

**APPENDIX 1: COCKHAM COMMUNITY PARKLAND (PHASE 1) STATEMENT OF
COMMUNITY INVOLVEMENT**



Cockham Community Parkland

Statement of Community Involvement

Medway Council

December 2020

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Contents

1.0 Introduction 5

2.0 Background 6

3.0 Consultation Programme 8

4.0 Consultation Feedback 10

5.0 Conclusions 14

Appendices

Appendix 1: Resident Leaflet (sent 29th July 2020)

Appendix 2: Map of Engagement Area

Appendix 3: Blank Questionnaire

Appendix 4: Design Document for Community Consultation

1.0 Introduction

- 1.1 This Statement of Community Involvement sets out the process of community involvement undertaken by Medway Council Greenspace Development (**the Applicant**), to inform the design process prior to submission of a full planning application for the creation of a community parkland on the land bound by Main Road, Saxon Shore Way and Vicarage Lane, Main Road, Hoo St Werburgh, Rochester, ME3 9HF (**the Site**).
- 1.2 The proposed scheme sits alongside Medway Council's new vision for Hoo St Werburgh 'Planning for Growth'. In November 2019, the Council has secured £170m from the Housing Infrastructure Fund (HIF) to invest in improving transport and environmental infrastructure on the Hoo Peninsula. Through HIF, Medway Council intends to deliver a network of green infrastructure and open spaces, or Strategic Environmental Management Scheme (SEMS), to improve residents' quality of life and enhance local ecology on the Peninsula.
- 1.3 The description of development is:
- Change of use from agricultural land to community park, comprising the installation of a toilet facility, formation of two car and cycle parking areas, two vehicle accesses (Main Road and Vicarage Lane), landscaping, tree planting, boundary treatments and associated works.*
- 1.4 The Applicant recognises the importance of engaging with local stakeholders, in line with Medway Council's adopted Statement of Community Involvement (SCI). The programme of pre-application community consultation and engagement has been delivered according to the key principles of the Council's SCI.
- 1.5 This report demonstrates that the Applicant has undertaken a thorough programme of pre-planning application engagement. It sets out how the project team has engaged the local community in the project development process, and how comments and feedback have informed proposals within the submitted planning application.

2.0 Background

- 1.6 Medway Council has secured in 2019 £170m from the Housing Infrastructure Fund (HIF) to invest in improving transport and environmental infrastructure on the Hoo Peninsula. Through HIF, Medway Council intends to deliver a network of green infrastructure and open spaces, or Strategic Environmental Management Scheme (SEMS), to improve residents' quality of life and enhance local ecology on the Peninsula. The scheme are the first proposals coming forward as part of Medway's SEMS delivery.
- 1.7 The Applicant and consultant team have been developing proposals to provide new recreational open space for local residents. The pre-application consultation, organised by Medway Council and BPTW, sought views and feedback from the local community and presented the evolving proposal for the Cockham Community Parkland.



Figure 1: Site Location

National Policy Context

- 2.2. The National Planning Policy Framework (2018, revised 2019) is underpinned by a presumption in favour of sustain development (para.11). The application of the presumption has implications for how communities engage in planning, as it aims to empower local people to shape their surroundings.
- 2.3. Chapter 4 'Decision Making' emphasises the importance of early pre-application engagement and 'frontloading'. Para.40 of the NPPF also sets out that local authorities, where they think it would be beneficial, should encourage any applicants (who are not already required to do so by law) to engage with the local community before submitting their applications.

- 2.4. The Ministry for Housing, Communities and Local Government (MHCLG) National Planning Practice Guidance (NPPG) states that pre-application engagement with the community is encouraged where it will add value to the process and outcome. Section 122 of the 2011 Localism Act also requires developers to carry out pre-application consultation with local communities.

Local Policy Context

- 2.5. Medway Council's Local Development Framework includes a Statement of Community Involvement (SCI). The SCI was adopted in 2014 and revised in August 2020. It sets out how the community can be involved with the planning process and details the key principles to guide community involvement practice in planning applications. The revision also includes updates in light of the Coronavirus pandemic; it provides guidelines to conduct consultation while respecting necessary social distancing measures and observing all public health considerations.
- 2.6. This report has been written in direct response to the above.
- 2.7. Medway Council's SCI sets out what applicants could do prior to submitting planning applications. For major applications it sets out the following recommendations:
- > It is expected for applicants to carry out pre-application consultation and ongoing engagement. This should be carried out to the standards set out in the SCI;
 - > It is expected for applicants to submit a separate SCI to explain how they have built engagement into the development proposal process;
 - > Applicants are encouraged to present significant development proposals to councillors at early stages in the planning process, prior to submitting an application. The Council also encourages the use of models and materials to help communicate the scope and impact of developments.
- 2.8. The Council's SCI reflects changes in practices of community engagement, including greater use of electronic communications and social media.
- 2.9. In terms of publicity on applications for major development, including sites over 1 hectare, the SCI states that Medway Council is required to publish information on their website, as well as issue press and site notices.
- 2.10. Following the submission, validation and entry of an application into the planning register, the SCI outlines that consultation will begin, and representations will be invited, with most applications being subject to a minimum 21-day consultation period set out under Section 13 of the Town and Country Planning (Development Management Procedures) (England) Order 2010.
- 2.11. This statement sets out how Medway's guidance has been followed. It describes the Applicant's programme of community engagement and demonstrates how the feedback has informed the Applicant's proposal.

