



BOXLEY PARISH COUNCIL
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Beechen Hall, Wildfell Close, Walderslade, Chatham, Kent. ME5 9RU
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Clerk Mrs Pauline Bowdery **Assistant Clerk** Mrs Melanie Fooks

A G E N D A

To All Members of the Council, Press and Public

There will be a meeting of the **Environment Committee** on **Monday 13 February 2017 at Beechen Hall, Wildfell Close, Walderslade ME5 9RU** commencing at 7:30 pm when it is proposed to transact the following business:

- 1 **Apologies and absences** (7.30)
To receive and accept apologies for absence.
- 2 **Declaration of Interests, Dispensations, Predetermination or Lobbying** (7.31)
Members are required to declare any interests, dispensations, predetermination or lobbying on items on this agenda. Members are reminded that changes to the Register of Interests should be notified to the Clerk.
- 3 **Minutes of the Meetings of 9th & 23rd January - DECISION** (7.33)
To consider the minutes of the meetings and if in order to sign as a true record (pages 3-7).

To adjourn to allow members of the public to address the meeting (7.35)

4. **Matters Arising from the Minutes** (7.45)
 - 4.1 Minute 2947/4.1 Inconsiderate parking Provender Way, yellow lines. Awaiting response from County Councillor Carter. See report item 7.1.
 - 4.2 Minute 2947/4.2 Grovewood Drive South yellow lines. Awaiting response from County Councillor Carter. See report item 7.1.
 - 4.3 Minute 2947/4.3. Land to the rear of Tesco Grove Green. A second enquiry has been sent to British Land as they failed to respond to the first e-mail.
 - 4.4 Minute 2947/4.4 Litter/flytipping signs. It appears that MBC did install the signs by the Impton Lane junctions however they may have been stolen so new ones are being purchased. Do members wish to continue asking MBC for signs?
 - 4.5 Minute 2947/4.5 Development Wildfell Close. The planning officer has requested information on drainage and it is not yet clear when this application will be submitted to the MBC Planning Committee.
 - 4.6 Minute 2947/4.8. Grovewood Drive North Crossing facility. The resident has informed the office that she will soon be submitting the petition, also see report item 7.1.
 - 4.7 Minute 2947/4.9. Parking at Grovewood Drive North, Shepherd's Gate Drive etc. Awaiting response from County Councillor Carter. See report item 7.1.
 - 4.8 Minute 2947/4.10 Grounds Maintenance, identification of potential contractor. Action is being taken to identify a list of contractors.
 - 4.9 Minute 2949/13.1 Tonbridge and Malling Borough Council Local Plan. Briefing note will be included on the March 2017 agenda.
 - 4.10 Any other matters arising from the minutes not on the agenda.
5. **Planning Applications for Consideration - DECISION** (7.52)
To receive and decide on responses to planning applications. See reports (pages 7).
17/500117/FULL Unit 33 Adjacent Lordswood Industrial Estate Gleamingwood Drive Lordswood ME5 8RZ
17/500520/FULL 26 Briar Fields Weaving ME14 5UZ

6. **Planning Decisions, Appeals and Appeals Decisions - INFORMATION** (8.00)
 - 6.1 16/507776/OUT Willow Farm, Tyland Lane REFUSED
 - 6.2 Gibraltar Farm appeal. As at 01/02/2017 the Planning Inspector had still not decided on the decision.
 - 6.3 16/506229 15 Greensands. BPC attendance at MBC Planning Committee.
7. **Highways and Byways - DECISION** (8:05)
 - 7.1 Report on meeting with County Councillor Paul Carter. See report & enclosure (pages 7).
 - 7.2 Westfield Sole Road and Yelsted Lane. See report (pages 8).
 - 7.3 Junction 3 M2. See report (page 8).
 - 7.4 General Reserve for Highway Safety improvement projects. See report (pages 8-9).
 - 7.5 Parking on verges. See report (pages 9).
8. **Grounds Maintenance - DECISION** (8.20)

Litter picking and maintenance. See report (pages 9-10).
9. **KCC Freight Action Plan consultation** (8.21)

The consultation is to refresh the current action plan. See report (pages 11-15).
10. **Medway Council Local Plan consultation.** (8.31)

To consider whether to make a response. See Report (pages 16-21).
11. **Policy and Procedures - REVIEW** (8.48)
 - 11.1 Funding for KCC Highway Projects. Enclosed for members
12. **Members Reports** (8.53)

To receive any reports or notification of issues from members.
13. **Volunteer Groups - INFORMATION** (8.58)

To receive any reports.
14. **Matters for Information - INFORMATION** (9.04)
 - 13.1 Concrete bus stop poles. See report (page 10).
 - 13.2 TPO Cowbeck and Reeds Bank Woods. See report (page 10).
15. **Next Meeting** (9.07)

Next Environment Committee meeting 13 March 2017 at Beechen Hall commencing at 7:30pm. Items for the agenda must be with the parish office no later than 6th March.

In view of the confidential nature (personal details and data) on the Enforcement item about to be transacted, it is advisable that the public and press will be excluded from the meeting for the duration of or part of the item.

16. **Enforcement and Section 106 updates from MBC** (9.08)

To receive any update on issues.

Pauline Bowdery

Pauline Bowdery
Clerk to Boxley Parish Council

Date: 6 February 2017

In accordance with policy the meeting should close no later than 9:30pm but the Chairman has devolved powers to extend it by 30 minutes.

Items to be returned to agenda: Minute 2932/8.1 Flooding and the raised cushion outside of Kings Arms, Boxley Village. September 2017 Maidstone Studios and parking issues due to Christmas Shows. April 2017 (and then every 3 months MBC TPO for Cowbeck Wood etc.

Legislation allows for meetings to be recorded by anyone attending. Persons intending to record or who have concerns about being recorded should please speak to the Clerk.

Supporting agenda papers for the Environment Committee Meeting 13 February 2017. The Chairman will assume that these have been read prior to the meeting. Councillors wishing to suggest changes to any policy or procedure document in this agenda should notify the office, in writing, at least three working days in advance of the meeting to allow details to be circulated at the meeting (or in advance if particularly contentious).

Item 3. Minutes of the Meetings - DECISION

Minutes of the Environment Committee on Monday 23 January 2017 at Beechen Hall, Wildfell Close, Walderslade commencing at 8.42 pm.

Councillors present: Cllr Wendy Hinder (Chairman), Cllr Clarke, Cllr Ivor Davies, Cllr Dengate, Cllr Bob Hinder, Cllr Hollands and Cllr Robert Martins together with the Clerk, visiting councillors Brooks and Waller and 1 member of the public.

- 1 **Apologies and absences**
Cllr Radcliffe Godfrey (absent).
- 2 **Declaration of Interests, Dispensations, Predetermination or Lobbying**
None declared.

The meeting was not adjourned as no members of the public were present.

