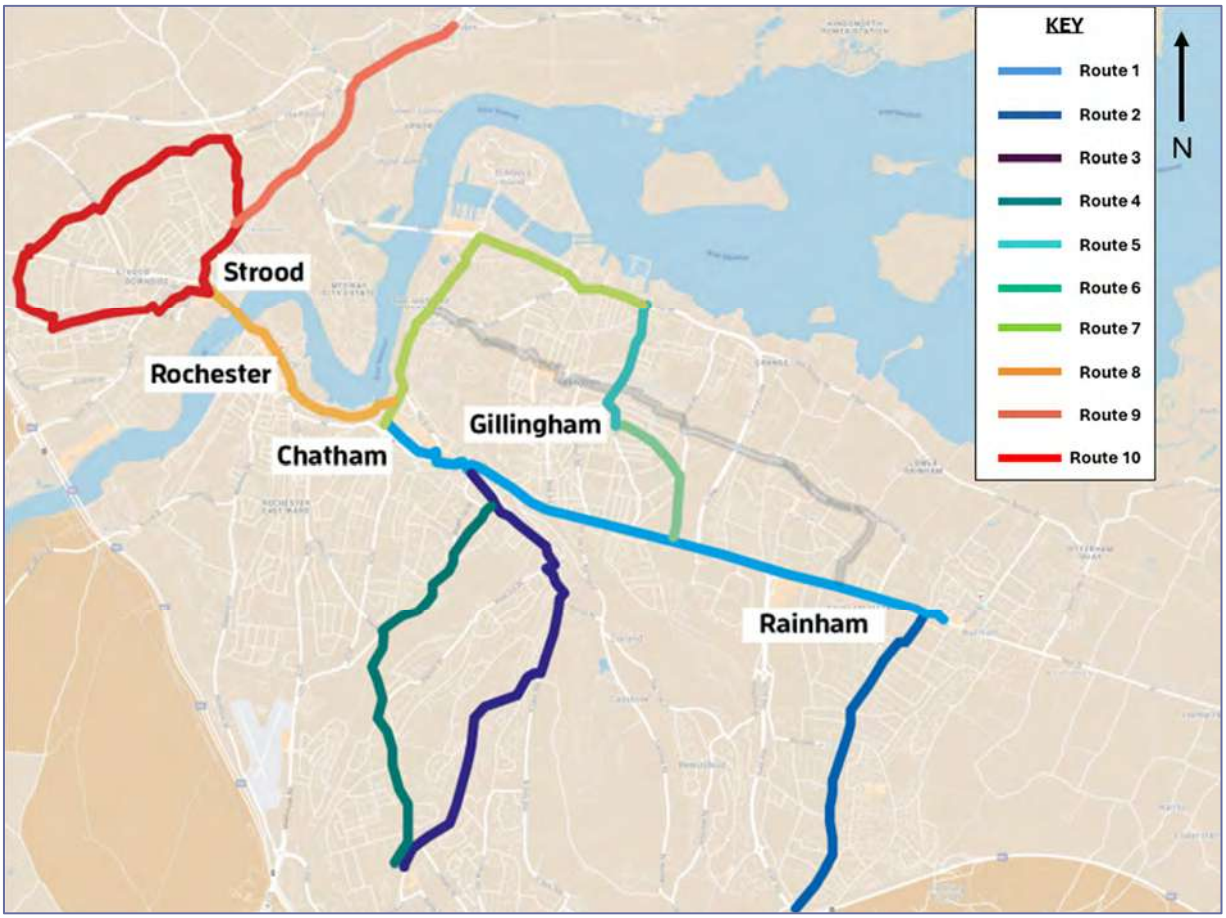
2.2.45. The development of the new Medway Local Cycling and Walking Infrastructure Plan (LCWIP) will contribute to MC's efforts in relation to the climate emergency and the future regeneration of Medway. It provides a strategy to develop a much-improved cycling and walking network for our communities now and over the long term.

2.2.46. An LCWIP details the work needed in the short, medium and long term to provide a safer, more attractive network for people to walk and cycle on their shorter journeys. LCWIPs are Active Travel England and the Department for Transport's (DfT) preferred approach for identifying and in turn delivering walking and cycling improvements. LCWIPs take a holistic approach to network planning and provide a clear, long term framework for local authorities to deliver on their ambitions around active travel.

2.2.47. The LCWIP will help support the new Local Plan, Medway Local Transport Plan (2011-2026) and Climate Action Plan.

2.2.48. The LCWIP was approved as a formal policy by Cabinet in March 2025 and identifies 10 priority cycling routes. These are shown in **Figure 2.1**.

Figure 2.1: LCWIP priority cycle routes



Source: Medway.gov.uk with Pell Frischmann annotations

2.2.49. The LCWIP also identifies 14 priority walking routes. These are shown in **Figure 2.2** and **Figure 2.3**.

Figure 2.2: LCWIP priority walking routes 1 to 3

Source: Medway.gov.uk with Pell Frischmann annotations

Figure 2.3: LCWIP priority walking routes 4 to 14

Source: Medway.gov.uk with Pell Frischmann annotations

2.2.50. The LCWIP states that the identified priority walking and cycling routes have been audited to identify where improvements are required to bring the route up to the expected standard. It also mentions that outline concept designs have been created for the routes, noting that these are early-stage designs intended to give an indication of the type of improvement that could be considered to bring the route up to standard and attract more people to walking and cycling. However, consultation drawings only appear to have been produced for two of the walking routes (5 and 8) and for 8 of the cycling routes (2 and 5-11).

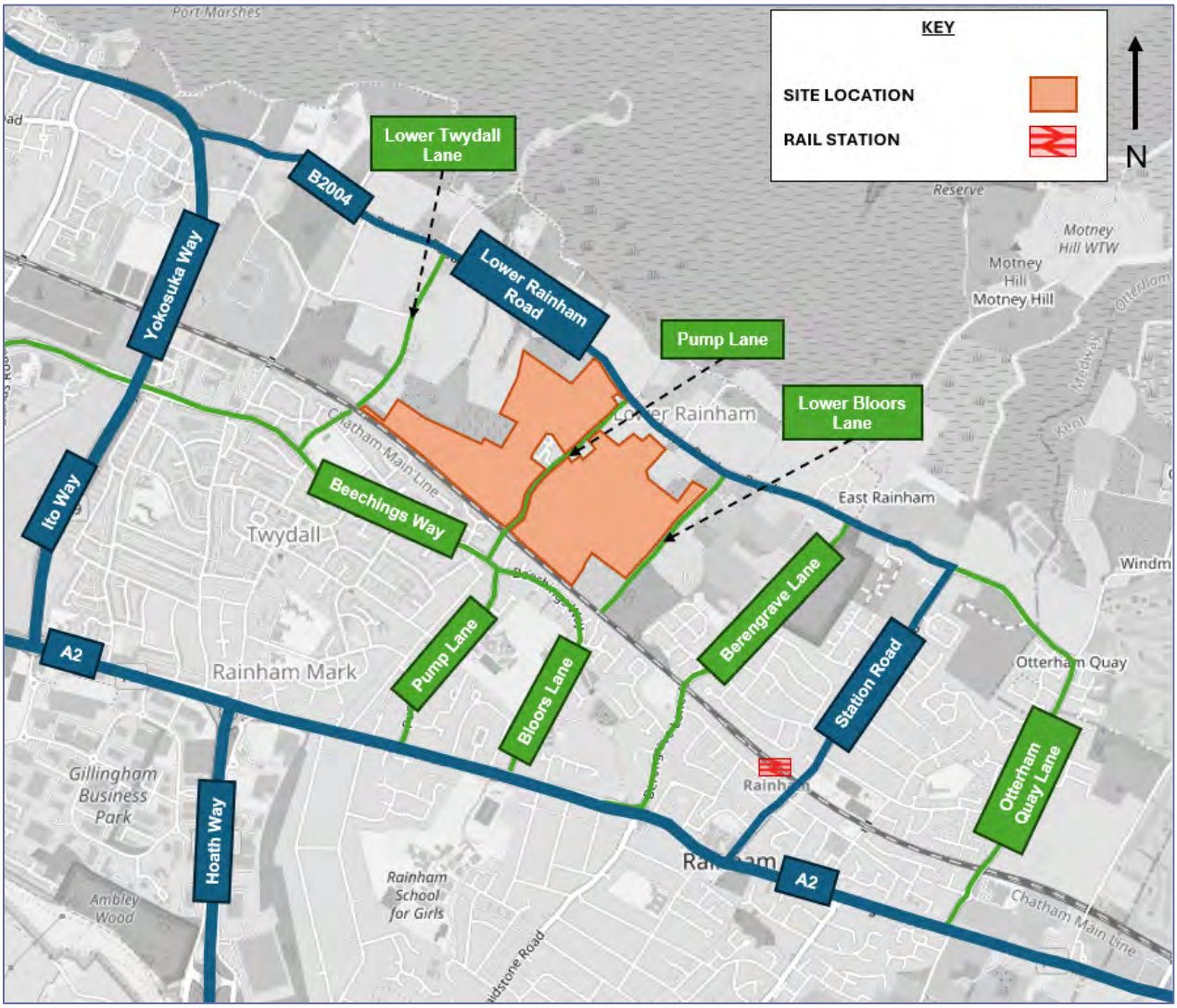
3. Existing Transport Conditions

3.1. Site Location

3.1.1. The site is located in Lower Rainham, approximately 400m south of the Medway River Estuary, and is currently in use as a fruit orchard. The site is bound to the north by the B2004 and beyond this the Medway River Estuary. To the south the site is bound by Chatham Main Line railway line and beyond that by residential developments. To the west and east the site is bound by further open fields predominantly used for agricultural purposes.

3.1.2. The site in the context of the wider highway network is identified in **Figure 1.1**. The site in the context of the local setting is presented in **Figure 3.1**.

Figure 3.1: Site location and local highway network



Source: © OpenStreetMap contributors with Pell Frischmann annotations

3.2. Highway Network

3.2.1. The site is located on the north eastern border of Gillingham which is well connected to surrounding areas. The key roads that enable access to the development site are shown on **Figure 3.1** and are described in detail individually below.

Pump Lane

3.2.2. The site straddles Pump Lane which runs north-south between the B2004 Lower Rainham Road and Beechings Way respectively. Pump Lane is a narrow road approximately 4m wide meaning there is limited opportunity for two-way vehicle passage. Pump Lane is subject to a 30mph speed limit with additional vehicle height and width restrictions of 13'6'' and 6'6'' respectively.

3.2.3. At the northern boundary of the site Pump Lane connects to the B2004 Lower Rainham Road in the form of a simple priority T-junction.

3.2.4. To the south, Pump Lane passes under the rail line where the carriageway narrows, and shuttle working is required for vehicles to pass each other through this section. Approximately 150m south of the railway bridge, Pump Lane joins Beechings Way via a simple priority T-junction.