3.0 Consultation Programme

- 3.2. The Applicant believes it is important to engage with local stakeholders, line with the Council's adopted Statement of Community Involvement (adopted in 2014 and revised in 2020).
- 3.3. In formulating community involvement activity for the proposed scheme, the Project Team considered how to ensure that a wide range of community members from the area around the Site could:
- > have access to information about the scheme;
 - > take an active part in developing the proposals;
 - > comment on the formal proposals; and
 - > provide feedback and be informed about progress and outcomes.
- 3.4. To achieve the above, an online survey took place for 6 weeks from 27th July to 7th September 2020. As part of the normal engagement process, the project team would have typically held a public consultation event, in a location well known to the local community. However, it has not been possible to hold public meetings due to the ongoing restrictions caused by the COVID-19 pandemic.
- 3.5. Information about plans for the Site and details of the survey were communicated to the local community via distribution of 5,032 leaflets (see **Appendix 1**). The extent of the neighbouring resident's engagement area is shown on a map, along with the Site boundary (see **Appendix 2**). Neighbouring residents living immediately around the proposed parkland boundary were also sent letters to bring the consultation to their attention and offer options of contact via phone or email.
- 3.6. The leaflet explained that the Applicant was proposing to submit a planning application for a new public open space on the Hoo Peninsula through the conversion of farmland into parkland, including the creation of new walking and cycling routes, new natural habitats, and dedicated recreational spaces. In addition, the leaflet also presented the proposed indicative masterplan for the park, highlighting potential locations for car parks, pedestrian access, and viewpoints of the Medway River estuary.
- 3.7. This same information was also provided in A3 posters, posted along the upper and lower Saxon Shore Way, to promote the consultation to cyclists and pedestrians along these routes. In addition, the consultation was also advertised in a local magazine, Village Voices, which has a 16,500-property distribution list on the Peninsula.
- 3.8. Residents were encouraged to visit Medway's website to complete the online questionnaire. For residents without access to the internet, a telephone number was provided for the submission of any comments. This provided residents with the opportunity to ask questions and request a paper version of the questionnaire to be posted to them.
- 3.9. The survey was organised by Medway Council, utilising the Council's own website and survey portal (<https://www.medway.gov.uk/cockhamcommunityparkland>) (see the blank questionnaire in **Appendix 3**). Accompanying the questionnaire, a Design Document comprising the latest drawings and proposals was available for download (see **Appendix 4**). This allowed the opportunity for the local community to explore the proposals and provide feedback.
- 3.10. The consultation measures noted above ensured an opportunity for local residents around the site, key local resident groups, and members of the wider community to have their say on the scheme. The comments raised by residents and the project team's response/action are summarised in Section 4 (Consultation Feedback).

- 3.11. The following sections of this report set out further details of the consultation outcomes and provide details of how this consultation has aided the development of the proposal for the Site.

Statutory and Other Planning Consultees

- 3.12. In addition to consultation with member of the public, the Applicant team has sought to engage statutory consultees and others within the pre-application consultation process.
- 3.13. The table below provides a summary of all meetings conducted between August and November 2020.

Meeting date	Statutory Consultees consulted
15 th July 2020	1 st Pre-application meeting with Medway Officers
5 th August 2020	Medway Landscape Officers
6 th August 2020	Ward Councillors
7 th August 2020	Parish Councillors
13 th August 2020	Medway Landscape Officers
21 st August 2020	Kent County Council, Biodiversity Officer
26 th August 2020	Planning Committee Members
27 th August 2020	Natural England
1 st September 2020	Site visit with Medway Landscape Officer & Tree Officer
9 th October 2020	2 nd Pre-application meeting with Medway Officers
21 st October 2020	Medway Landscape Officers
9 th November 2020	3 rd Pre-application meeting with Medway Officers
12 th November 2020	Royal Society for the Protection of Birds (RSPB)

4.0 Consultation Feedback

- 4.2. The purpose of the consultation engagement was to present the Applicant's vision for the Site and ensure that local residents have the opportunity to comment on the proposals.
- 4.3. Feedback from the consultation process has informed the design of the scheme as presented in the planning application submission. The following sections sets out the feedback received and how this has been incorporated into the final proposals.
- 4.4. The main means of feedback was provided by responding to the online questionnaire on the dedicated Medway Council's webpage. During the response period held between 27th July and 7th September 2020, 237 questionnaires were completed.
- 4.5. Medway Council also received two paper questionnaires in the post, five phone calls and five emails.
- 4.6. During that period, comments were also received from a local group, Thomas Aveling Society, in the form of letter, dated 7th September 2020. The Wilsonian Sailing Club were also engaged in the consultation process.

Summary of Feedback Responses

- 4.7. The table below summarises responses to individual questions on the current use of parks and open spaces in the questionnaire.

Question	Response Summary
Q1) How often do you visit nearby parks and open spaces?	The majority of respondents indicated they visit nearby parks and open spaces on a daily basis.
Q2) Which parks and open spaces have you visited in the last 12 months?	Shorne Country Park was most frequently visited by respondents in the last 12 months followed by Riverside Country Park, Hoo Common were and Deangate
Q3) Which of the following activities do you currently take part in when visiting parks and open spaces?	Most respondents took some form of exercise and walking. Horse riding was frequently indicated.
Q4) How long on average do you spend at the park or open space?	Majority of respondents visit between 1 and 2 hours.
Q5) What, if anything, puts you off using local parks and open spaces?	Most people are put off by the lack of toilets/visitor facilities, followed by poor maintenance of parks and open spaces. For 'Other', respondents also indicated drug use and anti-social behaviour as a reason for being put off visiting these spaces.
Q6 & Q7) Have you walked along lower Saxon Shore Way/ the low tide route in the past 12 months? On average, how often have you walked along the way/route?	Most respondents have walked along lower Saxon Shore Way/the low tide route at least once a month in the past 12 months.
Q8 & Q9) Have you walked along the upper Saxon Shore Way route that runs through the proposed site between Hoo and Chattenden in the past 12 months? On average, how often have you walked along the route?	Over half of the respondents have frequently walked in this route in the last year.

4.8. The table below summarises responses to individual questions on the proposals in the questionnaire.

Question	Response Summary
Q10) How likely are you to visit the proposed location?	Majority of respondents are 'very likely' to visit the proposed country park, based on location.
Q11) Which of the following ways would you use to travel to the proposed location?	Most respondents would travel to the proposed country park by walking. In terms of 'other' means of transport, some also indicated that they would travel by horse.
Q12) How important or unimportant is it to you for the proposed scheme to include the following habitats? (New wildflower meadow, new hedgerows, an orchard, new wooded areas)	Majority of respondents consider the inclusion of a new wildflower meadow, new hedgerows, an orchard, and new wooded area 'very important'.
Q13) Do you have any additional comments regarding the proposed natural areas?	Most people are concerned about the protection of existing wildlife and would welcome a 'wildlife-led' approach. Respondents mentioned the inclusion of ponds and wetland habitats.
Q14) How important or unimportant is it to you for the proposed scheme to include the following recreational activities? (Options include cycle/walking/woodland/dog-walking trails, picnic facilities, viewpoints of the estuary, and play space)	Majority of respondents consider all of the listed recreational activities 'very important'.
Q15) Do you have any additional comments regarding the proposed recreational activities?	Some respondents request the inclusion of horse-riding access and bridleways, as well as wheelchair accessible routes and natural play space, in terms of proposed recreational activities.
Q16) How important or unimportant is it to you for the proposed scheme to include the following facilities? (Options include signage, information boards, access facilities, and parking)	Majority of respondents consider all of the listed facilities as 'very important' to include in the proposals.
Q17) Do you have any additional comments regarding the proposed facilities?	Most respondents request the inclusion of educational boards about wildlife, as well as sufficient provision of rubbish and dog waste bins across the park. Furthermore, a significant number of respondents is concerned about potential congestion arising from the car park, and about policing of the car park after hours.
Q18) Is there anything else you feel we should consider about the proposed scheme?	Most respondents support the scheme. Concerns are predominantly regarding any new housing and resulting traffic.