- 3 **Planning Applications for Consideration**
17/500042/FULL. Partial garage conversion to form new utility room. 3 Ash Tree Gardens Weaving. *Do not wish to object.*

17/500044/FULL. Creation of first floor side extension to include rooflights and rear dormer. 43 Timber Tops, Walderslade. *Do not wish to object.*

16/508698/TPO. TPO application for 1no mature multi-stem Willow - pollard at 8 metres from ground level; Ivy - to be severed at the base of the main stem and removed up to 1 metre from ground level, herbicide (Genoxone) is to be applied to the arising stump. The Malta Inn Sandling. *Cannot comment due to insufficient and inaccurate information in the paperwork. Content to leave to the Landscape Officer to decide.*

17/500103/FULL Single storey side extension, first floor side extension and two storey rear extension. 13 Forestdale Road Walderslade.
Do not wish to object but have the following concerns. There is no provision for additional off road car parking. No available land to plant replacement trees. This is a potential overdevelopment of the site which will adversely impact on the street scene due to the design and bulk of the proposed extensions.

17/500133/TPO Application to fell and remove five Silver Birch trees and one Hornbeam. Longwood House 3 Longwood Walderslade. *Wish to object but do not wish to see the application reported to the Planning Committee. These trees are established on a slope within an area where water run off contributes to road flooding. If they are removed there are concerns about the impact on the street scene, soil erosion and water run off adding to*

localized flooding. If the officer is minded to approve then replacement trees should be planted.

4 **Next Meeting**

Next full Environment Committee meeting 13 January 2017 at Beechen Hall Wildfell Close, Walderslade commencing at 7:30pm.

Cllr Bob Hinder asked that the Clerk be thanked for providing him with an excellent briefing note on Planning Enforcement issues relating to the parish which he will be taking to the next Maidstone KALC meeting to complain about the lack of action from MBC on dealing with planning breaches.

Meeting closed at 8.54pm.

Minutes of the Environment Committee on Monday 9 January 2017 at Beechen Hall, Wildfell Close commencing at 7.30 pm.

Councillors present: Mrs Wendy Hinder (Chairman), Ms L Clarke, Mr Ivor Davies, Mr P Dengate, Mr Bob Hinder and Mr R Martins together with the Clerk.

1 **Apologies and absences**

Cllr Hollands (charity commitment). Cllr Radcliffe-Godfrey (absent). The Chairman notified members that unless apologies are received prior to the meeting councillors not attending will be marked in the minutes as absent.

2 **Declaration of Interests, Dispensations, Predetermination or Lobbying**

None.

3 **Minutes of the Meetings of 5th & 13th December 2016**

The minutes were **agreed** and **signed** as a correct record.

As no members of the public were present the meeting was not adjourned.

4. **Matters Arising from the Minutes**

4.1 Minute 2940/4.1 Inconsiderate parking Provender Way, yellow lines. Meeting with County Councillor Carter arranged for 18 January. **Noted.**

4.2 Minute 2940/4.2 Grovewood Drive South yellow lines. MBC, as it deems it to be a safety issue, has referred the issue to KCC which has refused to fund the work. Meeting with County Councillor Carter arranged for 18 January and MBC to be approached to ask that their decision criteria be reviewed to allow MBC to install the yellow lines. **Action: Clerk. Noted.**

4.3 Minute 2940/4.3. Land to the rear of Tesco Grove Green. The company that owns the land has been contacted about maintenance. **Noted.**

4.4 Minute 2940/4.4 Litter/flytipping signs. It appears that MBC did install the signs by the Impton Lane junctions however they may have been stolen so new ones are being purchased. **Noted.**

4.5 Minute 2940/4.6 Development Wildfell Close. As the planning officer had not receive all of the additional requested information the application has not been submitted to the January MBC Planning Committee. Clarification is being sought from KCC as to when its report will be submitted to MBC. **Noted.**

4.6 Minute 2940/4.7. Litter picking and flytipping. Community Payback Scheme has indicated that it can undertake work and the office has started to compose the application and is obtaining the required photographs. **Noted.**

4.7 Minute 2940/4.8. Grovewood Drive North Crossing facility. The resident organising the petition is not yet ready to submit it. Meeting with County Councillor Carter arranged for 18 January. **Noted.**

4.8 Minute 2941/7.3. Parking at Grovewood Drive North, Shepherd's Gate Drive etc. Meeting with County Councillor Carter arranged for 18 January. **Noted.** The Clerk was asked to

book Boxley Parish Council to speak at the MJTB and Cllr Clarke volunteered to attend.

Action: Cllr Clarke and Clerk.

- 4.9 Minute 2942/8 Parish Maintenance, identification of potential contractor. Action will be taken once draft budget is approved. **Noted.**
- 4.10 Minute 2942/9.1 General Reserve for Highway Safety improvement projects. Action will be taken once the draft budget is approved. **Noted.**
- 4.11 Minute 2932 TPO for Cowbeck Wood, MBC's failure to process the TPO order. After discussion members agreed that every three months the office should send MBC, copies to all landscape officers, a reminder that the TPO Order is still outstanding and stressing that waiting until the trees are in imminent danger is not good practice. **Action: office.**
- 4.12 Any other matters arising from the minutes not on the agenda.

5. Planning Applications for Consideration

16/507840/TPO1no. Multi-stemmed Hornbeam - Coppice (maintenance), 1no. Sweet Chestnut - Fell to ground (unhealthy specimen), 1no. Sweet Chestnut - Coppice (maintenance) (previously coppiced). 1 Brockbank Close Walderslade. **Ratified** the Clerk's decision, after consulting with the committee, *Do not wish to object defer to the views of the landscape officer.*

16/508148/FULL: Minor material amendment to 14/0659 change the roof of the porch extension from the flat roof to a pitched and tiled roof (to match the existing house) with a roof window (velux or similar). 22 Gleaners Close Weaving. **Ratified** the Clerk's decision, after consulting with the committee, *Do not wish to object.*

16/507793/FULL Side extension to detached garage to provide an additional bay to provide secure storage and workshop and dry storage for bikes.1 Mayfield Close Walderslade. Ratified the Clerk's decision, after consulting with the committee, *Do not wish to object.*

16/508290/FULL. Proposed front entrance gates and boundary wall at Stone House Sandy Lane Maidstone ME14 3DJ. Deadline 5 January 2017. **Ratified** the Clerk's decision, after consulting with the committee, *Do not wish to object.*

16/508452/FULL Demolition of existing dwelling, attached garage, outbuildings and garage and erection of a replacement dwelling and garage. 2 Riverside Cottages Forstal. *Do not wish to object.*

16/508515/FULL Demolition of existing garage, removal of greenhouse, erection of single storey side and rear extension and creation of front bay window. Pen Dean Weaving Street Weaving. *Do not wish to object but members have concerns about the loss of car parking spaces.*

16/508445/FULL Proposed side and rear extensions and loft conversion with internal alterations. 5 Gean Close Walderslade. *Do not wish to object but the proposed development was felt to be unbalanced in appearance and the development is right up to the boundary at one point.*

16/508533/TPO TPO application - 4 no. Goat Willows - fell to near ground level. Goat Willow - cut back growth to boundary or appropriate pruning. points. Goat Willow - remove major deadwood over gardens. Common Ash - cut back growth to boundary or appropriate points. Land Adj 11 - 12 Trotwood Close Walderslade. *Do not wish to object defer to the views of the Landscape Officer.*

16/508568/FULL Erection of a single storey side extension with proposed chimney stack. 27 Franklin Drive Weaving. *Do not wish to object.*

16/508685/TPO Oak Tree in front garden - cut off all branches from the main trunk that are within 5 metres of the ground and trim tree canopy by 25%; Hornbeam in rear garden - trim tree canopy by 30%. 6 Cinnabar Close Walderslade. *Do not wish to object defer to the views of the Landscape Officer.*

16/507292/OUT – AMENDED DETAILS. Outline Application with access matters sought for development of medical campus comprising up to 98,000 sqm of additional floorspace (including additional hospital facilities, clinics, consultation rooms and a rehabilitation centre (classes C2/D1); education and training facilities with residential accommodation (class C2/D1); keyworker accommodation for nurses and doctors (class C3); pathology laboratories (class B1); business uses (class B1); ancillary retail services (class A1, A2, A3); and up to 116 bed class C2 neuro-rehabilitation accommodation; internal roads and car parks, including car park for residents of Gidds Pond Cottages; hard and soft landscaping including creation of a nature reserve (to renew existing consent 13/1163). KIMS Newnham Park, Bearsted Road, Weaving. **Noted.**

6. **Planning Decisions, Appeals and Appeals Decisions**

None.