Lower Bloors Lane

3.2.5. Lower Bloors Lane runs north-south along the eastern boundary of the site and is subject to a 30mph speed limit. This lane is similarly narrow as Pump Lane and narrows further at the southern end, resulting in a no through route for vehicles where it meets the railway line. Where Lower Bloors Lane meets the rail line there is a footbridge crossing which provides pedestrian access onto the wider network south of the site and into the centre of Rainham.

Lower Twydall Lane

3.2.6. To the west of the site, Lower Twydall Lane runs north-south between the B2004 Lower Rainham Road and Beechings Way respectively. However, the lane is separated by the railway line, resulting in the northern section accessed from Lower Rainham Road being a no through route for vehicles. Similar to Lower Bloors Lane, where Lower Twydall Lane meets the rail line there is a footbridge crossing which provides pedestrian access onto the wider network south of the site. However, it is understood that this footbridge is currently closed off.

3.2.7. The section of Lower Twydall Lane north of the rail line is subject to a 40mph speed limit and has a 7.5t vehicle weight restriction, except for access. It also provides a connection to Grange Road approximately 300m south of its junction with Lower Rainham Road.

3.2.8. The section of Lower Twydall Lane south of the rail line is subject to a 30mph speed limit and provides access to residential dwellings, connecting to Beechings Way at its southern end via a priority T-junction with ghost island right turn lane.

B2004 Lower Rainham Road

3.2.9. The B2004 Lower Rainham Road is a single carriageway road, connecting to the B2004 Station Road at its eastern end and to the A289 at its western end. To the west the B2004 provides access to minor local roads including Lower Twydall Lane, Eastcourt Lane and Lower Featherby Road and eventually runs to a 4-arm roundabout where Yokosuka Way can be accessed to the south and the A289 Gads Hill to the north west. To the east the B2004 provides access to minor local roads including Pump Lane, Lower Bloors Lane, Motney Hill, Berengrave Lane and Station Road. Station Road and Ottenham Quay Lane can be followed south for approximately 1.5km where they join the A2 trunk road.

3.2.10. To the west where the B2004 carriageway runs through Lower Twydall the single carriageway has an approximate width of 7m and is subject to a 40mph speed limit. Further east as the B2004 enters Lower Rainham the width of the single carriageway becomes more variable as it passes through residential frontages. The speed limit here is reduced to 30mph, inclusive of the junction where Pump Lane meets the B2004. The route is managed by a series of traffic light controls which incorporate shuttle working and speed cushions.

3.2.11. To the east of the site, and prior to the Station Road / Lower Rainham Road mini roundabout, controlled signal shuttle working arrangements are in place. These are located east of the Pump Lane / Lower Rainham Road priority junction and east of the Berengrave Lane / Lower Rainham Road priority

junction. Separately a priority to oncoming traffic arrangement is in place between Berengrave Lane and West Motney Way.

Beechings Way

3.2.12. Beechings Way is a local distributor road providing access to a number of residential streets within the local vicinity and connecting the eastern border of Gillingham with the A2 corridor. It is subject to a 30mph speed limit and connects to Bloors Lane to the east and the A289 to the west.

Wider Highway Network

3.2.13. The A2 trunk road which runs approximately 1.5km south of the site centre can be accessed via the local road network which runs south from Beechings Way. Ito Way, located to the west of the site services the A2 via a 4-arm roundabout. The A2 runs west to the south east connecting a number of towns and cities. Proceeding south east, the carriageway passes through the city of Canterbury and eventually meets the coast at Dover approximately 70km south east of the site. To the west the A2 runs north through Chatham at approximately 7km from the site, Dartford at approximately 40km and into the centre of London at approximately 70km.

3.2.14. The A229 and A249 run along the eastern border and western border of Lower Rainham respectively, these A-roads in combination with the A2 form the principal road network within the area and service the M2 and M20. The A249 runs from the coast at Sheerness (north of the site), through Rainham and south to Maidstone. The A229 runs from Chatham through to Maidstone and south from here for approximately 33km to Hurst Green Village. From this location Hastings can be accessed via the A21.

3.2.15. The M2 is located south of the site and runs for approximately 40km providing an alternative route to the port at Dover. It provides links to the M25 running east towards Reading. Further south from the M2, the M20 spans north west to south east connecting Folkestone and Aylesford. This carriageway provides links to a number of trunk A-roads including the A259 and A21 south and the A28 north.

3.3. Walking

3.3.1. Given the nature of Pump Lane, Lower Bloors Lane and Lower Twydall Lane being narrow lanes, no footways are provided along these routes. However, the sections of Pump Lane and Lower Twydall Lane on the southern side of the rail line, where the carriageways are wider, have footways on both sides of the road.

3.3.2. Footway provision along Lower Rainham Road varies along its length, although a footway is provided along the northern side of the carriageway over the majority of the route between Berengrave Lane to the east and the A289 to the west.

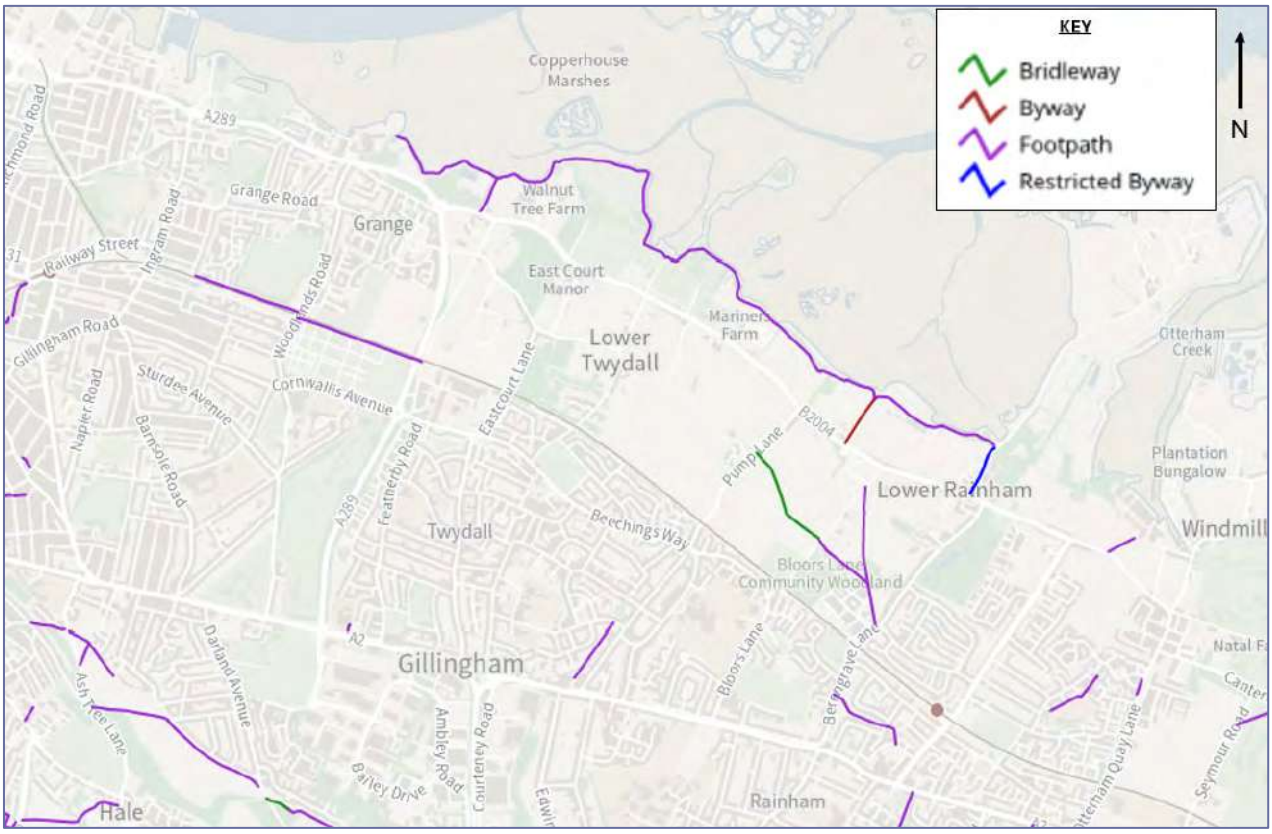
3.3.3. As identified previously, where Lower Bloors Lane meets the rail line there is a footbridge crossing which provides pedestrian access onto the wider network south of the site and into the centre of Rainham.

3.3.4. Similar to Lower Bloors Lane, where Lower Twydall Lane meets the rail line there is a footbridge crossing which provides pedestrian access onto the wider network south of the site.

3.3.5. Provision for pedestrians within the more built-up areas of Rainham and the surrounding areas is more consistent with footways on either side of the roads and commonly with grass verges separating the footway from the carriageway. Pedestrian crossings are also provided, with a mix of uncontrolled facilities with dropped kerbs and tactile paving, and signal-controlled crossings.

3.3.6. A number of Public Rights of Way (PRoW) are located within the vicinity of the site, including a bridleway that runs east-west through the proposed development site connecting to Lower Bloors Lane to the east and Pump Lane to the west. These PRoW, as identified on MC's online mapping system, are shown in **Figure 3.2**.