- 4.9. The table below summarises issues raised for further consideration and details how the Project Team has responded.

Issue raised in survey	Project Team response
Respondents raised some concern over a potential increase in car traffic and parking congestion especially at Vicarage Lane.	The scheme provides two car parks, located on each side of the site. Equating to a total of 90 car parking spaces, this provision will ensure no informal parking is generated on-street in result of the parkland. This has been informed by a parking levels and trip generation assessment, presented in detail within the Transport Statement submitted in support of this application. The studies also demonstrate that the traffic generation for the parkland is expected to be low and outside of normal network peak hours.
Respondents raised some concern over security and policing to discourage anti-social behaviour, especially in the car parks and after-hours.	The car parks will be closed after-hours using gates and adequate boundary treatment will enable overlooking of the car parks from the road.
Majority of respondents raised the request for sufficient provision of litter bins and dog waste bins along routes within the scheme.	The Applicant team has elaborated a Refuse Collection Strategy that ensures sufficient provision of bins across the park.
A significant number of respondents raised concerns over the protection of existing wildlife and would welcome a 'wildlife-led' approach through conservation and mitigation measures.	Several ecological surveys have been conducted and have informed the scheme's development. The proposal involves semi-natural landscape with a wide range of habitat types to preserve the existing local wildlife and enhance local and wider biodiversity. The proposal also includes protection measures for the ancient Cockham Wood, restricting access using soft boundary treatment.
Respondents called for the incorporation of play space into the surrounding environment, using natural design.	The scheme has been designed in the intention to provide passive recreation for a range of users while remaining predominantly a natural landscape. Proposed provisions do not include formal sports uses or recreation facilities that detract from the natural character. Natural play and picnic areas are provided at specific locations using a natural materials palette.
Some respondents raised concerns about maintenance of natural areas and facilities within the Park.	This application is supported by a Landscape / Ecological Management Plan that demonstrates how the park will be managed. The park will be supervised by rangers and regularly maintained.
Respondents raised concerns regarding accessibility of the park and facilities for wheelchair users.	The design ensures wheelchair accessible pedestrian routes are provided. Provisions also include one disabled toilet within the toilet block located at the east-end of the park, as well as three Blue Badge parking spaces in

	the Eastern car park and two Blue Badge spaces in the North-western car park.
Some respondents suggested the provision of other landscaping features such as ponds and wetlands.	The design has been informed by ecological studies and proposes a variety of new habitats including meadows and damp meadows to best integrate the park into the existing natural environment.
Some respondents suggested considering horse riding access and bridleways.	Accessibility for all types of user has been investigated. In the case of horse-riding access, it has been found that there was no existing immediate link to bridleways from the site boundary, and that this type of activity could prejudice other users. After thorough consideration bridleways are not proposed as part of this application. However, it should be noted that the proposed scheme does not design them out and that this feature could be added later if needed.
Some respondents suggested introducing educational boards about local wildlife in the parkland.	One of the key design objectives for the park is to educate visitors about the importance of the estuary and need to protect it. The proposal includes provision of signage for interpretation, general information and way finding across the park.

5.0 Conclusions

- 5.2. The Applicant has undertaken a programme of pre-application community engagement on the proposal for the creation of a community parkland on the land bound by Main Road, Saxon Shore Way and Vicarage Lane, Main Road, Hoo St Werburgh, Rochester ME3 9HF. The consultation programme facilitated constructive community engagement with local residents, community members and statutory consultees. In framing the programme, the Applicant took best practice into account as outlined in Medway's adopted Statement of Community Involvement (2014, revised in 2020), and consideration of the proposal.
- 5.3. Consultation feedback revealed general support for the proposed development. Questionnaire responses predominantly indicated a desire for facilities within the parkland to be as natural as possible. Regarding the proposed facilities, majority of respondents requested the provision of litter and dog waste bins both along routes and at various points in the parkland. There were also requests for the provision of information signage on local wildlife.
- 5.4. Additionally, consultation feedback revealed that concerns stated in the questionnaire responses were predominantly regarding security and potential anti-social behaviour, as well as potential congestion around car parking areas.
- 5.5. In response to the comments made through the engagement exercise held through July-September 2020, alterations to the scheme have been made to satisfy the community's concerns, and robust justifications have been provided. The Design and Access Statement provides further details of how comments were addressed and incorporated into the final design.

Appendices



Appendix 1: Resident Leaflet (sent 29th July 2020)



**Have
your say**

Cockham Community Parkland

A new public open space
on the Hoo Peninsula



**Help shape this exciting project by
giving us your thoughts and opinions**

**medway.gov.uk/
cockhamcommunityparkland**





Medway Council will be submitting a planning application for the conversion of farmland into a new parkland running between Chattenden and Hoo St Werburgh in winter 2020.

The new parkland would create a large public open space offering benefits for the local community and wildlife. The new parkland would:

- provide safe and attractive routes connecting Main Road to Vicarage Lane for dog walkers, walkers and cyclists;
- create new wildflower meadows, hedges and wooded areas where wildlife can flourish;
- create a new orchard and space for a visitor centre in the future;
- provide space for picnics, play and woodland trails;
- offer outstanding views of the estuary, the river and Medway.

Have your say - how to contribute

- Visit: medway.gov.uk/cockhamcommunityparkland to find out more about the proposals.
- Complete the online questionnaire by **7 September 2020**.
- If you are unable to access the internet and would like to participate please phone: **01634 333333**.

Appendix 2: Map of Engagement Area





Sharnal Street

Appendices to Appendix 4

North Street

Peninsula Way

Peninsula Way
Ratcliffe Hwy

Bell's Ln

Main Rd

Main Rd

Hoo

Chattenden

Main Rd

Fourime Hill

B2108

Wainscott

Wainscott Rd

A289

Upnor

Upper Upnor
Lower Upnor

St Mary's
Island

HOO MARINA
PARK

KINGSNORTH
POWER STATION

River Medway

River Medway

Appendix 3: Blank Questionnaire



Have your say - Cockham Community Parkland Survey

Medway Council have secured central government Housing Infrastructure Funding to support possible future growth on the Hoo Peninsula.

Part of this funding will help to create a network of new public open spaces. These spaces are designed to provide recreational space for the benefit of local residents and reduce pressure on more sensitive existing habitats around the Hoo Peninsula. Cockham Community Parkland is the first of these new open spaces to be brought forward.

We want to get your views on the initial proposals which you can read more about at www.medway.gov.uk/cockhamcommunityparkland.

You can have your say by completing this survey by 7 September 2020.

Your views will be considered and used to help shape the future planning application to develop the site. This application will be submitted in Winter 2020.

Taking part in the survey

Taking part in the survey is voluntary. Before taking part you should read our privacy notice as this tells you about the information we collect and what we will do with it. If you are under 16 you should only take part in this survey with the permission of your parents / guardian.