7. **Highways and Byways**

7.1 Westfield Sole Road and Yelsted Lane. Members gave examples of recent situations that they had experienced when travelling along the local rural roads. Cllr Bob Hinder notified members that Councils attending the KALC Maidstone Area Committee meetings were raising similar complaints concerning HGVs on rural roads. Discussion took place concerning possible options: restricting lorries for access only; introduction of a one way system etc. After discussion it was **agreed** that the issue would be taken to the next Maidstone Joint Transport Board with a request "Boxley Parish Council would like to bring to the MJTB's attention that there is a major safety and congestion issue caused by HGVs using Westfield Sole Road and Yelsted Lane. BPC requests that the MJTB arranges for an investigation and identifies action to deal with the issue". **Action: Clerk and Cllr Clarke.** On receipt of the response to the investigation the public to be informed of the situation.

Cllr Dengate asked whether it could be investigated whether it is possible to obtain insurance company reports to identify the shunts and crashes that are occurring but going unreported to the Police.

7.2 Walderslade Woods Road. KCC Officers have been instructed to proceed with the reduction in in the speed limit from 60mph to 50mph. No timescale for the work has yet been received. **Noted.**

8. **Parish Maintenance .**

It was **agreed** to change the title to read Parish rather than Grounds Maintenance. The Clerk was notified of other areas that would require additional maintenance and councillors were asked to contact the office with any additional areas. **Action: All councillors.**

9. **Budget 2017/2018**

The amalgamation of the Grounds Maintenance and Street Maintenance (code 4800) budgets was, with a budget of £15,000, **agreed.**

10. **Policy and Procedures**

10.1 Funding for KCC Highway Projects, introduction to the leaflet. **Approved.**

10.2 Policy and Procedures Review calendar. **Approved.**

11. **Members Reports**

11.1 Boxley Village Springclean. Cllr Clarke had been approached by a resident about undertaking a springclean around the village and it has been highlighted that something like a skip will be needed to dispose of the large amount of soil and vegetation that would result. Cllr Clarke to be supplied with a Street Maintenance Application to submit details to members for funding. **Action: office and Cllr Clarke.** The office to liaison with Cllr Clarke about any other support needed.

12. **Volunteer Groups**

Cllr Ivor Davies notified members that the WWG had undertaken work in the hall car park as a thank you for the parish council's annual support. The Chairman asked that the thanks of the parish council is formally minuted.

13. **Matters for Information**

13.1 Tonbridge and Malling Borough Council Local Plan. The Clerk's report on the planned Reg 18 consultation was **noted and received**. The Clerk was asked to produce a briefing note on the potential impact on the parish from the proposed development adjacent to the boundary. The focus to be on impact on local resources including schools, health etc. housing and traffic impact on current infrastructure.

13.2 Medway Council Local Plan. The Clerk's report on the planned Reg 18 consultation was **noted and received**. The Clerk was asked to produce a briefing note on the potential impact on the parish from the proposed development adjacent to the boundary. The focus to be on impact on local resources including schools, health etc. housing and traffic impact on current infrastructure.

13.3 Maidstone Local Plan. The Planning Inspectors interim report was **noted**.

13.4 Volunteer litter picking Sandling Village. The loan of the hi vis jackets and the liaison between the residents and office was **noted**.

14. **Next Meeting**

The next meeting to be rearranged as it clashes with the KALC Maidstone Area Committee. Members to be contacted to organise and alternative date.

15. **Enforcement and Section 106 updates from MBC**

The MBC's update on the local issue was **noted**. Cllr Bob Hinder requested permission to take the issue of lack of enforcement to the KALC Maidstone Area Committee. **Agreed**. Clerk to supply a briefing note on all the outstanding enforcement issues.

Meeting closed at 9.14pm.

Item 5 Planning Applications for Consideration - DECISION

17/500117/FULL Extension to the existing factory. Unit 33 Adjacent Lordswood Industrial Estate. Gleamingwood Drive Lordswood ME5 8RZ. Deadline 16 February 2017

Clerk's informative. The MBC Landscape Department has been notified of this application as it affects trees covered by TPOs. The parish council was then notified that sometimes Planning Officers do not seek the views of the Landscape Officers if trees covered by a TPO are under threat so it is essential for the parish council to send a copy of its response to the Landscape Officers.

17/500520/FULL Construction of a single storey side and rear extension at 26 Briar Fields Weaving Kent ME14 5UZ. Deadline 27 February 2017.

17/500292/TPO PROPOSAL: TPO Application - Acer campestre (Field Maple) – fell. 83 Lombardy Drive Maidstone Kent ME14 5TB. Deadline: 15 February 2017

Information

Proposed development Forge Lane, Boxley. The application has been lodged at MBC but not yet processed. An electronic version has been supplied to residents who signed up to the e-mail alert system.

Item 7 Highways and Byeways- DECISION

Item 7.1 Report on meeting with County Councillor Paul Carter. The briefing report, enclosed for members, was submitted to Councillor Carter on and a response on the various issues are awaited. Two things happened immediately after the meeting.

- The outstanding Wildfell Close development report was submitted by the KCC officer.
- The Clerk was contacted by the Highway Area Manager about the planned Springclean.

Item 7.2 Westfield Sole Road and Yelsted Lane. The 25 January Maidstone Joint Transport Board meeting was cancelled and the next scheduled meeting is April/May. What action do members wish to take? See item 7.1.

Statistics regarding shunts and minor crashes on roads. There is no one place, such as KCC Crash Data Service, that collates this information. Individual insurance companies would have to be approached and persuaded to look up the information but they may not keep data in a location format and as it could be financially sensitive information it is unlikely that they will be willing to release such information even if they had it to hand.

Item 7.3 Junction 3 M2.

(e-mail 20.01.16) There was an exchange in e-mails between the Clerk and KCC about the yellow and white lines at junction 3. The Clerk also asked about better directional signals and included a copy of the informal survey that was undertaken and supplied to the consultation on The Lower Thames Crossing. An extremely interesting response was received (see below) it is suggested that at the very least this is supplied to the KCC officers who deal with planning applications and County Councillor Carter. Members guidance is sought.