Figure 3.2: Local Public Rights of Way



Source: Medway.gov.uk with Pell Frischmann annotations

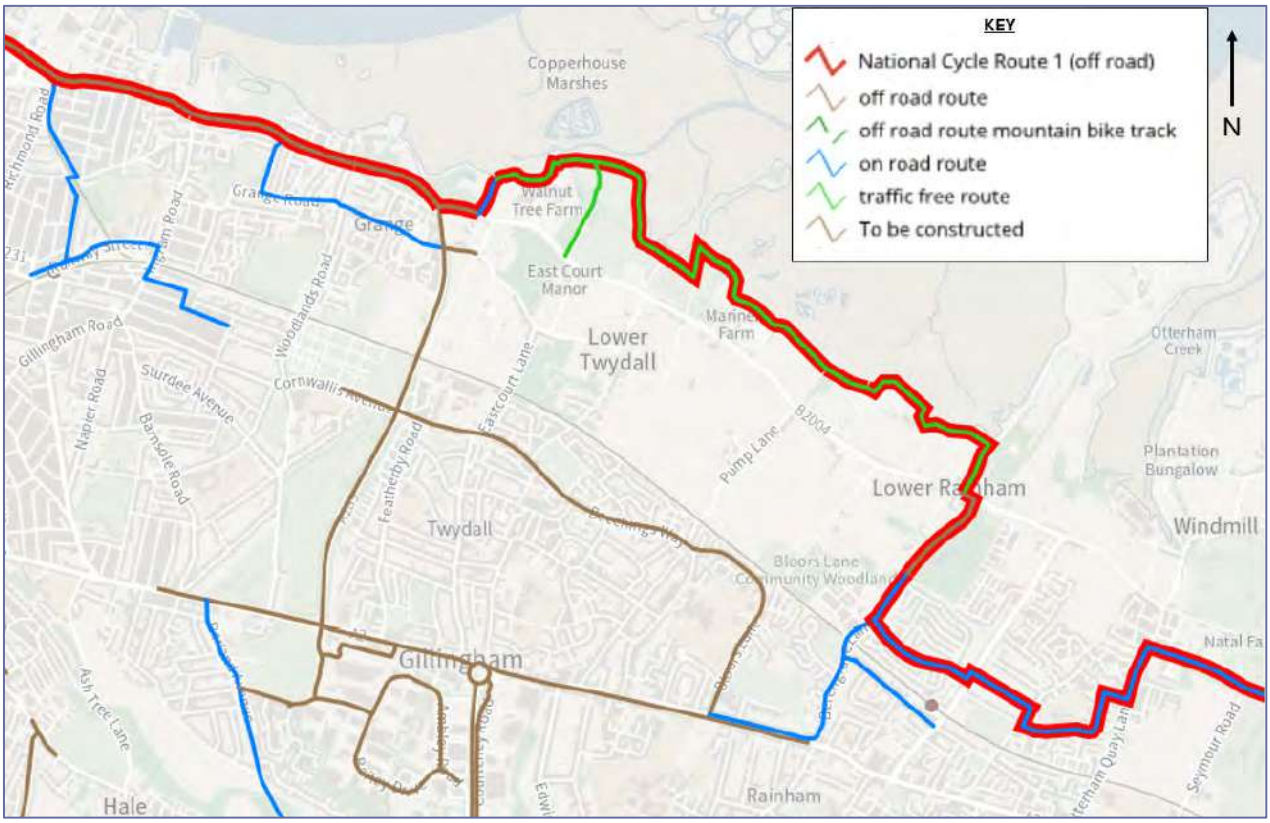
3.4. Cycling

3.4.1. National Cycle Network (NCN) Route 1 runs into Lower Rainham from the east, routing north along Berengrave Lane where it meets the Medway River path. NCN Route 1 is located approximately 1km east from the site's northern boundary allowing easy access to this off-road traffic free cycle route.

3.4.2. A local cycle route also runs along the southern section of Bloors Lane, south of the rail line, and continues along Beechings Way via shared use facilities.

3.4.3. Cycle routes within the vicinity of the site, as identified on MC's online mapping system, are shown in **Figure 3.3**.

Figure 3.3: Local Cycle Routes

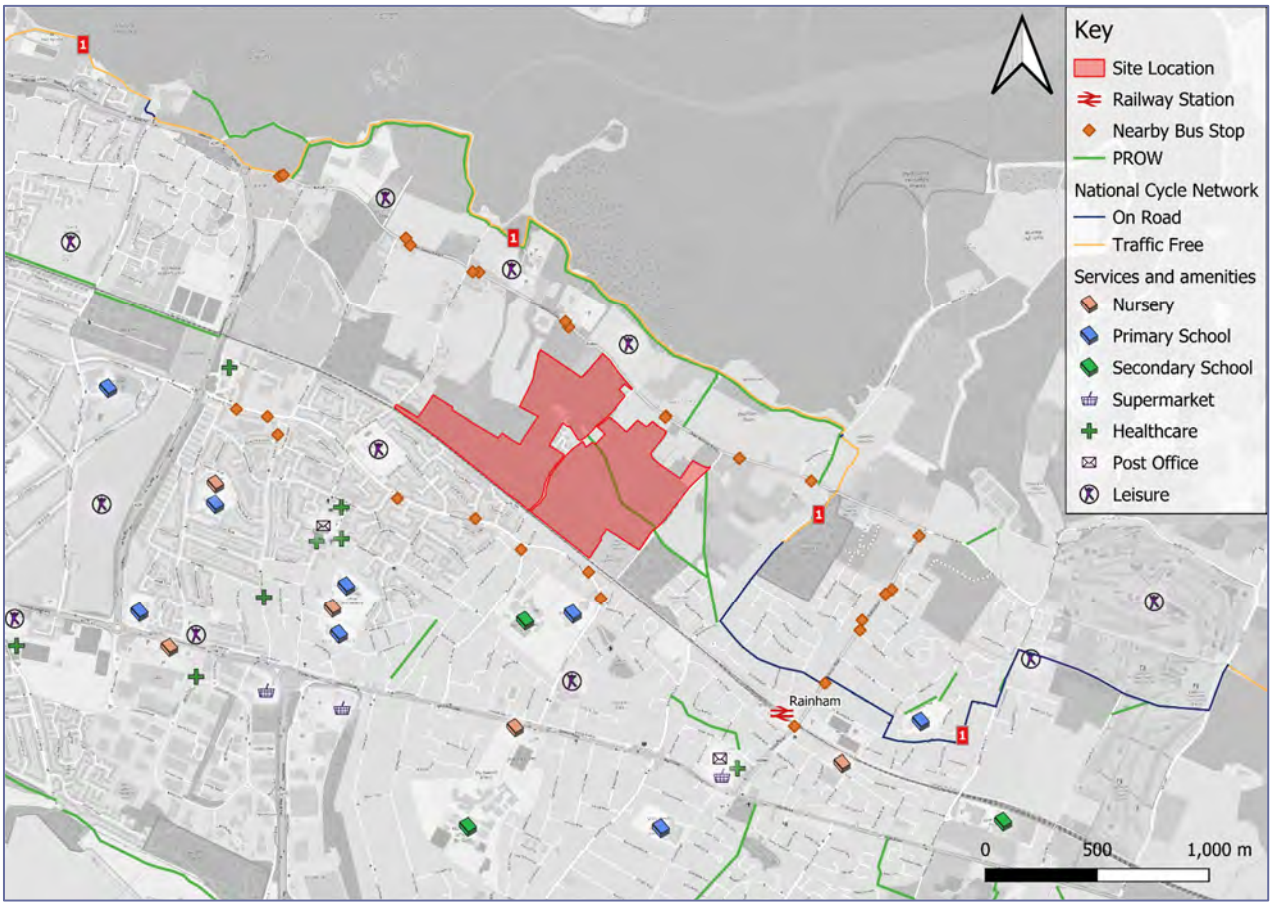


Source: Medway.gov.uk with Pell Frischmann annotations

3.5. Access to Amenities and Services

3.5.1. **Figure 3.4** identifies the existing amenities and services that are located within the vicinity of the site. This demonstrates that the site is located in proximity to multiple existing amenities, including schools, GP surgeries, transport services, shops and leisure facilities including open space / country parks.

Figure 3.4: Local Services and Amenities



Source: © OpenStreetMap contributors with Pell Frischmann annotations

3.5.2. The Chartered Institute for Highways and Transportation (CIHT) document 'Providing for Journeys on Foot' states at paragraph 1.12 that:

"walking accounts for over a quarter of all journeys and four fifths of journeys of less than one mile"

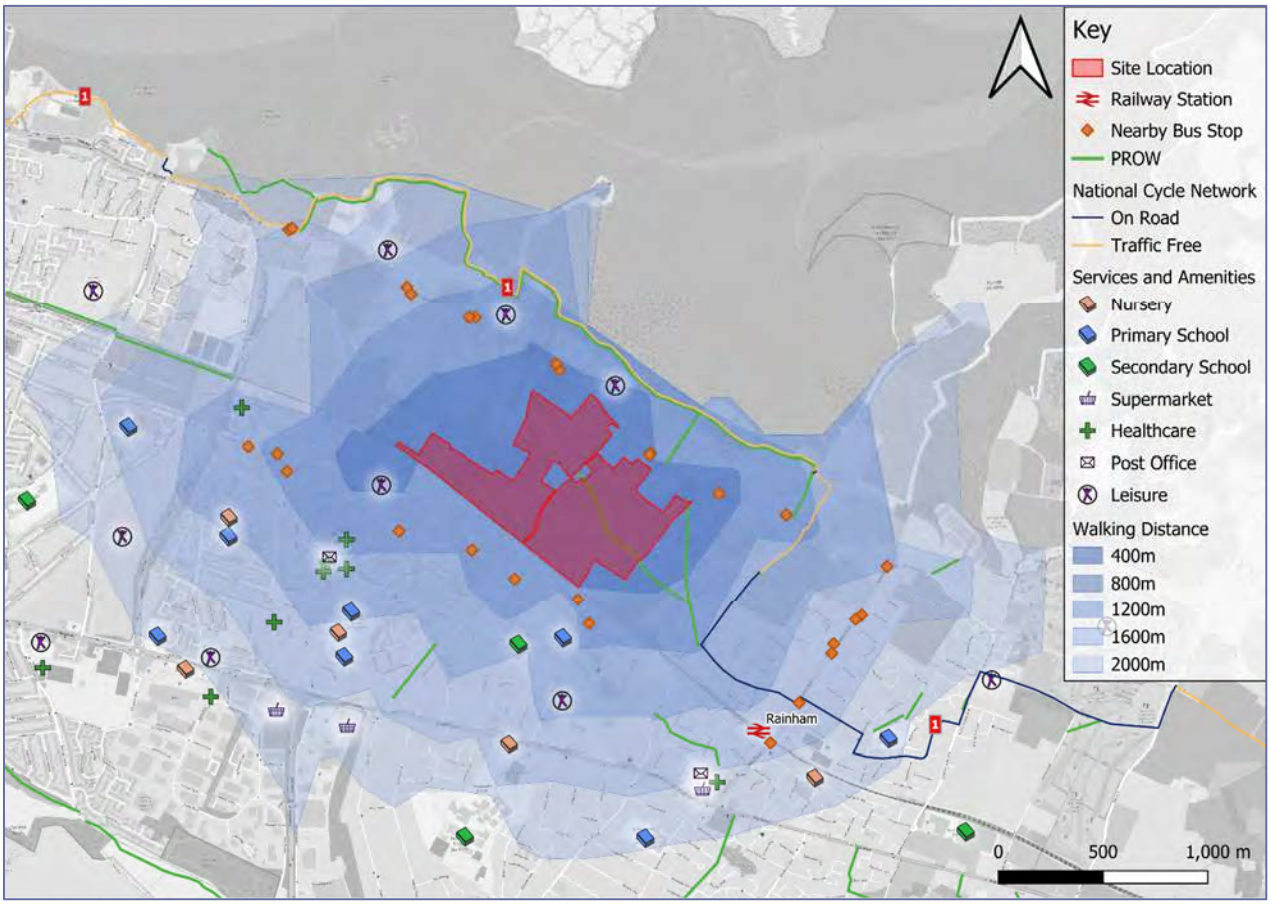
3.5.3. The document also provides suggested acceptable walking distances for a range of destinations. Those suggested walking distances have been reproduced in

Table 3.1: CIHT suggested acceptable walking distances

Distance category	Town centres (m)	Commuting / school / sightseeing (m)	Elsewhere (m)
Desired	200	500	400
Acceptable	400	1,000	800
Preferred maximum	800	2,000	1,200

3.5.4. **Figure 3.5** illustrates the identified walking catchments up to 2,000m walking distance (25-minute walk time) from the site.