This notice is about Medway Council and the collection of personal information for the review of the Cockham Community Parkland Survey. In this notice, Medway Council will be referred to as 'we', 'us' or 'our'. We are the data controller for the information you provide when completing the Cockham Community Parkland Survey. This means it decides how your personal data is processed and for what purposes.

The Council have appointed BPTW and LUC to help complete develop the proposals for Cockham Community Parkland. BPTW and LUC will be analysing the survey responses and are data processors for this purpose.

By taking part in the survey you will be agreeing to us processing your personal information in the analysis of your response. The types of activity this includes is: processing your survey, by Medway Council, BPTW and LUC, grouping and analysing the results by different characteristics e.g. sex, age group, ethnicity, disability status and sharing aggregated results with other parts of the council

We will collect and process the following personal information about you: your sex, your age group, your ethnicity, if you have a long term illness or disability and the broad category of illness or disability and if you live on the Hoo Peninsula. If you are responding as an organisation we will ask for the name of the organisation you work for. If you are responding as an elected representative we will ask what type of elected representative you are.

There is also an opportunity to be kept up to date regarding the proposal by providing an email address. Providing an email address is voluntary. We will ask specifically for your consent to do this as part of the survey. This information will be held by Medway Council only and will not be sent to BPTW or LUC.

Appendices to Appendix 4

Your response including information about you and where you live will be processed by us, BPTW and LUC for the purpose of analysing the results. Your information will not be passed to any other third parties unless we are required to do so by law for example as part of a criminal or fraud investigation.

If you are responding as an individual or an elected member the information you provide will not be used to report on individual responses. We will combine your response with all the other responses we receive to create statistical reports of the results of the survey to allow us to identify trends in responses between different groups of users. Anonymised comments might be used as part of reports and presentations. If you are responding as an organisation, the organisation name may be used as part of reports.

If you provide your email address, we will only collect this contact information for the purpose of providing information about the proposal in the future.

The information below explains how we use each of the categories of data.

Who you are The demographic information (age group, sex, ethnicity, if you have a long term illness or disability and if you live on the Hoo Peninsula) you provide is used to: understand the profile of respondents and how it compares to Medway as a whole, help us understand the demographics (age group, sex, ethnicity, long term illness or disability status and if you live on the Hoo Peninsula) of who has responded to the survey and if there are any differences between groups.

The information you provide is pseudonymised; that means that the personal information we ask for is grouped by a field which makes it harder to identify a person for example instead of using your month and year of birth we ask your age group.

Your organisation if you are responding on behalf of an organisation you will be asked to provide your organisation name.

Elected representatives if you are responding as an elected representative we will ask what type of elected representative you are.

We will keep the completed surveys for 3 years after the close of the survey. BPTW and LUC will be asked to delete the responses at the end of their contract to deliver support for the proposed Community Parkland.

We will process your data as you have given your consent to complete the survey. After you have submitted the survey we have a legitimate interest in the processing of your personal data for the specific purposes outlined above. We will ask you for your consent for aspects which are not vital for the running of the survey at each relevant point of the survey.

As we are using your personal information on the basis of your consent, you have the right to withdraw that consent at any time. You can do so by email or in writing using the contact details below.

If you would like to contact us for more information about the survey you can by emailing journew@medway.gov.uk or in writing to Cockham Community Parkland, Greenspace Development Team - Regeneration Delivery, Medway Council, Gun Wharf, Dock Road, Chatham, ME4 4TR.

If you have any queries or complaints about this privacy notice please contact us:- Data Protection Officer; Gayle Jones on 01634 334329, by email at GDPR@medway.gov.uk or write to the Data Protection Officer, Medway Council, Gun Wharf, Dock Road, Chatham, ME4 4TR.

If you are unhappy with the response to a complaint you have made you can contact the Information Commissioners Office:- By phone on 0303 123 1113, online at www.ico.org.uk or at the Information Commissioners Office, Wycliffe House, Water Lane, Wilmslow, Cheshire. SK9 5AF.

Are you happy to take part in the Cockham Community Parkland Survey? Please tick one box only

☐ Yes

☐ No

The Cockham Community Parkland Survey

The questions that follow will ask you about the your views of parks and open spaces in general and your feedback and ideas regarding a range of proposed natural areas, recreational activities and features of the proposed Community Parkland.

There will be information about the proposals as part of this survey. You can also read more about the Cockham Community Parkland proposals on the Medway Council website by visiting www.medway.gov.uk/cockhamcommunityparkland.

Current Use of Parks and Open Spaces

Before we talk about the proposed Cockham Community Parkland, we would like to learn more about how you make use of local parks and open spaces now.

Q1 How often do you currently visit nearby parks and open spaces? Please tick one box only

☐ Everyday

☐ Two to three times a week

☐ At least once a week

☐ At least once every two weeks

☐ At least once a month

☐ At least once every two to three months

☐ At least once every three to six months

☐ Less frequently

☐ Never

If you have visited a park or open space please continue to Q2

If you have not visited a park or open space please go to Q5, page 4

Q2 If you have visited a park or open space. Which parks and open spaces have you visited in the last 12 months? Please tick all that apply

☐ Shorne Country Park

☐ Riverside Country Park

☐ Capstone Country Park

☐ Ranscombe Farm Country Park

☐ Pottery Road Recreation Ground

☐ Fourwents/Kingshill Recreation Ground

☐ Cliffe Pools RSPB

☐ Northwood Hill Nature Reserve RSPB Site

☐ High Halstow Recreation Ground

☐ Hoo Common

☐ I use local public rights of way in the area

☐ I haven't visited a park or open space in the last 12 months

☐ Other

Other, please state:

Q3 If you have visited a park or open space. Which of the following activities do you currently take part in when visiting parks and open spaces? Please tick all that apply

- | | |
|--|---|
| ☐ Use a play area (children's or teenagers) | ☐ Volunteer in an activity in the park |
| ☐ Play organised sport(s) eg for a team | ☐ Take part in an exercise as part of an organised group/activity eg Park Run, etc |
| ☐ Play informal sport(s) eg with friends or family | ☐ Take part in an exercise but not as part of an organised group |
| ☐ Walk for exercise/pleasure | ☐ Spend time with friends or family |
| ☐ Walk with a dog/exercise a dog | ☐ Learn about nature/the outdoors environment |
| ☐ Jogging/Running | ☐ Enjoy the natural environment/scenery |
| ☐ Attend an organised event/activity | ☐ Enjoy the fresh air/good weather |
| ☐ Have a picnic/eat and drink outside | ☐ Something to help improve my health and wellbeing |
| ☐ Go fishing | ☐ I enjoy the peace and quiet |
| ☐ Take part in my hobbies (bird watching, painting, photography, look after allotment, etc) | ☐ Attend an event |
| ☐ Ride a bike | ☐ Other |