(e-mail 20/01/17). *Thank you for your enquiry regarding the signals at the junctions of the M2/A229.*

All signals at this location are linked and adapt to current traffic conditions in order to maximise the efficiency of the available road space. The junction is biased in favour of traffic leaving the coast bound motorway to flow around the roundabout and towards Maidstone. These measures are for safety reasons in order to minimise any stationary queue of traffic on the M2, which could result in high speed collisions. However, this area is particularly sensitive to any minor disruption on the highway network and is often used by traffic to avoid incidents on the M20 or A249 which compound the already congested situation.

These junctions have greatly exceeded their design capacity and handle volumes of traffic for which they, and the surrounding road network, were never intended. There are no suitable options for improving traffic flows through the adjustment of signal timings; physical works on the highway network are required. Some options are being considered but these have significant cost implications and take time to develop and implement. In the meantime, we continue to monitor the area from our Highway Management Centre using CCTV cameras, and whenever possible we make adjustments in order to try and achieve a better balance between all approaches.

With regard to your comments about the use of yellow boxes, experience from other gyratory systems has shown that yellow boxes can often hinder traffic as well as help. Those drivers wishing to avoid being stationary in the box tend to be cautious and hold back which reduces junction capacity further. When the box is in close proximity to the stop line it is difficult for a driver in a moving line of vehicles to be able to judge whether they will be clear of the box when the signals change to red. For any such markings to be truly effective they must be enforced as a moving traffic offence which is the responsibility of Kent Police and require their full consultation and support.

Yours sincerely

Toby Butler | Traffic & Network Solutions Asset Manager | Highways, Transportation & Waste | Kent County Council

Item 7.4 General Reserve for Highway Safety improvement projects. The parish council has approved the provision of a budget for highway projects and members must now decide how to progress the projects already with the parish and whether to invite residents to submit other projects.

The current situation is:

- A draft leaflet has been provisionally approved
- Members are awaiting a response from County Councillor Paul Carter on the issues that have been highlighted to him.
- County Councillor Carter is facing election this May and so access to the Members Devolved Budget must wait until the elections are over.
- Members have not been asked for their views on the current outstanding projects.

Members guidance is sought on what action should be taken, specifically do members want to invite residents to submit projects and do members want to consider/prioritise the current outstanding problems.

Item 7.5 Parking on verges etc.

Maidstone Area Manager Susan La Porte has provided the following template to be put on nuisance parked cars, cars driving over verges, cars being sold on highways etc. KCC has acknowledged that it does not have the manpower to deliver such letters or put them under windscreens so suggests that this might be something parish councils can organise or PCSOs can use. The following was received when the Clerk requested the template

Thank you for requesting the template for prevention of parking on verges.

As a highway authority we do have powers under the Highways Act 1980 to enable us to send letters regarding the issue of damage or nuisance caused by a vehicle parking on the highway. However, I am pleased to advise you that Parishes can also use their own powers acting on behalf of Kent County Council as the highway authority, although I would suggest a softer approach is used by use of the following more polite wording. It is always helpful to have a dated photo of the offence and any damage caused in the event that the offence is escalated back to us for Enforcement Action.

Dear Resident/Vehicle Owner

Section 131 Highways Act 1980 – Penalty for damaging highway

I am writing to seek your co-operation with regards to the issue of vehicles being parked along (insert address). Under Section 131 of the Highways Act 1980, it is an offence for anyone to deposit anything whatsoever on a highway as to cause damage. Likewise, it is also a criminal offence to damage or destroy property not within your possession.

If any further damage is observed or reported, we will have no alternative but to report the offence to Kent County Council Highways & Transportation, as the local highway authority, who may consider taking further enforcement action. If a person is found guilty of an offence under this section at a Magistrates Court, you may then be liable to a fine not exceeding Level 3 of the standard scale (£1000).

The Parish Council would request that parking of vehicles on the footway/verge (delete as appropriate) by both residents and visitors to the area must cease with immediate effect.

Yours faithfully

Members views are sought on the possibility of using this template and also issuing it to residents who have proved there is a problem e.g. Grovewood Drive South and who are willing to undertake the work themselves.

Item 8 Grounds Maintenance - DECISION

Litter picking and maintenance. The parish council was ready to submit an application for work to the CPS, and there is an issue about the lack of toilet facilities that may stop the CPS working in most of the parish, when it was contacted by KCC Area Manager who is attempting, as part of the Spring Clean initiative, to allocate BPC a two-man team for a week's work, commencing Friday 27 February 2017. The Clerk has been liaising with KCC and submitted the work identified by councillors and office and she has arranged to meet with the CPS Coordinator on 10 February to discuss the possible use of CPS teams.

As part of the Spring Clean initiative the Clerk will also be looking at sending letters to private residences that have overhanging vegetation. The aim is to get this 'private residence problem' undertaken before the KCC crew come in otherwise they will have to do some of it.

Borough Councillor Wendy Hinder and the parish office has received a request for support from a business owner at Turkey Mill to have an area adjacent to the railway arches (the parish boundary is along the railway line) cleaned up and to have regular shrub maintenance. The gentleman is willing to talk to the local school to try to get students to help. He considers that they add to the problem but on studying a map the Clerk has identified that the A20 probably has the same situation as Walderslade Woods Road and thus the majority of the litter is from passing cars. He seeks the support of the parish council.

Item 13 Matters for Information - INFORMATION

- 13.1 Concrete bus stop poles (e-mail 09/01/17). A programme of works will take place in early 2017 to replace Kent's remaining concrete bus stop poles with modern alternatives. The replacement is for safety reasons and will take place from 9th January to 17th February 2017.
- 13.2 TPO Cowbeck and Reeds Bank Woods. Whilst contacting MBC Landscape Officers about 17/500117/FULL Unit 33 Adjacent Lordswood Industrial Estate the Clerk took the opportunity of remind them about the outstanding TPO Order 5007/2015/TPO the following response was received *"5007/2015/TPO was a provisional Tree Preservation Order made in response to the planning application at the time, to prevent pre-emptive felling of trees. This TPO was not confirmed and as over 6 months have elapsed since it was made, we are not able to confirm it now. It was allowed to lapse as events with the planning application and subsequent appeal decision for the site that prompted the making of the TPO in the first place overtook the need for it. However, when we made it, we did take the opportunity to include a wider area of ancient woodland than the immediate planning application site and the TPO status of that additional woodland therefore fell away at the same time. We would like to be in a position where we could be proactive and protect all of the ancient woodland in the Borough, but simply do not have the resources to do it (and additionally where it is not under threat from inappropriate felling, this raises issues of whether or not it is expedient to protect it). We therefore have to prioritise the making of TPOs to trees that are most immediately under threat. If you think this is the case for trees that were previously covered by TPO 5007/2015/TPO (or indeed, elsewhere) please let us know and we can consider its priority."* Do members wish to try to take this up with MBC via KALC? As this is an emphatic MBC will not take action do members still require me to chase every three months.

Item 9 KCC Freight Action Plan consultation - DECISION

Earlier this week, KCC published a consultation to refresh its Freight Action Plan (e-mail 16/01/17). The deadline for response 12 March. <http://consultations.kent.gov.uk/consult.ti/freightactionplan/consultationHome>).