Figure 3.5: Walking catchment – 2,000m / 25-minute walk time



Source: © OpenStreetMap contributors with Pell Frischmann annotations

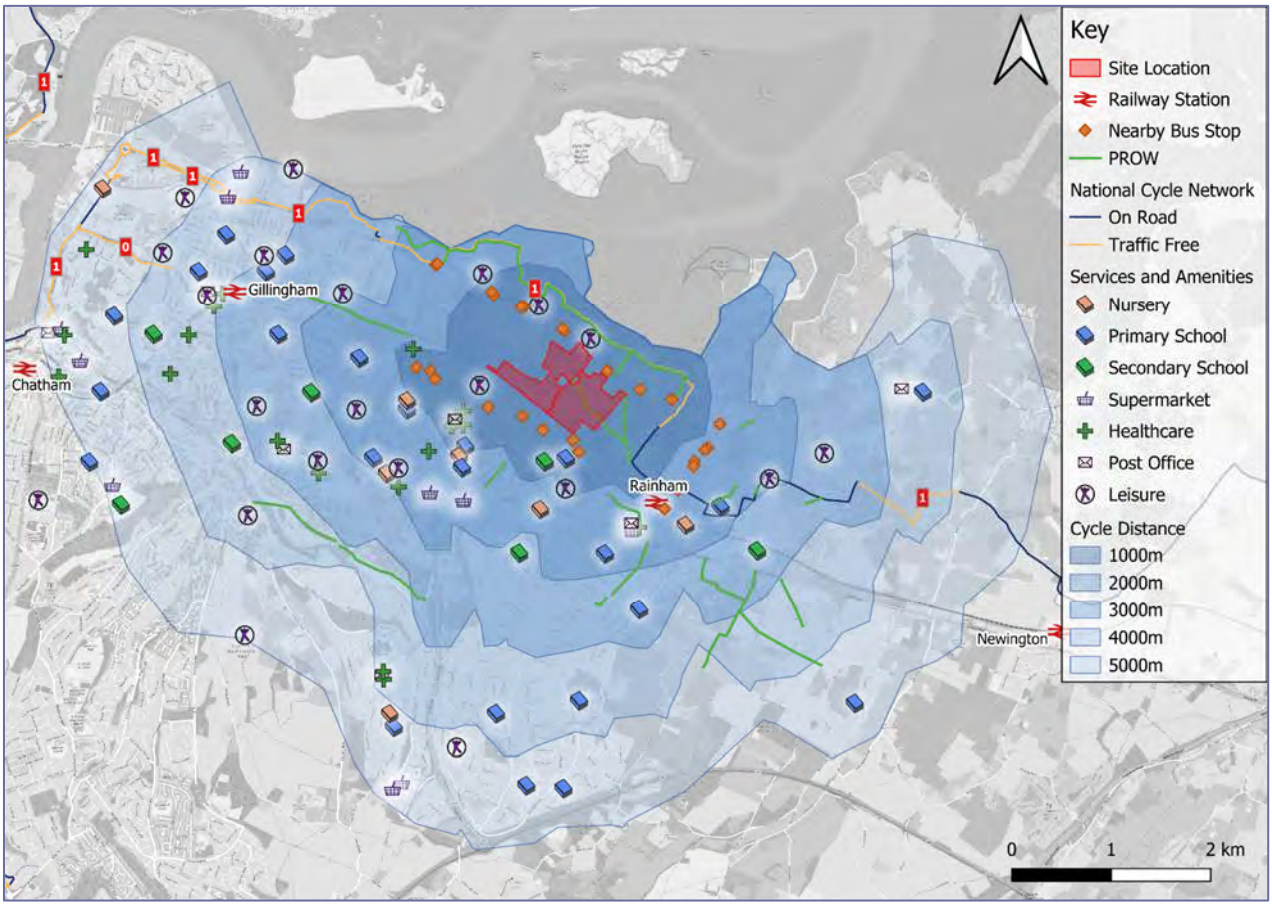
3.5.5. National and Local policy encourages sustainable development and a shift away from private car use. However, there is no specific recommended maximum cycle distances for access to services / leisure facilities from new developments stated within the NPPF or local planning policy.

3.5.6. It is noted that the distances people will be willing to travel on a bicycle will be highly variable depending on the type of development, site users and age profile as well as the perception of personal safety in the local environment. However, Local Transport Note 2/08 (published by the Department for Transport) does provide a useful reference point. It indicates that an acceptable distance for general trips by cycle is considered to be up to 5km (5,000m), but it also acknowledges that this may be slightly longer (up to 8km) for those commuting to employment uses by cycle.

3.5.7. **Figure 3.6** demonstrates the cycle catchment up to 5,000m cycle distance (25-minute cycle time) from the site.

3.5.8. The evidence on both walking and cycle accessibility highlights there are substantial facilities available to future residents to benefit from all of which helps to reduce the demand for travel by car. The sites proximity to the Riverside Country Park is a particular asset of this site given that the ease of access, by foot and cycle, provides residents with substantial health and wellbeing benefits.

Figure 3.6: Cycle catchment – 5,000m / 25-minute cycle time



Source: © OpenStreetMap contributors with Pell Frischmann annotations

3.6. Public Transport

Bus

3.6.1. There are a number of bus stops located within the vicinity of the site. The nearest of which are located on Beechings Way approximately 600m south of the centre of the proposed development site, and on Lower Rainham Road approximately 600m north of the centre of the site. Regular services run to and from these stops routing through Lower Rainham and providing links to towns and cities further-a-field.

3.6.2. A summary of the existing bus services that are available from the stops on Beechings Way and Lower Rainham Road are provided in **Table 3.2** and an extract of the Medway bus services network map is provided in **Figure 3.7**.

Table 3.2: Summary of local bus services

Service	Destinations	Mondays – Fridays	Saturdays	Sundays
3A / 3C / 683 (Nu-Venture)	Chatham - Lower Rainham - Otterham Park	7 services per day	No services	No services
	Otterham Park - Lower Rainham - Chatham	7 services per day	No services	No services
130 (Nu-Venture)	Twydall Shops - Rainham - Farthing Corner - Parkwood - Wigmore - Hempstead Valley - Bredhurst - Boxley - Maidstone	Every 2 hours 07:00-17:00	4 services per day	No services
	Maidstone - Boxley - Bredhurst - Hempstead Valley - Wigmore - Parkwood - Farthing Corner - Rainham - Twydall Shops	Every 2 hours 08:30-18:00	4 services per day	No services
101 (Arriva)	Gillingham - Chatham - Davis Estate - Maidstone	Every 15 mins 05:45-23:45	Every 30 mins 05:30-08:00, every 15 mins 08:00-17:00, every 30 mins 17:00-23:45	Every 20 mins 08:00-17:00, every hour 17:00-19:15
	Maidstone - Davis Estate - Chatham - Gillingham	Every 15 mins 06:30-23:15	Every 30 mins 06:30-09:00, every 15 mins 09:00-18:00, every 30 mins 18:00-23:00	Every 20 mins 09:15-16:15, every hour 16:15-20:30
116 (Arriva)	Chatham - Universities - Mid Kent College - Medway Maritime Hospital - Jezreels -Rainham Tesco - Twydall - Parkwood - Hempstead Valley	Every 30 mins 07:30-13:30, every hour 13:30-18:15	Every 30 mins 07:45-13:30, every hour 13:30-16:45	No services
	Hempstead Valley - Parkwood - Twydall - Rainham Tesco - Jezreels - Medway Maritime Hospital - Mid Kent College - Universities - Chatham	Every 30 mins 07:00-13:30, every hour 13:30-17:00	Every 30 mins 07:45-14:30, every hour 14:30-16:45	No services
182 (Arriva)	Chatham - Gillingham - Twydall	Every 15 mins 06:15-17:45	Every 15 mins 06:30-16:45	No services
	Twydall - Gillingham - Chatham	Every 15 mins 05:45-18:15	Every 15 mins 06:30-17:15	No services

Figure 3.7: Existing bus services network map

Source: Medway.gov.uk

3.6.3. It should be noted that Medway Council has adopted the MY school bus service, providing local school students who attend schools within the Medway district with specific bus services to their school destination.

3.6.4. In order to use these bus service students are required to have a MY school bus pass. The purchase options and costs of this pass are as follows:

- One term: £70
- Two terms: £130
- Six terms (full school year): £350

3.6.5. Each MY bus service provides access to different schools within the Medway district. The MY2 and MY3 services run from Gillingham to Rainham Mark Grammar School and Rainham Girls School. The MY4 service runs to the Rainham Mark Grammar School from Wigmore. The MY5 and MY7 services run to Rainham Mark Grammar School from Wigmore and Hempstead respectively.

3.6.6. Each of the MY school bus services operates a single morning 'home-to-school' operation and a single afternoon 'school-to-home' operation.

Rail

3.6.7. The closest railway station to the site is Rainham Railway Station which is located approximately 2.5km south east of the proposed development site. It can be accessed via Pump Lane and Lower Rainham Road to the north or Pump Lane and Beechings Way / Tufton Road to the south. Bus service 131 that runs along Lower Rainham Road provides a connection between the site and the station.

3.6.8. The station is operated by Southeastern and provides a number of facilities to travellers. There are enough bicycle parking stands to store 64 bikes securely, and a car park which has 113 spaces including 6 accessible spaces. The car park is in operation 24 hours a day between Monday and Sunday, and parking charges apply.

3.6.9. There is a taxi-rank and general drop-off/pick-up area immediately in front of the station entrance. The station provides a ticket office and several ticket machines from which tickets for travel can be purchased or pre-booked tickets can be collected. There are also some amenities including an ATM machine, a pay phone, shops, sheltered waiting room and toilets.

3.6.10. The station lies on the principal south east rail route. Train services are available directly to and from the main regional centres at London and Dover. These destinations provide access to regions further-a-field.

3.7. Other Observations

3.7.1. Capacity upgrade works have been ongoing at Junction 5 of the M2 in recent years. It is understood these were commenced in Autumn 2021 and completed in early 2025. These works have seen National Highways introduce the following arrangements:

- Two new dedicated free-flowing slip roads with a left turn for traffic travelling from the A249 southbound to the M2 westbound and a left turn from the A249 northbound to the M2 eastbound;
- Maidstone Road to the A249 Stockbury Roundabout closed, with Maidstone Road re-routed to link with Oad Street; and
- The existing junction of Oad Street with the A249 closed with a new link provided south of the existing Oad Street to connect with the A249 Stockbury Roundabout.

3.7.2. We understand from local engagement that during the period these works have been ongoing this has led to an increase in traffic on roads through Lower Rainham, particularly along Lower Rainham Road. This has been particularly notable on occasions when there have been other incidents / delays on the M2 with drivers looking at alternative routes, through Lower Rainham, to minimise impact on their journeys.

