

Appendix C – Email from Highways England (10.02.2020)

Highways England are pleased to write to the 14 February South East Local Enterprise Partnership Accountability Board, to update on ongoing work with Medway Council, in relation to the Local Development Order (LDO) for Innovation Park Medway (IPM).

As a statutory consultee, we remain committed to ongoing, partnership working with Medway with the aim of delivering their growth plans. We have been working with Medway Council on its emerging Local Plan since 2016 and its Innovation Park Medway (IPM) proposals since 2017. We recognise the importance of the Local Plan and the part that IPM, as a flagship economic development project within the North Kent Enterprise Zone, will play.

We have had regular contact and engagement with Medway Council in order to achieve the necessary steps to adopt the LDO, at pace. A works programme has been agreed, and appropriate resource has been allocated to ensure timescales can be adhered to.

Significant progress has been made to date. Technical discussions have taken place concerning final traffic modelling requirements, which have now been agreed. Medway Council have now commissioned the required forecasting modelling. It will detail the impact of growth on the Strategic Road Network (SRN) along with the necessary mitigation requirements of any impact. In accordance with national planning and transport policy, and normal good practice, three scenarios will be modelled:

- the current baseline (comprising all committed development to-date and all growth outside of Medway) without non-consented development across the borough or the IPM,
- the baseline plus all non-consented (Local Plan proposals plus windfalls estimate) development across the borough which will identify the impact of IPM on the SRN and mitigation; and
- the baseline plus all non-consented development across the borough plus mitigation to negate the impact of the IPM.

Once the IPM impacts are identified, we will work with the Council to agree mitigation, that may be in the form of sustainable transport plans and programmes and/or appropriate highway capacity enhancement.

We are happy to explore innovative means by which to monitor and manage traffic generation. Equally, if highway capacity enhancements are required, we will work with Medway Council to agree the design, cost, funding sources, governance, timing and delivery of the mitigation. Highways England are aware of the pressures on the local and wider road networks and are in dialogue with both Kent County Council and Medway Council around wider mitigations.

By these various means we aim to work with all parties and communities to help to reduce the need to travel by car, improve accessibility by all modes and encourage

modal shift; as well as seeking to reduce the environmental impacts (air quality, noise etc) of travel.

The LDO may also be subject to planning conditions to address the residual cumulative impacts of development. Highways England will continue to provide the necessary guidance and support to Medway Council for this work.

We would like to reiterate that we see no reason why the requirements and aspirations of both Medway Council and Highways England cannot be achieved.