Summary

The Freight Action Plan outlines five key actions:

- To tackle the problem of overnight lorry parking in Kent
- To find a long term solution to Operation Stack
- To effectively manage the routing of HGV traffic to ensure that such movements remain on the strategic road network for as much of its journey as possible
- To take steps to address the problems caused by freight traffic to communities
- To ensure that KCC continues to make effective use of planning and development control powers to reduce the impact of freight traffic

Briefing note.

The following is a shortened version of the information in the consultation document and covers the areas that the parish council's Environment Committee has strongly complained and taken action on.

The consultation questions are below each section with, where appropriate, suggested comments by the Clerk, based on previous discussions at meetings. Additional notes (shown in italics) may be included in the text to show what has been dropped from the briefing note by the Clerk.

No briefing note or suggested response has been included on Operation Stack, members having declined to make a response on an earlier consultation.

Actions (pages 9 & 10 of document)

1. To tackle the problem of overnight lorry parking in Kent

Clerk's note. This section starts with a full explanation of why there are such problems in Kent e.g. its two links to the continent, 9 – 10 hour daily driving limit, issues caused by overnight parking etc. all of which are known to members.

To tackle the problem of antisocial and illegal lorry parking Ashford Borough Council introduced a clamping scheme in 2015. This was necessitated by the amount of HGVs parking on the highway in and around industrial estates blocking accesses and driveways as well as causing a litter problem. Ashford Borough Council Civil Enforcement Officers have a specialist team that undertake patrols specifically to enforce restrictions which apply overnight. Specific areas in the Borough were identified as trouble hotspots for HGV parking. In these areas waiting restrictions were implemented for vehicles with a gross weight over 5 tonnes. The restrictions were put in place from 8pm to 7am the following day.

Civil Enforcement Officers can issue warning notices to vehicles breaking the overnight ban, in addition to a Penalty Charge Notice. The warning notices offer advice to the drivers of the restriction and information about dedicated lorry parks in the area. This information is provided in a number of foreign languages. With regards to the £70 fine issued, Ashford Borough Council works with enforcement agents to ensure the charges are recovered, both here and abroad. If vehicles are caught subsequently having not paid the fine, then they are clamped and must pay a release fee.

Through Operation Kindle, Kent County Council has been working closely with Medway/Borough/District Councils, Highways England and Kent Police to address the growing problem of HGV parking in the county. This group meet regularly to discuss the problem and ways of mitigating the impact of illegal lorry parking. It is also involved with issuing fixed penalty notices and moving HGVs on from unsafe locations.

KCC is developing a strategy for a network of small lorry parks at locations across Kent with the proposed Operation Stack lorry area adjacent to the M20 at Stanford being integrated within this strategy.

With a multi-agency approach to enforcement, the provision of additional lorry parking capacity will reduce antisocial parking on the public highway as well as littering. This should reduce unsafe lorry parking, move parked HGVs away from communities and improve road safety.

Q4. Does inappropriate lorry parking have a negative impact on you / your local community?

YES

Q4a. Please add any comments you have on the impact of inappropriate lorry parking here:

Suggested response. All the negative impacts highlighted in Action 1 were experienced by residents. KCC's failure to do anything about it in a timely manner added to the resident's nightmare. KCC needs to be able to react promptly and not take up to a year to take action. Why can't it immediately put up notices stating No Overnight Parking? Why can't it get emergency traffic orders in place to make it illegal to park?

Q5. To what extent do you agree or disagree with KCC's approach to tackling the problems of overnight lorry parking in Kent (pages 9 to 12 in the FAP)?

Suggested response. The parish council supports the multi agency approach, the attempt to supply additional lorry parks, especially the smaller ones, however until any on-street HGV parking is made a criminal offense with drivers forced to pay a fine or have their vehicle impounded there will still be an issue. KCC should have a county wide ban not do them individually.

Q5a. Add comments: Whilst KCC may have been engaging with other authorities it doesn't effectively engage with parishes who are experiencing this problem. Boxley Parish Council raised the issue with its MP, all Kent parishes were asked to contact their MPs and only then did it really seem to take off with questions being asked in Parliament.

3. To effectively manage the routing of HGV traffic to ensure that such movements remain on the strategic road network for as much of its journey as possible (pages 15 & 16 of document)

HGVs should use the strategic road network for as much of their journeys as possible thereby reducing the impact on the local road network and ensuring separation from local communities. An important influence on whether drivers stick to the strategic network is the use of Satellite Navigation (Sat-Nav) devices. Sometimes drivers can become over reliant on these devices and miss or ignore road signs. This is particularly the case where drivers are not familiar with the area which can result in them using unsuitable roads, or worse case damaging buildings and street furniture. Unfortunately many of the Sat-Nav devices used by HGVs were designed for the use of cars and so do not consider restrictions such as weight, height and width limits.

The strategic network cannot be used exclusively for HGV movements as vehicles delivering/ picking up goods in the county will need to use the local road network. There is a large and prosperous agricultural industry in Kent which results in a large amount of road freight for drop off/collection as well as day to day farming operations. There are also a number of large distribution centres, warehousing and logistics/ haulage firms based in Kent. The County Council acknowledges that freight vehicles need to use the local network and in doing so supports employment which creates growth and economic prosperity in Kent.

In order to encourage freight to use the strategic network KCC has adopted and developed the Freight Journey Planner, an online mapping tool specific to HGVs that allows drivers to plan the most effective routes within Kent and avoid weight, width and height restricted routes. The tool is free to use for HGV companies and drivers and highlights all stopping, parking and fuel stations within the county as well as pricing. The Freight Journey Planner helps to guide drivers to use the most appropriate roads, avoiding restrictions and roads that were not designed to take their use. The aim is to effectively

manage the routing of HGV traffic to ensure that such movements remain on the strategic road network for as much of their journey as possible. The Freight Journey Planner has been promoted via the FTA and RHA to raise awareness amongst their members, truck stops/services, ports, ferry operators/Eurotunnel, as well as driver training courses. The information on the Freight Journey Planner feeds into HGV specific Sat-Navs to limit the routing of HGVs from restricted and unsuitable routes. KCC works with other mapping and satellite navigation companies to update mapping systems and amend potential anomalies. Problems can arise however when drivers do not update their Sat-Nav devices to receive these amendments.

The Freight Journey Planner for Kent can be found at freightgateway.co.uk/kent

Recent developments in technology have led to the DfT promoting the use of connected and autonomous vehicles. The idea is for in-vehicle, vehicle to vehicle and vehicle to infrastructure communications. The systems can communicate a variety of in-vehicle warning information messages to the road user, which can include road works ahead and vehicles ahead braking. The on-road technology wirelessly transmits the latest journey information directly to vehicles which depending on the circumstances could suggest taking an alternative route. A similar system has been rolled out in mainland Europe and a scheme on the A2/M2 corridor in Kent is being developed.

Q7. To what extent do you agree or disagree with KCC's approach to managing the routing of HGV traffic to remain on the strategic road network where possible (pages 15 to 16 in the FAP)?

Suggested response. Agree

Q7a. Comments. The parish council supports and applauds the approach, however it doesn't appear to be working as well as hoped. KCC must be more proactive in putting up advisory and restrictive signs. This parish council has yet to see an effort to identify problems roads and immediately put up advisory signs and to replace them if they get damaged.