Other, please state:

Q4 If you have visited a park or open space. How long on average do you spend at the park or open space? Please tick one box only

- ☐ Under 30 minutes
 ☐ Between 30 and 60 minutes
 ☐ Between 1 and 2 hours
 ☐ Between 2 and 3 hours
 ☐ More than 3 hours

Q5 What, if anything, puts you off using local parks and open spaces? Please tick all that apply

- | | |
|---|---|
| ☐ Nothing would put me off using local parks and open spaces | ☐ Lack of toilets/visitor facilities |
| ☐ They are too far away from where I live | ☐ Lack of play facilities |
| ☐ They are too difficult to get to | ☐ Lack of disabled access |
| ☐ Lack of car parking | ☐ They are too busy |
| ☐ I am not able to get to them due to poor health/health issues | ☐ There are too many dogs |
| ☐ Badly maintained / Dirty parks and open spaces | ☐ Lack of information to allow me to enjoy the natural environment |
| ☐ I don't enjoy/have any interest in going to parks or open spaces | ☐ I am too busy/I don't have enough time to visit |
| ☐ I do not feel safe | ☐ Other |

Other, please state:

Current Use of Parks and Open Spaces

Appendices to Appendix 4

Q6 Have you walked along lower Saxon Shore Way/the low tide route in the past 12 months? Please tick one box only

☐ Yes

☐ No

Q7 If yes. On average, how often have you walked along lower Saxon Shore Way/the low tide route? Please tick one box only

☐ Everyday

☐ Two to three times a week

☐ At least once a week

☐ At least once every two weeks

☐ At least once a month

☐ At least once every two to three months

☐ At least once every three to six months

☐ Less frequently

Q8 Have you walked along the Upper Saxon Shore Way route that runs through the proposed site between Hoo and Chattenden in the past 12 months? Please tick one box only

☐ Yes

☐ No

Q9 If yes. On average, how often have you walked along the Upper Saxon Shore Way route that runs through the proposed site between Hoo and Chattenden? Please tick one box only

☐ Everyday

☐ Two to three times a week

☐ At least once a week

☐ At least once every two weeks

☐ At least once a month

☐ At least once every two to three months

☐ At least once every three to six months

☐ Less frequently

Proposed Cockham Community Parkland

Now, we would like to ask your views on the proposed Community Parkland.

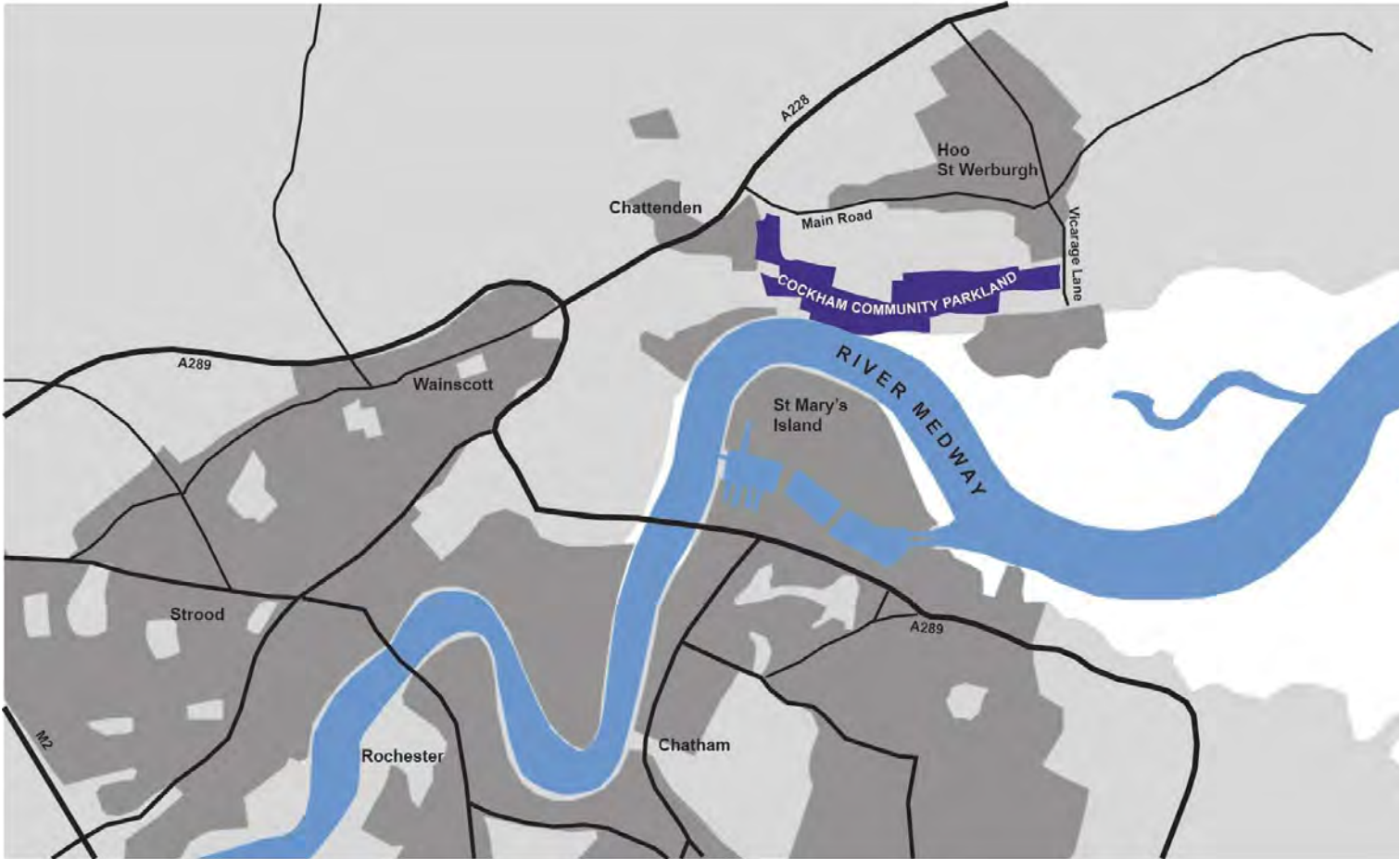
The Community Parkland will provide a local public open space, creating new habitats for wildlife with mainly natural landscapes. The proposed parkland will be managed by rangers and free to enter, there will be minimal facilities including footpaths, small car park and toilets.

Whilst there are proposed car parking facilities it is hoped that the site will be primarily accessed by visitors on foot and using their bikes.

It is proposed the Community Parkland will include a network of safe and attractive routes for dog walkers, walkers and cyclists. There are proposed play and picnicking spaces but the Community Parkland is not intended to provide places to play sport.