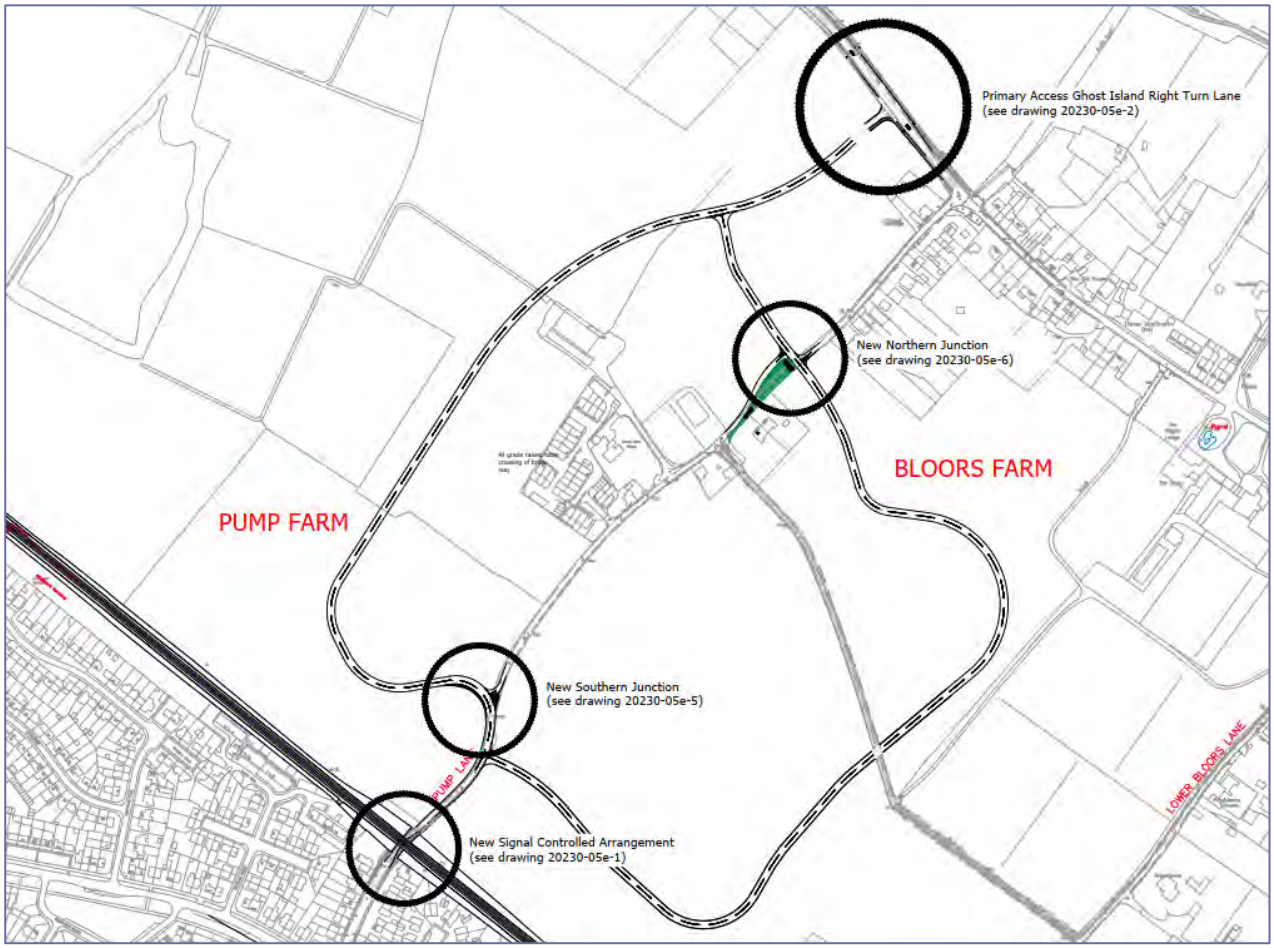
4. Confirmation of Accepted Matters

4.1. Site Access Arrangements

4.1.1. The vehicle access arrangements proposed as part of the previous scheme are shown in **Figure 4.1** and comprised the following:

- Primary access onto Lower Rainham Road via a new priority junction arrangement with ghost island right turn lane.
- A new signal-controlled arrangement at the southern end of Pump Lane where it runs underneath the railway bridge.
- North of the railway overbridge a new junction and side road to the east will join Pump Lane. Pump Lane will be realigned northwards into the proposed development site.
- North of no. 328 Pump Lane, it is proposed to realign Pump Lane northwards to create a new staggered junction with an east/west development access road.

Figure 4.1: 2019 Application Proposed Access Strategy

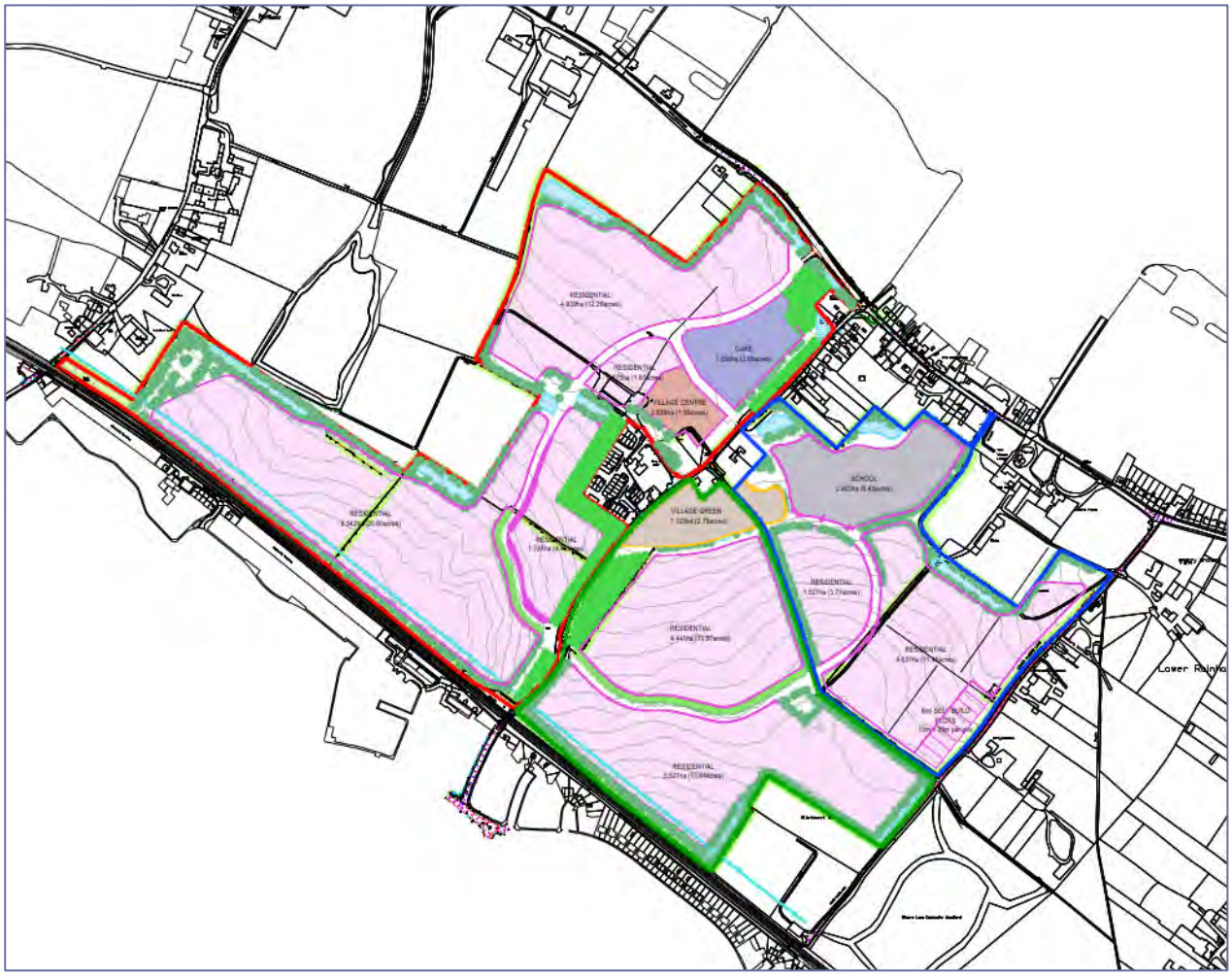


Source: DTA Transport Assessment Addendum (September 2020), Land at Pump Farm and Bloors Farm, Lower Rainham

4.1.2. An independent Stage 1 Road Safety Audit (RSA) was carried out for the site access arrangements proposed as part of the previous scheme. It was noted that all recommendations from the RSA were accepted and that it was common ground with the Council and the local Highway Authority that all site access arrangements were acceptable. The Inspector's Report stated that it was agreed common ground between the Applicant and MC that the site access arrangements are suitable and would operate within capacity.

4.1.3. The Transport Assessment submitted with the application noted that the pedestrian/cycle access to the proposed development site would be achieved through a number of connection points, as indicated on the illustrative masterplan shown in **Figure 4.2**.

Figure 4.2: 2019 Application Illustrative Masterplan



Source: DTA Transport Assessment Addendum (September 2020), Land at Pump Farm and Bloors Farm, Lower Rainham

4.1.4. The proposed pedestrian and cycle connection points included the following:

- Via the proposed vehicle access from Lower Rainham Road.
- Via a series of footpath links to the site including from Lower Rainham Road (north), Lower Bloors Lane (east), and Lower Twydall Lane to the (west).
- Via the proposed vehicle access from Beechings Way and on to Pump Lane (south).

4.1.5. It was also proposed to provide a 2.5m wide shared footway/cycleway adjacent to the carriageway at the railway bridge at the southern end of Pump Lane. This would be introduced as part of the proposed signal-controlled scheme at this location, and which would provide a shuttle working arrangement.

4.2. Accessibility

4.2.1. The Framework Travel Plan that was submitted with the previous application was agreed in principle with MC. However, the measures and targets that were proposed previously would be reviewed, and further measures to encourage travel by sustainable and active travel modes would be considered as part of any future planning application.

4.2.2. The Appellant's closing submissions included the statement that the Council agrees with the Appellant's position that the site is appropriate for residential development in the context of

accessibility. From review of the post-submission and Inquiry documents, the accessibility of the site and proposed connections was accepted by MC. This is a core consideration in determining the suitability of any site and one that is further emphasised through the consultation draft of the National Planning Policy Framework (NPPF), 31st July 2024. This places a particular focus on vision and validate and that a severe impact should only apply if this is met in all tested scenarios.

4.2.3. It is evident from the previous application documents that discussions had been held with Arriva regarding the scope for further improving existing bus services. These documents also identified that it had been agreed with Arriva and MC that the most appropriate way to serve those areas of the site which are more remote from the existing bus stops to the south would be to extend Bus Service 1. This service currently terminates at The Strand, which is approximately 3.5km west of the site on the A289. This would therefore provide an additional service over and above the existing bus services in this area with an additional route and frequencies.