4. To take steps to address problems caused by freight traffic to communities (pages 17 & 18 of document)

When road freight vehicles travel on the local road network they can have an adverse impact on local communities through property damage, vibrations/noise and air pollution. Many towns and villages in Kent were not designed to take large freight vehicles and as such have legal restrictions to limit HGV use. In these cases there are two types of restrictions (environmental and structural) that can be implemented to legally limit HGV traffic along a road. When KCC consider introducing restrictions account is taken of the following:

- Volume of HGV traffic
- Sensitivity of an area
- Population affected
- Level of HGV access required
- Availability of suitable alternative routes

To complement and aid enforcement of these restrictions, Lorry Watch was set up as a joint project between KCC, Kent Police and local communities. Local residents are empowered to record the details of large freight vehicles using restricted routes with a weight, height or width restriction. Residents are provided with temporary signage and high-visibility jackets and organise themselves to collect vehicle details which are then passed onto the KCC Freight Officer. This officer records details and uses the registration numbers to obtain the contact details of British vehicles and where a single company or vehicle is observed more than once the company is contacted. The company is subsequently asked about their business in the area. If they are breaching a restriction then they are warned against further use of the route. Where a company has legitimate business in the area this is fed back to the local community. If the company does not have a valid reason for using a restricted road and is caught flouting a restriction repeatedly the KCC Freight Officer will work with Kent Police and KCC Trading Standards to work towards a prosecution through the courts. Examples of schemes in the county include Smarden, Sandwich and Westerham. The scheme has proved popular with local communities since being implemented in 2012 with mainly positive feedback from the Parish Councils where the schemes have deterred HGV use. It must be noted that enforcement action cannot be taken against foreign registered vehicles however the KCC Freight Officer or Kent Police can get in contact

with the company if possible to warn them of using restricted roads. There have recently been a few schemes added to allow Lorry Watch to take place on roads which do not have a legal restriction but are deemed as unsuitable for HGVs. In these cases firms can still be contacted and advised to use alternative routes however there is no scope for any legal enforcement in these cases.

Q8 To what extent do you agree or disagree with KCC's steps to address the problems caused by freight traffic to communities (pages 17 to 18 in the FAP)?

Suggested response. Agree.

Q8a comment. The parish council agrees with the steps identified however if there are no lorry restrictions within an area and if many of the problem lorries are foreign it is basically ineffective. Why is KCC not working proactively with parishes to identify roads that are unsuitable. Often lorries have to have access down roads for deliveries so restrictions cannot be put in place. The lack of advisory or a don't use your satnav notices means that Westfield Sole Road and Lidsing Road/Boxley Hill will still see HGVs attempting to use them.

5 To ensure that KCC continues to make effective use of planning and development control powers to reduce the impact of freight traffic (page 19 of document)

KCC acts as a statutory consultee to the district planning authorities. The Development Planning Team within KCC comment on the highway and transportation implications of planning applications to recommend acceptance, modification or raise objection. When assessing planning applications such as housing or industrial applications KCC can recommend that planning conditions are added to planning consents or make sure legally binding agreements are entered into by developers which can include mitigation measures for freight movements. These conditions/agreements can be used for the construction and or operational phases of the site. Such conditions are made to minimise any impact on the physical road network as well as surrounding properties.

New developments that are deemed to have a significant impact on the surrounding transport network are required to produce a Transport Assessment that examines the extent of any impact and identifies mitigation measures. Applications with a large volume of lorry movements such as distribution centres or freight interchanges will produce Freight Management Plans outlining how movements will be monitored and potential issues mitigated.

As far as is reasonably practicable, developments generating freight movements should be located where there is easy access to the strategic road network, having regard for the preferred freight routing. When planning applications for developments are submitted, their accesses are assessed for road junction widths and visibility suitable for deliveries and collections by HGVs. If an application is inappropriate then an objection may be made, a planning condition imposed or KCC may work with the developer to reach a mutually agreeable solution. This could include, for example, upgrading a junction to accommodate large vehicles under a Section 278 Agreement.

During the construction phase of any development a legal agreement or condition can be used to secure a Construction Management Plan that designates lorry routes that construction traffic is obliged to use. KCC can also ensure that pre and post-construction surveys are carried out to assess any damage done to the surrounding roads and have it rectified by the developers. Construction Logistics Plans are another tool

used to manage deliveries to construction sites for example by consolidating materials into fewer lorry loads or more appropriate vehicles for a certain location.

KCC now monitors applications for Goods Vehicle Operator Licenses which are made to the Traffic Commissioner. The Traffic Commissioner for the South East Traffic Area determines applications for

Q9. To what extent do you agree or disagree that KCC makes effective use of planning and development control powers to reduce the impact of freight traffic (page 19 in the FAP)?

Suggested response. Boxley Parish Council's experience is that KCC fails to effectively use the planning and development control powers. It fails to take a holistic view of any transport/traffic movement issues and has failed for many years to improve the road junctions etc. leading to massive congestion in communities.

Operator's licences. An O licence is the legal authority needed to operate goods vehicles in Great Britain and determines if vehicles can be kept on a particular site. An edited version of the fortnightly "Applications and Decisions" document, retaining only items relevant to Kent, is assessed by KCC, as well as being shared with district partners. The O licence process grants KCC limited rights of objection, which can be made on two grounds. Firstly, based on the safety of the highway at the point of access to the site; and secondly, on environmental grounds such as degradation of grass verges and excessive noise on approach roads for local residents. For objections on environmental grounds KCC tends to work with the relevant district or borough. All objections must be made within 21 days and must be copied to the applicants. KCC can work with applicants to negotiate a solution, and if possible withdraw the objection.

Q10. If there is anything else that you think should be included in the Freight Action Plan, or if you have any other comments please write these in below.

This document focuses on HGVs and yet freight is increasingly moved around in local areas in large vans due to the increase in on-line shopping. KCC appears not to recognise that this increase in traffic is having a massive effect on communities and the increase in vehicular movements along small lanes, the inappropriate parking during deliveries etc. considerably adds to congestion.

Item 10 Medway Council Local Plan consultation. DECISION

Medway LP briefing note

The Medway Council Local Plan Reg 18 consultation runs from 16 January to 6 March 2017. A copy of the document can be found at the Medway Council website <http://www.medway.gov.uk/planningandbuilding/planningpolicy/localplan-futuremedway.aspx> or is available from the parish office in electronic form.

Medway Council has produced an on-line survey or accepts e-mailed comments futuremedway@medway.gov.uk

Unfortunately, the on-line survey has to have sections completed before it allows you to move on so the next page thus questions it asks are currently not available to reproduce however in the Clerk's opinion they would be fairly standard asking whether you agree or disagree with the policy statement and then allow you to make a comment. If members decide on a comment then the Clerk can either attempt the on-line survey or send the comments via e-mail.

Having received guidance from members on the issues that they wished to respond on this briefing note deals with

- Development close to the boundary
- Impact on local resources, schools, GP, utilities etc.
- Traffic and highway infrastructure.

Direct quotes from the Local Plan document are included in " ".

Where relevant the Clerk has included comments, notes or suggested responses and these are shown in italics.