It is proposed that the Community Parkland will help protect other sensitive wildlife sites on the Hoo Peninsula by offering a public open space easily accessible by local communities. By offering new habitats for wildlife it will help to support other local initiatives such as Birdwise and help mitigate impacts of development on the environment.

The proposed site for Cockham Community Parkland forms part of Cockham Farm. It is currently a series of fields used for growing crops that will be changed to create a Community Parkland. The fields lie to the south west of Hoo St Werburgh and the east of Chattenden. The eastern edge of the park will meet Vicarage Lane. The Saxon Shore Way (Upper) runs along part of the northern boundary of the proposed Community Parkland.



Q10 Thinking about the proposed location of the proposed Cockham Community Parkland, as shown on the map, how likely are you to visit? Please tick one box only

- ☐ Very likely
- ☐ Fairly likely
- ☐ Neither likely nor unlikely
- ☐ Fairly unlikely
- ☐ Very unlikely
- ☐ Don't know

Q11 Which of the following ways would you use to travel to the proposed Community Parkland? Please tick all that apply

- ☐ Walk
- ☐ Cycle
- ☐ Motorbike
- ☐ Car
- ☐ Bus
- ☐ Other
- ☐ I don't know

Other, please state:

It is proposed that the Community Parkland will create new habitats, helping to increase local biodiversity.

Q12 How important or unimportant is it to you for the proposed Community Parkland to include the following habitats:

Please tick one box per row

	Very important	Fairly important	Neither important nor unimportant	Fairly unimportant	Very unimportant	Don't know
New wildflower meadow	☐	☐	☐	☐	☐	☐
New hedgerows	☐	☐	☐	☐	☐	☐
An orchard	☐	☐	☐	☐	☐	☐
New wooded areas	☐	☐	☐	☐	☐	☐

Q13 Do you have any additional comments regarding the proposed natural areas?

The proposed Community Parkland will provide a place to cycle and walking, using a variety of accessible routes. Visitors will be able to enjoy views across the Medway Estuary. It is proposed that there will be natural play areas for children, picnic spots and woodland trails, that will offer opportunities to explore the different habitats and natural features on offer.

Q14 How important or unimportant is it to you for the proposed Community Parkland to include the following recreational activities:

Please tick one box per row

	Very important	Fairly important	Neither important nor unimportant	Fairly unimportant	Very unimportant	Don't know
Viewpoints of the estuary and the river Medway	☐	☐	☐	☐	☐	☐
Planned cycle trails	☐	☐	☐	☐	☐	☐
Planned walking trails	☐	☐	☐	☐	☐	☐
Dog walking trails	☐	☐	☐	☐	☐	☐
Woodland trails	☐	☐	☐	☐	☐	☐
Picnic facilities	☐	☐	☐	☐	☐	☐
Play space for children	☐	☐	☐	☐	☐	☐

Q15 Do you have any additional comments regarding the proposed recreational activities?

Whilst visitors will be encouraged to walk or cycle to the Community Parkland, small car parking facilities will also be provided to make the park accessible to all users. The proposed Community Parkland will offer the opportunity to educate visitors about the importance of the estuary and need to protect it. It is proposed that there will be minimal facilities on site including footpaths and toilets.

Q16 How important or unimportant is it to you for the proposed Community Parkland to include the following features:

Please tick one box per row

	Very important	Fairly important	Neither important nor unimportant	Fairly unimportant	Very unimportant	Don't know
Signage to help find your way around the parkland	☐	☐	☐	☐	☐	☐
Information boards about the parkland, its wildlife and habitats	☐	☐	☐	☐	☐	☐
Access to toilets/visitor facilities	☐	☐	☐	☐	☐	☐
Places to park your car	☐	☐	☐	☐	☐	☐

Q17 Do you have any additional comments regarding the proposed facilites?

Any Other Considerations

Q18 Is there anything else you feel we should consider about the proposed Community Parkland?

Your Interest In Cockham Community Parkland

Q19 Please tick one box only. Are you responding as:

- ☐ An individual
- Go to Q24
- ☐ An elected member
- Go to Q20
- ☐ An organisation
- Go to Q21

As an Elected Member

Q20 Please tick one box only. Are you responding as:

- ☐ A Medway Councillor
- ☐ A Parish Councillor
- ☐ A Member of Parliament
- ☐ Another elected representative

Other, please state:

About Your Organisation

Q21 Which of the following best describes your organisation? Please tick one box only

- ☐ A Parish Council
- ☐ A business
- ☐ A group or club
- ☐ A charity or voluntary organisation
- ☐ Another organisation

Another organisation, please state:

Q22 Please tell us the name of the organisation you are responding on behalf of:

Q23 Do you think your organisation will be able to make use of the proposed Community Parkland? Please tick one box only

- ☐ Yes
- ☐ No
- ☐ Don't know

Medway is committed to consulting with all its residents and interested parties so, to ensure that all groups within the community have the opportunity to participate, we would appreciate it if you could provide us with the following information. The information provided will remain private and confidential and will not be used for any other purpose. You are under no obligation to provide the following information and it will not affect your response if you choose not to.

Q24 Do you live on the Hoo Peninsula? Please tick one box only

- ☐ Yes ☐ No ☐ I prefer not to say

Q25 Are you? Please tick one box only

- ☐ Male ☐ Female ☐ I prefer not to say

Q26 In which of the following age bands do you fall? Please tick one box only

- | | |
|--------------------------------|---|
| ☐ Under 16 | ☐ 55-64 |
| ☐ 16-24 | ☐ 65-74 |
| ☐ 25-34 | ☐ 75+ |
| ☐ 35-44 | ☐ I prefer not to say |
| ☐ 45-54 | |

Q27 What is your ethnic group? Please tick one box only

- | | |
|---|---|
| ☐ White - English/ Welsh/ Scottish/ Northern Irish/ British | ☐ Black / Black British - Caribbean |
| ☐ White - Irish | ☐ Any other Black / African/ Caribbean background |
| ☐ White - Gypsy or Irish Traveller | ☐ Asian / Asian British - Indian |
| ☐ Any other White background | ☐ Asian / Asian British - Pakistani |
| ☐ Mixed - White and Black Caribbean | ☐ Asian / Asian British - Bangladeshi |
| ☐ Mixed - White and Black African | ☐ Asian / Asian British - Chinese |
| ☐ Mixed - White and Asian | ☐ Any other Asian background |
| ☐ Any other mixed / multiple ethnic background | ☐ Other - Arab |
| ☐ Black / Black British - African | ☐ Any other ethnic background |
| | ☐ I prefer not to say |

Other, please state below:

Q28 Do you have any long-standing health problem or disability? Long-standing means anything that has lasted, or is expected to last, at least 12 months. Please tick one box only

- ☐ Yes ☐ No ☐ I prefer not to say

Your views will be considered and used to help shape the future planning application to develop Cockham Community Parkland. This application will be submitted in Winter 2020.