4.2.4. It was proposed for Bus Service 1 to continue along Lower Rainham Road into the site from the north. It was proposed for the requirement for the service to be triggered on the basis of *"more than 100 dwellings more than 500m from an existing bus stop south of the railway line"*. It was also noted that the extension is likely to start off as a peak only service and then be expanded to an all-day service, given the need to provide in particular peak hour rail connections.

4.3. Impact on Strategic Road Network

4.3.1. The Proof of Evidence (PoE) submitted by MC as part of the appeal from the previous application stated that *"subject to the Appellant providing an executed Section 106 agreement which secures the mitigation required by Highways England to ensure there will be no material adverse impact on the strategic highway network, the Council will no longer pursue Reason for Refusal 4."*

4.3.2. The PoE produced by David Tucker Associates (DTA), on behalf of the Appellant, stated that *"significant progress has been made with Highways England and the current position is that the trip generation assumptions from the site as defined in the original Transport Assessment and subsequent responses to HE are agreed. The distribution of those movements is also agreed and the absolute number of additional trips on the Strategic Road network is also agreed."*

4.3.3. The DTA PoE also stated that *"Highways England have confirmed that they see no reason to prevent planning being granted but have recommended that Medway secure a proportional and appropriate contribution towards Junction 4 of the M2."* It goes on to state that the Appellant agrees to this, and that Reason for Refusal 4 is therefore not being pursued by Highways England (now National Highways).

4.3.4. The DTA PoE noted that Highways England (HE) has now agreed a scheme for Junction 4 of the M2 to mitigate the impacts of the development proposed, involving a contribution towards improvements at the junction. DTA noted that agreement between the Appellant and HE is entirely separate from any MAM modelling and that HE did not seek MAM outputs and based its decision wholly on the technical work in conjunction with the TA and Addendum. This is despite the junction in question being within the MAM area.

4.4. Planning Obligations

4.4.1. A draft planning obligation in the form of a deed of agreement was submitted in support of the appeal. It was supported by a CIL Compliance Statement prepared by the Council, which sets out its reasons for concluding that the various obligations would accord with Regulation 122 of the CIL Regulations. There was no dispute that the obligations meet the relevant tests.

4.4.2. The main transport and highways related provisions, subject to the usual contingencies, were summarised as follows:

- Financial contributions towards –
  i. Improvements to public rights of way within 1.6km of the site;
  ii. Bus infrastructure comprising bus shelter improvements along Lower Rainham Road and interim assistance to support bus service provision; and,

iii. Highway improvements to Junction 4 of the M2 motorway.

4.4.3. Esquire Developments will engage with Medway Council and other relevant providers to determine mitigation / contribution requirements for the new application in due course.

5. Scheme Proposal

5.1. Development Overview

5.1.1. The quantum of development that is proposed for allocation is up to 750 residential units, a children's nursery, two-form entry primary school, community hub, health hub and a care home. Land is also included to accommodate an eight-form entry secondary school. This provides a reduction in the total residential provision compared to the scheme refused at planning appeal by the Planning Inspectorate, with the number of dwellings reduced by 40%.

5.1.2. The vision of the Rainham Parkside Village development is to have active and sustainable travel at the core of the development. In order to realise this vision, the following transport objectives are outlined:

- Promote healthy lifestyles through the provision of high quality integrated active travel infrastructure which is accessible to the widest possible range of users and prioritises people over vehicle movement.
- Reduce emissions by providing for existing and future trips to be undertaken by walking, cycling and on public transport routes to a range of destinations, reducing the need to use a car.
- Provide a range of credible and realistic alternatives to private car use for a range of integrated journeys to a range of destinations, available when and where people want to travel, with convenient, quick and easy interchange opportunities between modes accessible at prominently located mobility hubs within the site.

5.1.3. In terms of site layout, it is currently envisaged that the local centre, care home and primary school would be provided in the north western corner of the development site. The local centre is expected to include retail uses, GP/healthcare centre, children's nursery, and mobility hub. These are all uses that help to reduce the movement of people away from the site and enables a focus on trip containment, with trips more likely on foot or by bicycle, so as to reduce the impact of vehicle trips on the wider highway network.

5.1.4. The secondary school is proposed to be located on land along the south western boundary of the site. Both the primary and secondary schools include allowance for a drop off area, albeit the precise arrangements will be subject to future design consideration.

5.1.5. A primary mobility hub will also be included at the local centre, to enhance the focus on sustainable modes of travel. Bus stops will be provided at the local centre with a bus service(s) provided into the site. Further detail is provided on the bus service later in Section 6.

5.1.6. An indicative layout for the proposed development is shown in **Figure 5.1** and provided at a larger scale at **Appendix A**.

Figure 5.1: Indicative Development Site Layout

Source: Courtesy of BPTW

5.2. Vehicle Access

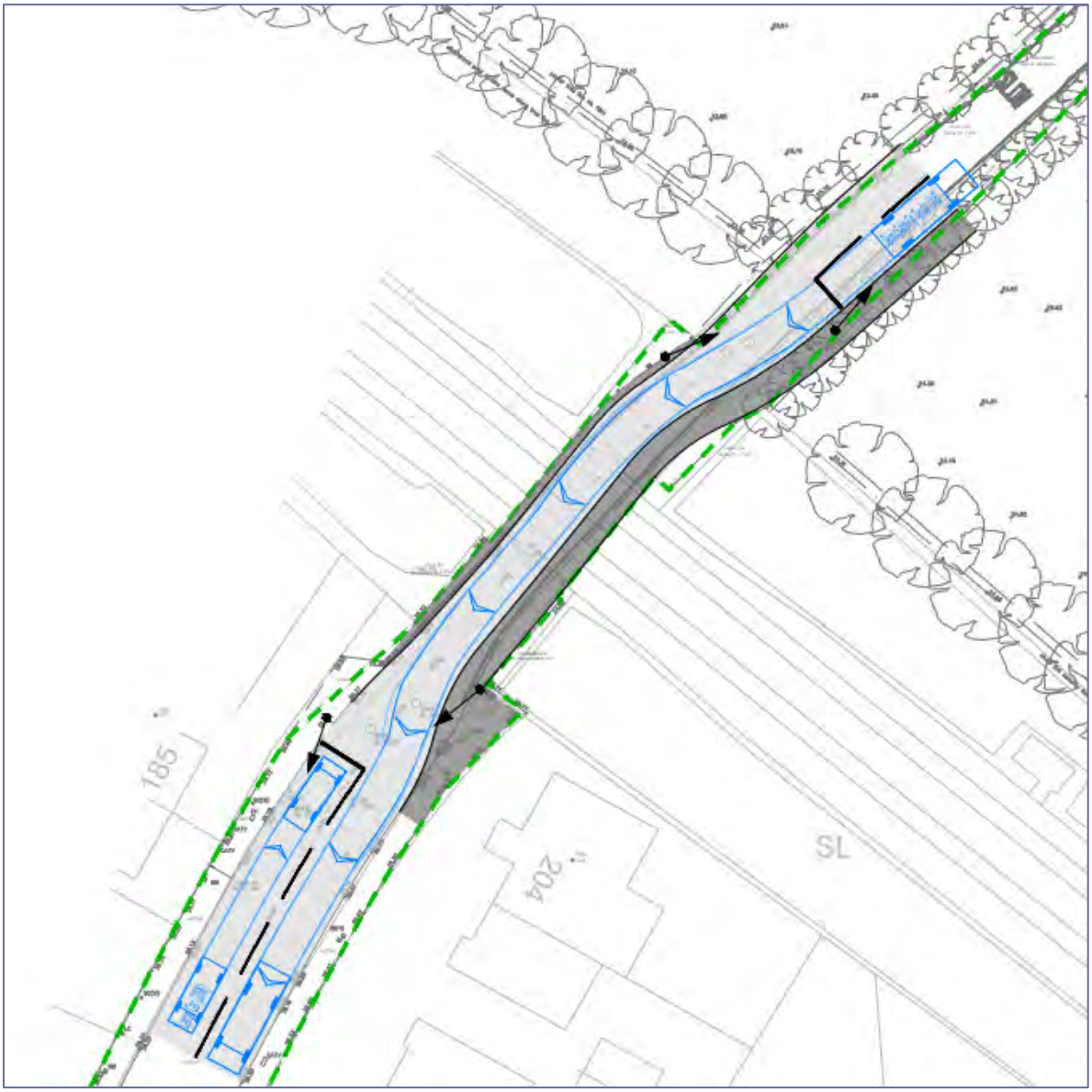
5.2.1. The primary vehicle access into the development site is proposed from Lower Rainham Road via a new junction. The form of the access junction will be determined through discussions with MC. It is noted that the accepted arrangement proposed as part of the previous application was a priority T-junction with a ghost island right turn lane. However, a signal-controlled junction will enable better crossing facilities to be provided for pedestrians and cyclists.

5.2.2. Secondary access is to be provided from Pump Lane. The current strategy involves the northern section of Pump Lane, between its junction with Lower Rainham Road and 330 Pump Lane, to be changed to one-way for southbound traffic only. This would enable the existing lane to be narrowed to facilitate footway provision over this section, within public highway land, given the land ownership constraints. This would retain vehicle access to the existing properties at the northern end of Pump Lane, whilst providing improved facilities for pedestrians and cyclists. Existing residents would be able to loop around using the new road to connect back onto Lower Rainham Road via the new junction.

5.2.3. The existing vehicle access from the southern end of Pump Lane will be improved to provide a signal-controlled shuttle working arrangement under the railway bridge. The proposed arrangement is identified in **Figure 5.2** with the full plan included at **Appendix B**.

5.2.4. It is currently envisaged that a portion of the lower density dwellings proposed as part of the development would be accessed from Lower Bloors Lane along the eastern boundary of the site. Given the width of the existing lane, it is likely that it will need to be widened to accommodate two-way vehicle movements along its length. The principle of this and the potential arrangements would be reviewed further and discussed with MC as part of any future planning application for the development.

Figure 5.2: Proposed Pump Lane Shuttle Working



5.3. Parking Provision

Cycle Parking

5.3.1. Cycle parking for residential dwellings is to be provided at a minimum rate of 1 space per dwelling. Parking is to be accommodated within garages where properties include them and in an enclosed cycle store within gardens where a property does not have a garage.

5.3.2. Cycle parking for the non-residential uses will be provided in line with adopted MC parking standards. Cycle parking will be provided within the public realm areas, most likely in the form of Sheffield cycle stands, and where possible covered.

5.3.3. In addition to the above, mobility hubs are proposed to be provided within the site in order to ensure that the vision of having active and sustainable travel at the core of the development is achievable. It is currently envisaged that an arrival square will be provided in the northern part of the site, which would include the main mobility hub.

5.3.4. Secondary mobility hubs would then be provided in the southern part of the site to ensure sufficient coverage is achieved for all residents within the development site to be able to access facilities that will encourage travel by active and sustainable modes. Further details on mobility hubs are provided in Section 6 of this report.