Summary

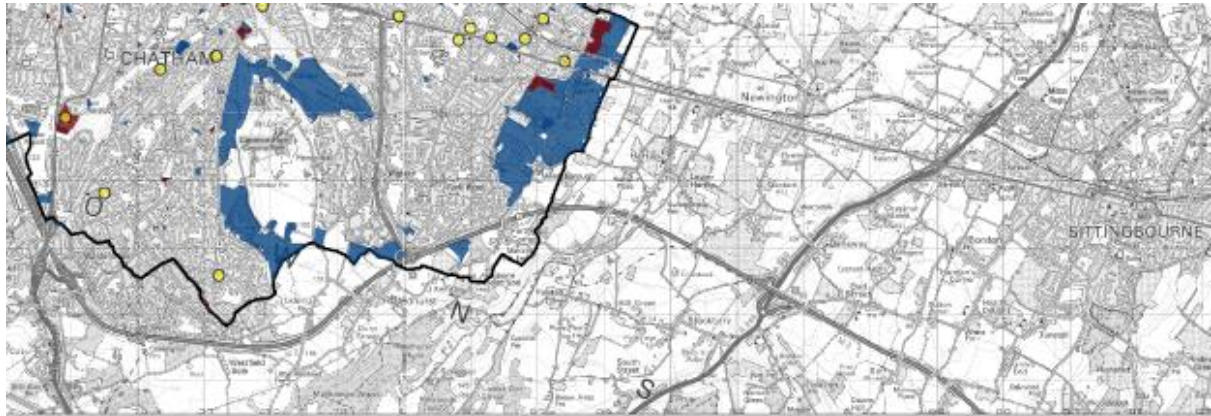
The Policy approach statements produced by Medway Council are fairly standard generalisations, positive statement about getting partners/developers to contribute etc. and contain little or no specifics so after the first example these have not been reproduced unless the Clerk considers they clarify the notes.

Medway Council "jointly commissioned a North Kent Strategic Housing and Economic needs Assessment, with Gravesham Borough Council, to provide an evidence base for housing, employment and retail needs in Medway over the plan period. This research showed a need over the plan period for:

- 29,463 homes [over the period of the plan]
- 49,943 m2 of B1 office space; 155,748 m2 of B2 industrial land; and 164,263 m2 of B8 warehousing land.
- 34,900 m2 of comparison retail space and 10,500 m2 of convenience (groceries etc.) retail space up to 2031."

"It is unlikely that the full range of development needs could be met solely in the identified regeneration areas on brownfield land. Therefore greenfield sites in suburban and rural areas may have to form a part of Medway's development strategy for the new Local Plan. The council's approach seeks to make use of greenfield land that is free from environmental constraints, of lesser value for landscape and agricultural purposes, and well related to services and infrastructure."

Medway Local Plan 2012-2035 working towards a development strategy.



Development Strategy

Completions (2013-16)



Planning permission granted

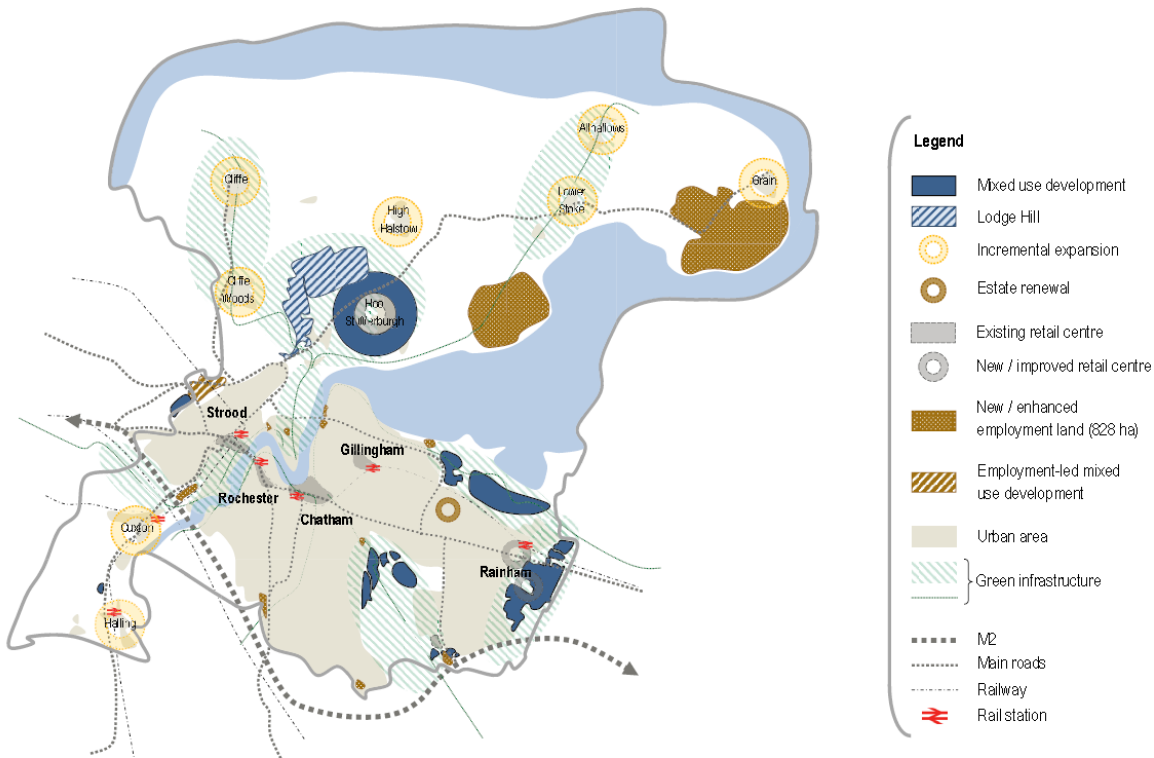


Potential areas for consideration for development - residential, employment, retail and community services



Scenario 2: Suburban expansion

Appendix 1C – Suburban expansion



“In this scenario, consideration would be given to the development of sustainable urban extensions around Rainham, Capstone and Strood to complement the urban regeneration taking place in central Medway [Clerk’s note. Elsewhere in the document it states that 10,700 homes would be delivered in the former areas]. Development could be located in areas that are already attractive to residents, and on greenfield sites that may be quicker to develop than large brownfield sites. However consideration of infrastructure planning and the natural environment is needed to determine the capacity of these areas to accommodate growth. Initial assessment has highlighted stress in the highways network at a number of key junctions and routes that would need to be addressed in order to accommodate growth. Further testing of the capacity of the transport network

is being carried out, with an assessment of the potential to invest in transport improvements. The potential scale of pressure on the highway network may require new transport schemes that cannot be supported on environmental or viability grounds, and this may constrain the scale of development capacity in these areas”.

“The council also recognises the challenge to be addressed in ensuring that this development pattern does not escalate unsustainable travel”.

Policy Approach: Housing Delivery

The council will seek to provide a supply of land to meet the needs for market and affordable housing for 29,463 homes over the plan period, meeting the principles of sustainable development.

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

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

Suggested response. Boxley Parish Council considers that development in the Capstone area is unsustainable due to lack of public transport service infrastructure and the probability that local bus companies would not be willing/able to provide a comprehensive bus service. There is strong concern that increased traffic on the already inadequate highway infrastructure will result in unacceptable congestion. See response to the Sustainable Transport. It is felt that development at Capstone site should be withdrawn from the Local Plan as Medway Council will have to refuse any development as under the Transport Approach criteria because it is required to "refuse development where its residual cumulative impacts are severe."