You can keep in touch with the latest about the Community Parkland, including the results of this survey and the future planning application, by providing your email address.

Your email address will only be used for these purposes and will not be shared outside of Medway Council.

As we would be using your email on the basis of your consent, you have the right to withdraw that consent at any time. You can do so by e-mailing yournew@medway.gov.uk and withdrawing your consent.

Q29 Do you want to provide your email address and give consent for it to be used for the purposes set out above? Please tick one box only

☐ Yes

☐ No

If Yes. Thank you for giving your consent.

Please provide your email address below:

Your response

Thank you for completing this survey, the results of which will be used to inform the proposal for Cockham Community Parkland.

Please send us your survey response by 7 September 2020 to:

Cockham Community Parkland
Greenspace Development Team - Regeneration Delivery
Medway Council
Gun Wharf
Dock Road
Chatham
ME4 4TR

Appendix 4: Design Document for Community Consultation



Cockham Community Parkland

Appendices to Appendix 4



**A new public open space on
the Hoo Peninsula**

Community Consultation

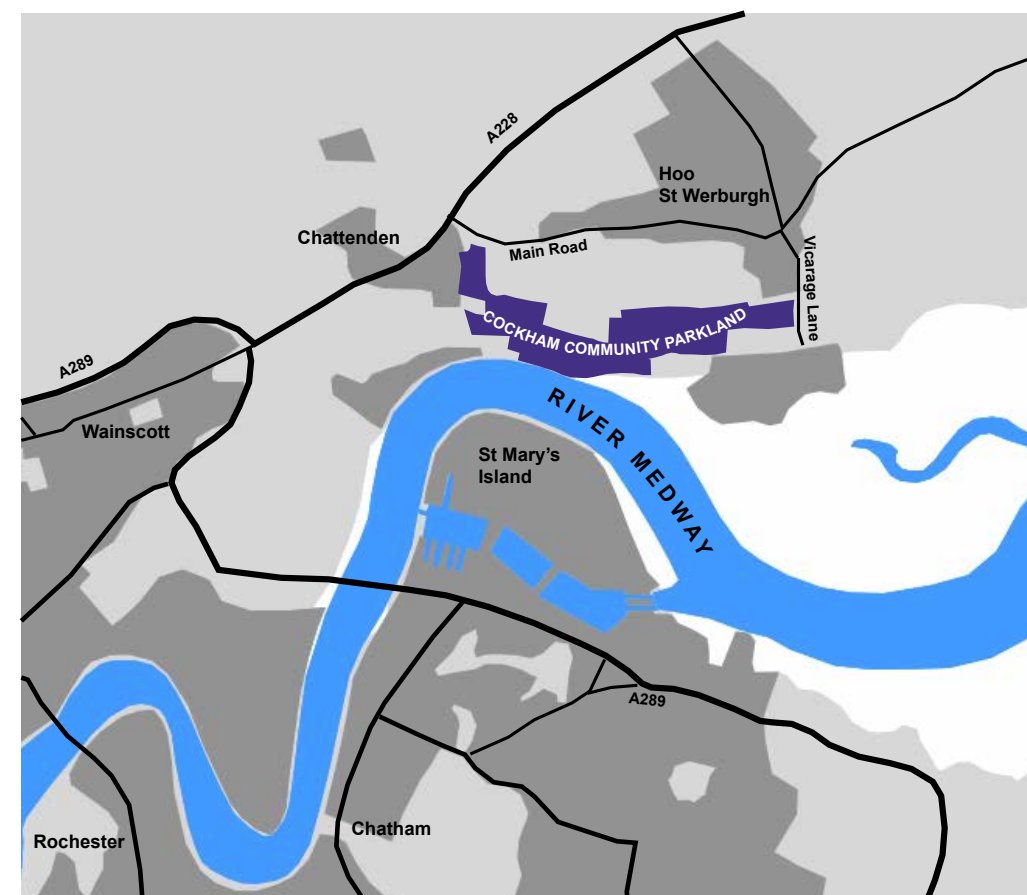
July to September 2020

Introduction

Medway Council have secured central government Housing Infrastructure Funding to support possible future growth on the Hoo Peninsula. Part of this funding will enable the establishment of a Strategic Environmental Management Scheme (SEMS), which will deliver a network of new public open spaces. These spaces are designed to provide recreational space for the benefit of local residents and, reduce pressure on more sensitive existing habitats around the Hoo Peninsula. Cockham Community Parkland is the first of these new spaces to be brought forward. Help shape this exciting project by giving us your thoughts and opinions. Medway Council will be submitting a planning application for the conversion of farmland into a new parkland running between Chattenden and Hoo St Werburgh in winter 2020. We would welcome your feedback on the emerging proposals. Detailed information and a feedback survey can be found at medway.gov.uk/cockhamcommunityparkland.

Location

The proposed site for Cockham Community Parkland forms part of Cockham Farm. A series of fields currently in use for crop growing will be re-purposed to create the parkland. The fields lie to the south of Hoo St Werburgh and the east of Chattenden. The eastern edge of the park will meet Vicarage Lane. Saxon Shore Way (Upper) runs along part of the northern site boundary.



Cockham Community Parkland - Site Location



View looking West towards Hoo Lodge

What is the purpose of the parkland

The Parkland will:

- Provide a local public open space, designed predominantly for walkers and cyclists.
- Support other local initiatives such as Birdwise.
- Respond to Natural England guidance.
- Deliver Strategic Environmental Management Scheme (SEMS) objectives by helping to mitigate impacts of development on the environment.
- Be predominantly natural landscape.
- Provide passive recreation for walkers and cyclists, with opportunities for informal play and picnicking.
- Be ranger managed and free to enter.
- Have minimal facilities including footpaths, small car park and toilets.

The Parkland will not:

- Include formal sports uses or recreation that detract from the natural character.



Design Objectives

The key objectives for Cockham Community Parkland are to:

- Create a substantial public open space of at least 50 hectares.
- Showcase the Peninsula's landscapes.
- Celebrate nature through nurturing existing habitats and creating new ones.
- Provide users with an opportunity to further enjoy views across the River Medway.
- Educate visitors about the importance of the estuary and need to protect it.
- Provide appropriate visitor facilities including extensive space for passive recreation including space for picnics, play and woodland trails.
- Create a network of safe and attractive routes for dog walkers, walkers and cyclists.
- Design in flexibility for additional visitor facilities to be added in the future such as a visitor centre.