Car Parking

5.3.5. It is envisaged that car parking for the proposed development will be provided in line with adopted MC parking standards. However, as noted in Section 2 of this report, reductions of the standards will be considered if the development is within an urban area that has good links to sustainable transport and where day-to-day facilities are within easy walking distance. As a result, Esquire Developments would seek to discuss and agree with MC an appropriate level of car parking provision for all uses proposed, accounting for the location of the site and the vision for the development.

5.3.6. The current MC standards do not include guidance in relation to Electric Vehicle Charging (EVC) facilities. Therefore, in line with the guidance provided in 'The Buildings Regulations 2010 document, Infrastructure for the charging of electric vehicles, Approved Document S' it is proposed to provide EVC capability for each dwelling.

5.3.7. EVC facilities will also be provided for the non-residential uses proposed as part of the development.

5.4. Servicing and Emergency Vehicle Access

5.4.1. The access arrangements and internal site layout will be designed to accommodate refuse collection vehicles in accordance with design requirements.

5.4.2. Emergency service vehicles will be able access the development site from the proposed vehicular access points. The internal road networks and development layout will be designed to enable all properties and buildings to be located within an acceptable distance for emergency services access.

6. Sustainable Transport Strategy

6.1. Overview

6.1.1. The proposed development site is well-situated to capitalise on the existing connectivity offered in Rainham, Gillingham and the surrounding areas, providing a logical connection to the existing built-up areas around it. The site provides connectivity to existing infrastructure such as NCN Route 1 and other local cycle routes, in addition to the surrounding pedestrian network into Rainham and Gillingham.

6.1.2. The proposed development seeks to establish sustainable travel behaviours from the outset as this is the point at which new occupants are most open to adopting new travel habits, 'baking in' sustainable travel behaviours from the start. The necessary supporting active travel infrastructure and connectivity will be in place at or prior to initial occupation and this ensures that active travel is the natural choice of mode for local journeys. The measures 'designed in' to the proposed development will be supported by a Framework Travel Plan (FTP).

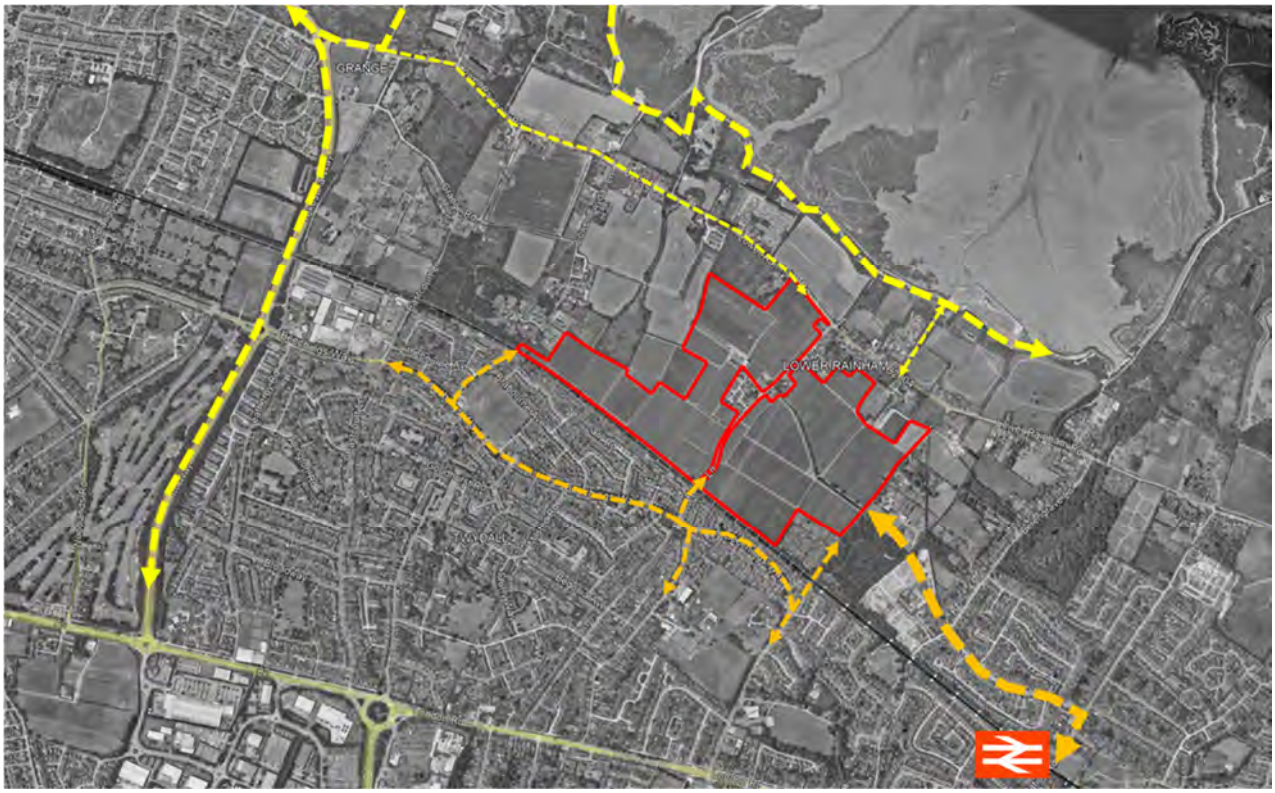
6.1.3. The FTP's primary objective will be to engage with and encourage both residents and visitors to use more sustainable ways of travelling to / from the development site through more effective promotion of active modes. This will minimise the impact of the development on the surrounding highway network. This is directly aligned with the transport vision for the proposed development. This objective is to be achieved through the series of related sub-objectives:

- **Sub-objective 1**: To increase resident and visitor awareness of the advantages and availability of sustainable / active modes of transport;
- **Sub-objective 2**: To promote the health and fitness benefits of active travel to residents and visitors;
- **Sub-objective 3**: To introduce a package of physical and management measures that will facilitate resident and visitor travel by sustainable modes; and
- **Sub-objective 4**: To reduce unnecessary use of the car, particularly for single occupancy, when travelling to and from the Site.

6.2. Pedestrian and Cycle Connectivity

6.2.1. **Figure 6.1** provides an indication of the off-site connectivity for the proposed development. This demonstrates that a number of routes are currently available within the vicinity of the site.

Figure 6.1: Off-Site Pedestrian and Cycle Connectivity



6.2.2. In order to maximise the accessibility of and within the site by walking, wheeling, cycling, public transport and shared travel, the internal layout will need to be designed to prioritise movement by these modes over cars. As such, the internal street layouts and active travel routes will be designed to accommodate this, and to provide connections to routes off-site to facilitate access to facilities and destinations in the wider area by sustainable modes. This will enable connections to be made from all directions within the site to coincide with potential desire lines. This will include a route within the site that will run along the northern side of the rail line, providing connections between the three locations where crossing the rail line is possible.

6.2.3. In addition to the above, facilities will be provided within the site as part of the development including bicycle storage / parking and mobility hubs. These facilities will help to ensure that the vision of having active and sustainable travel at the core of the development is achievable.

Pedestrian / Cycle Enhancements

6.2.4. Provisions for pedestrians and cyclists will be made at the proposed vehicle access points. This includes making alteration to the arrangement at the southern end of Pump Lane where it passes under the rail bridge. The current arrangement is a carriageway provision only with priority working in place due to the limited width. The development of the Rainham Parkside scheme will include the introduction of signalised shuttle working under the rail line. As part of this a footway will be introduced that will enable pedestrian movement between the site and the southern end of Pump Lane. **Figure 5.2** confirms the proposed arrangement with the full plan provided in **Appendix B**.

6.2.5. Esquire Developments will also investigate improvements that could be made to existing routes off-site in order to enhance active travel links and connectivity in the area. This including the route along Lower Rainham Road to the west of Pump Lane, the PRoW that connects to NCN Route 1 from Lower Rainham Road. There is also scope to provide enhancements to the existing footbridges over the rail line from Lower Bloors Lane and Lower Twydall Lane, to better accommodate cyclists. Initial engagement with Network Rail in Summer 2025 has confirmed a willingness to accommodate appropriate enhancements.

Mobility Hub

6.2.6. It is currently envisaged that an arrival square will be provided in the northern part of the site, which would include the main mobility hub.

6.2.7. Mobility hubs are highly visible, safe, and accessible spaces where public transport, active travel and shared modes are co-located alongside improvements to public realm with community facilities where relevant. The redesign and reallocation of space away from the private car enhances the experience for travellers and creates a more pleasant environment for everyone. In seeking to provide an integrated transport and mobility system as part of the development, mobility hubs offer an innovative solution to meeting the needs of the development. Mobility hubs allow residents to quickly interchange between various transport modes when moving around the local area and accessing amenities in Medway and beyond.

6.2.8. Whilst specific details of what might be provided within the main mobility are yet to be confirmed, it is expected to include:

- Electric Car Club Vehicle with plug in charge point;
- Electric Bike Hub;
- Bicycle Lockers / Stands;
- Bicycle Repair Stand and Bicycle pump;
- Information terminal with touch screen (including summary on public transport ticketing, way finding and walk distances);
- Electric bicycle docking station and bicycles.

6.2.9. There is also potential for a café or co-working space to be provided at the mobility hub.

6.2.10. Secondary mobility hubs would then be provided in the southern part of the site to ensure sufficient coverage is achieved for all residents within the development site to be able to access facilities that will encourage travel by active and sustainable modes. The aim would be to have a mobility hub within 400m of all properties within the development site.

Bus Enhancements

6.2.11. Esquire Developments propose funding an extension to Arriva bus service 1. The service currently terminates at The Strand and would be extended to continue along Lower Rainham Road into the development site and which as a minimum is expected to stop at the local centre. On 14th August 2024 we obtained confirmation from Arriva that they would still be supportive of extending a bus service into this site if development were to come forward. Correspondence confirming this is provided at **Appendix C**.

6.2.12. The exact details for this bus service extension and funding requirements would be discussed and agreed as part of the planning application process for the development of the site.

6.2.13. It is considered that the combination of extending bus service 1 into the site, and offering an annual bus ticket to all households, is likely to have a significant impact on the proportion of residents that can travel by bus. This not only as a result of providing bus services from within the site, but also due to the fact that it would provide a service to additional locations that are not currently accessible by existing direct bus services available from the stops on Beechings Way and Lower Rainham Road. In particular, it would provide direct services to University of Greenwich (Medway Campus) and the Dockside Outlet Centre from the site.

6.2.14. All of the above identified enhancements would be discussed with MC, and also Active Travel England (ATE), as part of any future planning application for development of the site.

7. Vehicular Appraisal and Network Capacity Mitigation

7.1.1. Appraisal of the vehicular impact of the development on the operation of the highway network is ongoing including appraisal of the site utilising the 2041 Medway Strategic Transport Model. The use of the Medway Strategic Transport Model is a requirement of Medway Council to assess strategic sites such as the Rainham Parkside Village scheme.