Employment land needs

A “review of existing employment areas shows that certain locations demonstrate the characteristics supportive of a mix of employment formats including:

- Chatham Maritime,
- Gillingham Business Park,
- Medway Innovation Centre and Compass Centre,
- Rochester Airfield site

Rochester Airport

5.22 Rochester Airport is leased to Rochester Airport Limited on a 25 year lease from Medway Council and has a vital role to play in Medway’s economic future. The Council is promoting the airport and adjoining land as a flagship economic hub that can generate significant investment and employment opportunities. A master plan for the redevelopment of Rochester Airport was approved in January 2014.

Redevelopment of the airport’s operational infrastructure will allow land to be released for employment development. The ambition is to develop a very high quality commercial environment for predominantly B1 and B2 uses, including workspace for advance manufacturing, engineering, R&D and prototyping. High value businesses offering skilled employment opportunities will wish to buy into the technology park because of the exceptional environment that will be developed.

Rochester Airport Technology Park has been awarded Enterprise Zone Status and £4.4m of Local Growth funding has been secured through the South East LEP for its development.

Suggested response. Boxley Parish Council strongly supports the plan to attract high quality commercial engineering etc. However without a clearly agreed programme to upgrade junction 3 of the M2 this will be unsustainable and lead to severe and unacceptable traffic congestion. In January 2017 Kent County Council confirmed what was already locally known that "These junctions [A229

Blue Bell Hill and M2J have greatly exceeded their design capacity and handle volumes of traffic for which they, and the surrounding road network, were never intended. There are no suitable options for improving traffic flows through the adjustment of signal timings; physical works on the highway network are required. Mixed Used Development at Capstone will add to the already severe traffic issues on rural and local roads". See response to the Sustainable Transport.

Natural environment and green belt

Clerk's note: This section makes generalised positive statements about the value, both to humans and wildlife, of the local environments, SSSIs, North Downs etc.

Suggested response. Boxley Parish Council welcomes Medway Council's stated response for the protection of the natural environment but feels that this statement is at odds with Medway Council's decision to allow the release of greenfield land at Capstone.

Healthcare facilities

"9.9 Since the Health and Social Care Act was implemented in 2012, provision has undergone major change, and will continue to do so. Responsibility for public health was passed to Local Government, meaning the council now has this responsibility within its area. In 2013 Clinical Commissioning Groups replaced Primary Care Trusts in the commissioning of healthcare at a local level. Healthcare services are provided by a range of providers; including the NHS and Medway Council Public Health Service. However these services are strained. Initial infrastructure review work has identified several issues. There are high numbers of GP's practices where the number of patients per GP is above the national average."

"13 There is a challenge in succession planning as many GPs approach retirement. Medway Maritime Hospital is also under increasing pressure financially and socially and has seen its services rated as inadequate by the Care Quality Commission."

Suggested response. Boxley Parish Council welcomes Medway Council's honest summary of the issues being faced by the NHS and the problems that communities face in getting medical care and attention. No development should be allowed until the healthcare providers have in place GPs to take on a new surgery or clear commitment to creating another staffed local healthcare clinic which should become operational as properties are occupied. In the Walderslade area it is currently almost impossible to get a doctor's appointment within two – three weeks.

Education

"The council's education planning team has identified that there is currently limited capacity for additional school places and new facilities are needed across all ages within the authority area. Therefore any additional residential development would be expected to contribute to an expansion of existing educational facilities or the development of new facilities, to address the increase in demand. In planning for new schools and nurseries, there are opportunities to consider the co-location of wider community services and shared use of facilities such as sports fields".

"10.10 Responses received from the Issues and Options consultation in early 2016 indicated that education provision should be provided in new developments and that if new developments do not provide a facility physically then they should contribute financially".

Suggested response. Boxley Parish Council welcomes Medway Council's approach.

Utilities

“Utilities such as water, energy and sewage are vital to enable development to be sustainable and function effectively.

10.31 Planning policy must assess the quality and capacity of infrastructure in considering the needs and impacts of development. The council’s work on an infrastructure delivery schedule has reviewed strategic planning documents of utility providers and this has not yet identified any capacity issues relating to the electricity and gas networks.

10.32 However, Medway is within an area of water stress, and some capacity issues have been identified. Southern Water is the provider of water and waste water services within Medway and has identified that supply is balanced in the early part of the plan period but there is a need towards the later period.

10.33 With the level of growth projected in Medway, the capacity in these networks will likely change over time. Capacity will need to either be built in to the system through expansion of facilities or efficiencies made in the system to allow for spare capacity to be developed.

10.34 The council will continue to work with utilities providers to share information on planned levels and locations of growth to assess the capacity of systems to meet increased needs, and to identify any upgrades required, or where limits on development need to be considered”.

Policy Approach : Utilities

Any new development is to be supported by the requisite utilities infrastructure.

Significant new development proposals shall be assessed as to the impact on the existing network (water, electricity and gas). Any developers that would create a level of pressure that could not be accommodated within the existing capacity will be expected to contribute towards new infrastructure through the developer contributions mechanism.

Suggested response. Having recognised that Medway is in an area of water stress Medway Council should strengthen this policy approach by including a requirement that all future developments should be designed to include grey water and water saving measures.

Sustainable Transport

11.7 Although there are good links to the strategic road network, there are some congestion issues on the motorways, and problems on the M2 and M20 often create knock on effects for the local road network. Medway has a number of heavily trafficked roads and some general concern about congestion on the road network, which also results in air quality issues. Some sections of the A2 are operating well beyond their notional capacity, resulting in recurrent congestion especially during peak times. Further evidence of how growth patterns could influence traffic movements are required to determine how Medway’s transport network will need to adapt over the plan period.

11.8 The Council has commissioned a new strategic transport model as a key part of the evidence base for the new Local Plan. The model will be used to assess the cumulative impacts of development and associated mitigation strategies for the plan period. The model will be finalised during Spring 2017, although provisional assessments of broad locations will be carried out earlier. In addition, the impact of the proposed Lower Thames Crossing will need to be assessed by incorporating information from modelling by Highways England.

Policy Approach: Transport

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

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

Suggested response. Boxley Parish Council has grave concerns about the lack of planned work to improve local infrastructures especially around the Capstone and junction 3 of the M2 (Walderslade and Lordswood areas). The Highways England Route Strategies consultation document, the Kent County Council Local Transport Plan 4: Delivering Growth without Gridlock 2016 – 2031 consultation document and the Medway Transport Priorities fail to address the traffic issues at junction 3 of the M2 even though KCC acknowledges that "These junctions [A229 Blue Bell Hill and M2] have greatly exceeded their design capacity and handle volumes of traffic for which they, and the surrounding road network, were never intended. There are no suitable options for improving traffic flows through the adjustment of signal timings; physical works on the highway network are required".

Development at Capstone will be unsustainable as a) all vehicle movements will be via small local roads many of which have junctions that are at or already exceeding capacity b) junction 3 of the M2 already exceeds capacity and there are no plans, even if the Lower Thames Crossing does progress for improvements and c) the smaller road networks connecting the development to A roads are unsuitable for additional traffic.