7.1.2. Over the course of the past 12 months we have worked with Medway Council to identify, and agree, the trip generation for this site including vehicular trip generation that needs to be assessed within highway network models. This has enabled the following matters to be agreed:

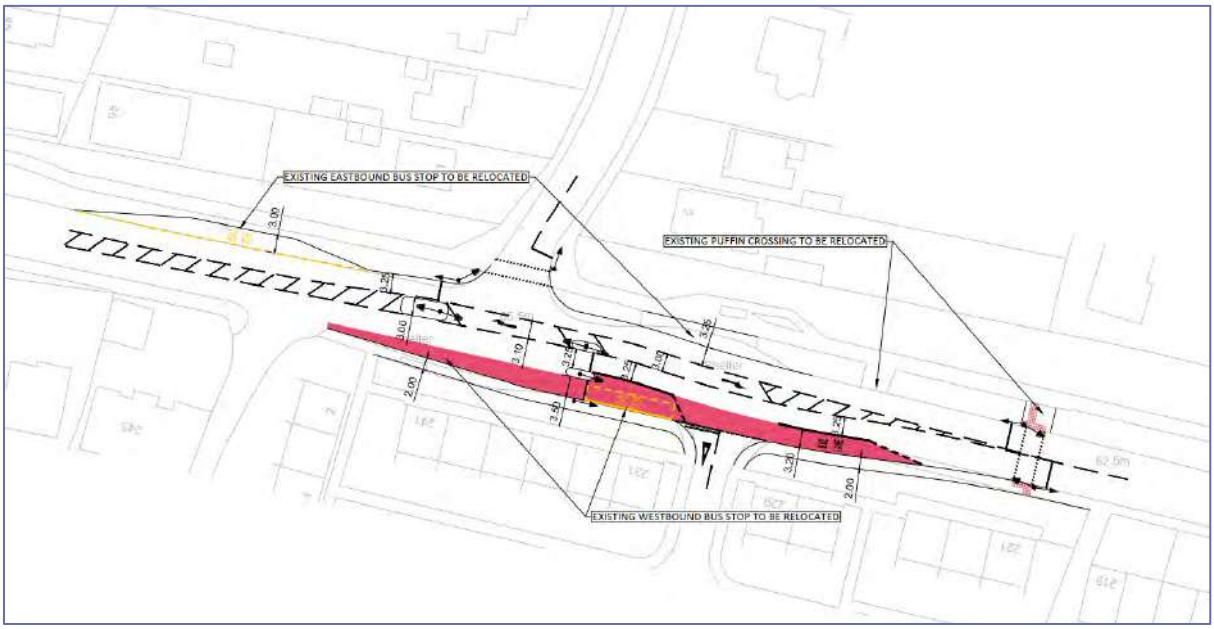
- Total vehicle trip generation for the proposal site without Vision Led intervention but including reduction to account for internalisation of trips associated with the proposed schools; and
- Reduced vehicle trip generation accounting for a Vision Led strategy which achieves a 16% reduction in development car trips. This includes agreement on internalisation values for the proposed schools.

7.1.3. Through the work progressed it is evident that the number of trips expected to be generated by the proposed residential development is lower than the predictions for the 2019 scheme.

- It is also important to place in context the view of Medway Council when ultimately refusing the 2019 scheme particularly their observations - *"it could be possible to reduce the impact of the development on the road network so as not to be severe if additional mitigation were to be secured"*. This statement was based on a higher volume of residential development. With the lower volume of residential development, coupled with the substantial sustainable travel improvements proposed, a more accessible and viable development can be achieved and which aligns with the requirements within the NPPF for achieving a Vision Led scheme. As part of the previous application a number of highway mitigation schemes were proposed, which comprised the following:
- **Lower Rainham Road/Yokosuka Way/Gads Hill roundabout**: widening of the eastern, Lower Rainham Road approach to provide a two-lane entry with kerb realignments on the southern side of the road and associated amendments to the central splitter island, plus appropriate destination markings to allow for two lanes of right-turning traffic from the eastern arm.
- **A2/Will Adams Way/Ito Way roundabout**: revised lane markings to accommodate three lanes of traffic on the southern circulatory carriageway.
- **Bloors Lane/A2 London Road/Playfootball signalised junction**: additional ahead lane on the eastbound approach.
- **Bowaters Roundabout**: reconfiguration of the Toucan crossing to the east of the roundabout to include staggered refuge island, revised signal timings and additional lane capacity on the roundabout through new lane markings.
- **Otterham Quay Lane/Meresborough Road/A2 signalised junction**: revised timings.
- **Pump Lane rail underbridge**: revised signal shuttle arrangement.

7.1.4. It is envisaged that alteration to the Pump Lane / London Road junction is likely to be required. Exact alterations will be subject to further appraisal work including that which would be included in a planning application for the site. This is likely to require signalisation of the junction and as such we have produced an indicative design to show what this might look like. This is identified in **Figure 7.1** with a full copy included in **Appendix D.**

Figure 7.1: Proposed Pump Lane / London Road Junction



7.1.5. The requirements for any mitigation schemes will be determined through assessment of the development impact as part of a new planning application. Esquire Developments will identify schemes to mitigate the impact of the development where required, which could include some or all of the mitigation schemes identified above that were proposed by the applicant of the previous application.

7.1.6. Alternatively, it may be the case where MC will have identified improvement schemes at specific locations on the network in order to mitigate the cumulative impacts of planned growth associated with the emerging Local Plan. In this instance, it is likely that Esquire Developments would provide a contribution towards the improvement scheme(s) based on the impact of the development on individual junctions.

7.1.7. This appeared to be the case for the previous application in relation to the impact on Junction 4 of the M2. National Highways (NH) had confirmed they saw no reason to prevent planning permission being granted on the basis that the applicant would provide a proportional and appropriate contribution towards the improvements at the junction to mitigate the impacts of the proposed development. The improvement scheme was developed by NH.

8. Summary

8.1.1. It is evident from the review of the 2019 planning application submission, post-submission and Inquiry documents that many of the requirements to obtain agreement in relation to transport and highways aspects were achieved. Only one of the transport and highway reasons for refusal was upheld, being Reason 5 in relation to the development resulting in a severe impact on the highway network. It is evident that the focus of this was the impact on junctions in one part of the MAM.

8.1.2. Given the 40% reduction in the number of dwellings proposed from that which was applied for in the 2019 application, the reduction in the number of residential vehicle trips generated by the development will be significant.

8.1.3. It is acknowledged that the site access arrangements proposed for all modes as part of the 2019 planning application submission have been accepted by MC. However, in order to maximise the accessibility of and within the site by walking, wheeling, cycling, public transport and shared travel, the internal layout will need to be designed to prioritise movement by these modes over cars. As such, the internal street layouts and active travel routes will be designed to accommodate this, and to provide connections to routes off-site to facilitate access to facilities and destinations in the wider area by sustainable modes. This will involve engagement with both the Landscape and Highways teams at MC during the planning process to agree on suitable arrangements that will help to achieve the vision of having active and sustainable travel at the core of the development.

8.1.4. A review of existing walking and cycling routes has shown that the site can be easily integrated into the local pedestrian / cycling network offering the opportunity for sustainable travel around the local area. It is also evident that the site is located in proximity to multiple existing amenities, including schools, GP surgeries, transport services, shops and leisure facilities including open space / country parks. The site's proximity to the Riverside Country Park is a particular asset of this site given that the ease of access, by foot and cycle, provides residents with substantial health and wellbeing benefits.

8.1.5. The close proximity of the development to local services and amenities provides a genuine alternative to car-based travel to and from the site, and therefore delivers opportunities to reduce the impact of the proposed development on the local highway network.

8.1.6. Esquire Developments will also seek to investigate potential improvements that could be made to existing routes off-site in order to enhance active travel links and connectivity in the area. This will include the route along Lower Rainham Road to the west of Pump Lane, the PRoW that connect to NCN Route 1 from Lower Rainham Road. There may also be scope to provide enhancements to the existing footbridges over the rail line from Lower Bloors Lane and Lower Twydall Lane, to better accommodate cyclists. Initial engagement with Network Rail has confirmed they would be willing to accommodate improvements, and this will be investigated further as the scheme develops.

8.1.7. All of the proposals for pedestrian and cycle enhancements would be discussed with MC, and also Active Travel England (ATE), as part of any future planning application for development of the site.

8.1.8. Esquire Developments will also seek to engage further with Arriva and MC to discuss the details and requirements for the proposals to extend an existing bus service to route through the site, which Arriva have confirmed they would still be supportive of. This will involve discussions on routing, infrastructure requirements and funding mechanisms.

8.1.9. Ultimately, a Transport Assessment summarising all of the above would need to be produced to support a new planning application for development of the site. The scope of the assessment would be discussed and agreed with MC.

8.1.10. A Framework Travel Plan would also be produced, which will provide a long-term travel strategy for the proposed development, and to encourage residents, employees and visitors of the proposed development to travel by sustainable modes, as opposed to car-based travel. This will also include mode share targets and details on how the plan will be implemented and the targets monitored.

8.1.11. Through 2024 and 2025 we have been appraising the potential trip generation of the development, along with likely trip assignment and impact on the highway network. This has included engagement with MC in relation to the forecast trip generation as well as what a vision led trip generation looks like. The trip generation for the site, both with and without a vision led strategy has been agreed with Medway Council. Both result in vehicle trip rates substantially below that which Medway Council sought when assessing the 2019 scheme.

8.1.12. Assessment of the highway network impact is ongoing, but it is acknowledged that some junction enhancements will be required. Where required they will be introduced alongside the sustainable travel interventions that this report has identified. The focus is therefore on reducing the need to travel, the benefit of proximity to Rainham Station and proposal to extend bus service 1 into the site highlights this, with a mode shift aim of 16% currently proposed.

8.1.13. The outcome of this report identifies that development of the Rainham Parkside Village site is deliverable, viable and can be achieved in alignment with National and Local Policy.

Appendix A – Indicative Masterplan

Proposal


LEISURE CORRIDOR
POTENTIAL FUTURE RIVER LINK
Lower Twydall Lane
Lower Rainham Road
PRIMARY SCHOOL
POTENTIAL FUTURE GREEN LINKS
LOCAL CENTRE
ARRIVAL SQUARE
EXISTING RIVER LINKS
BLOORS WHARF
RECONNECTED PEDESTRIAN LINKS
COMMUNITY PARK
CARE HOME
RAINHAM DOCK
Pump Lane
INCIDENTAL PLAY
BEECKINGS PLAYING FIELDS
WOODLAND WALK
LEAP
SECONDARY SCHOOL
WOODLAND & ORCHARDS
Beechings Way
Lower Bloors Lane
ALLOTMENTS
WOODLAND
Pump Lane
RAINHAM MARK GRAMMAR SCHOOL
PEDESTRIAN ROUTE TO THE STATION