Site Boundary



Views across the Medway Estuary



1. Looking East across the site with the Medway Estuary in the distance



2. Looking SW towards Upnor, Rochester and Chatham



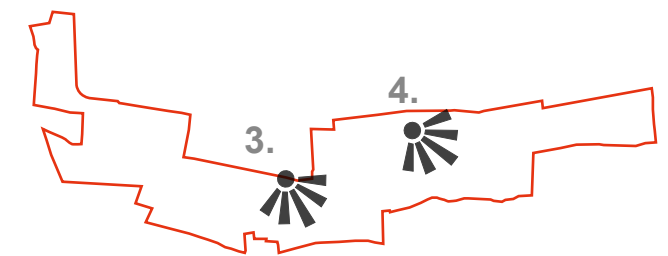
Views across the Medway Estuary



3. Looking East down the Medway Estuary



4. Looking SE down the Medway Estuary



Creating New Habitats

New habitats will be created across the parkland, substantially enhancing the biodiversity value of the site and supporting wildlife.

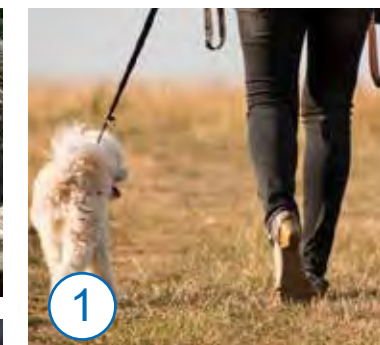
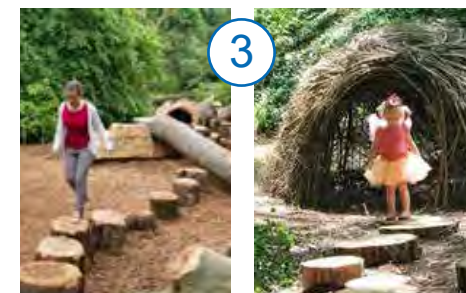
- ① Trees and Woodland
- ② Hedgerows
- ③ Meadow Grassland
- ④ Orchards
- ⑤ Damp Meadows



Things to do

The parkland will provide a place for walking and cycling, where people can enjoy views across the Medway Estuary. Natural play areas for children, picnic spots and woodland trails, will offer opportunities to explore the different habitats and natural features on offer.

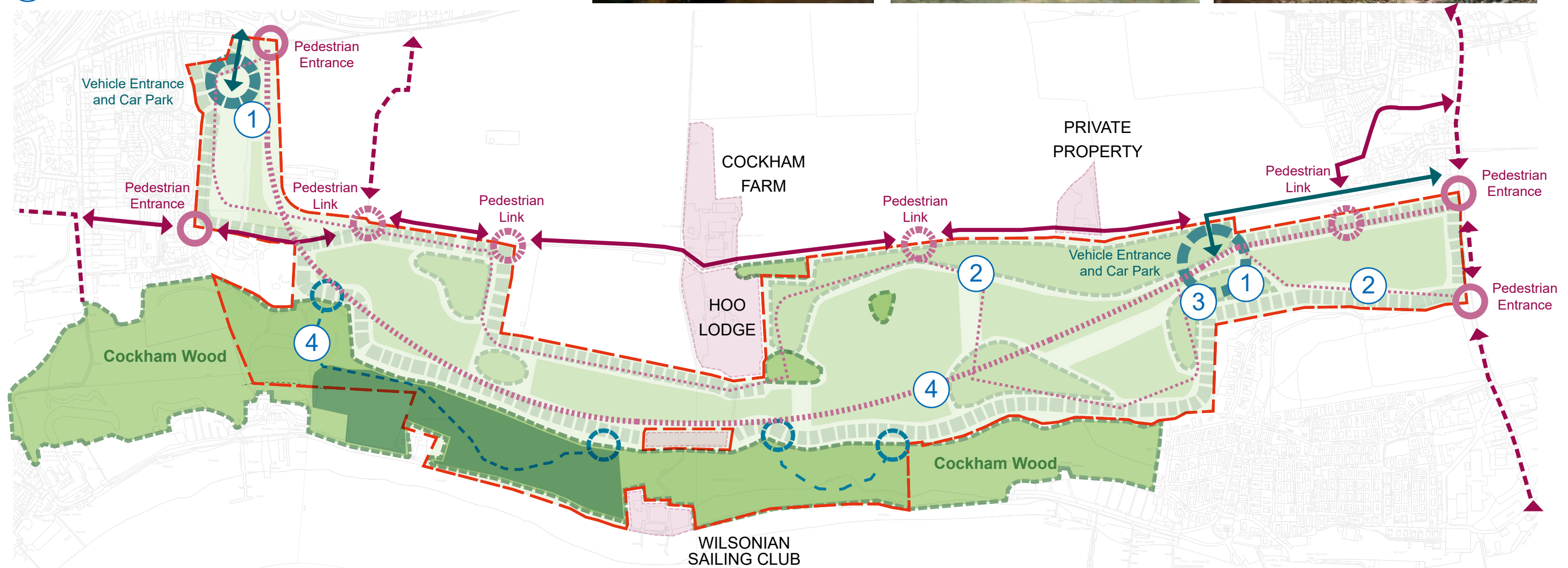
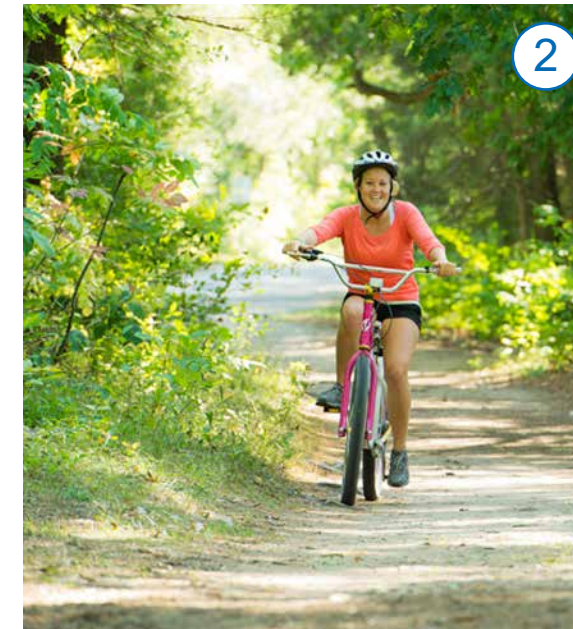
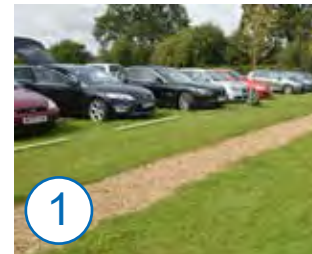
- ① Walking
- ② Cycling
- ③ Natural play
- ④ Picnic spots
- ⑤ Woodland Trails



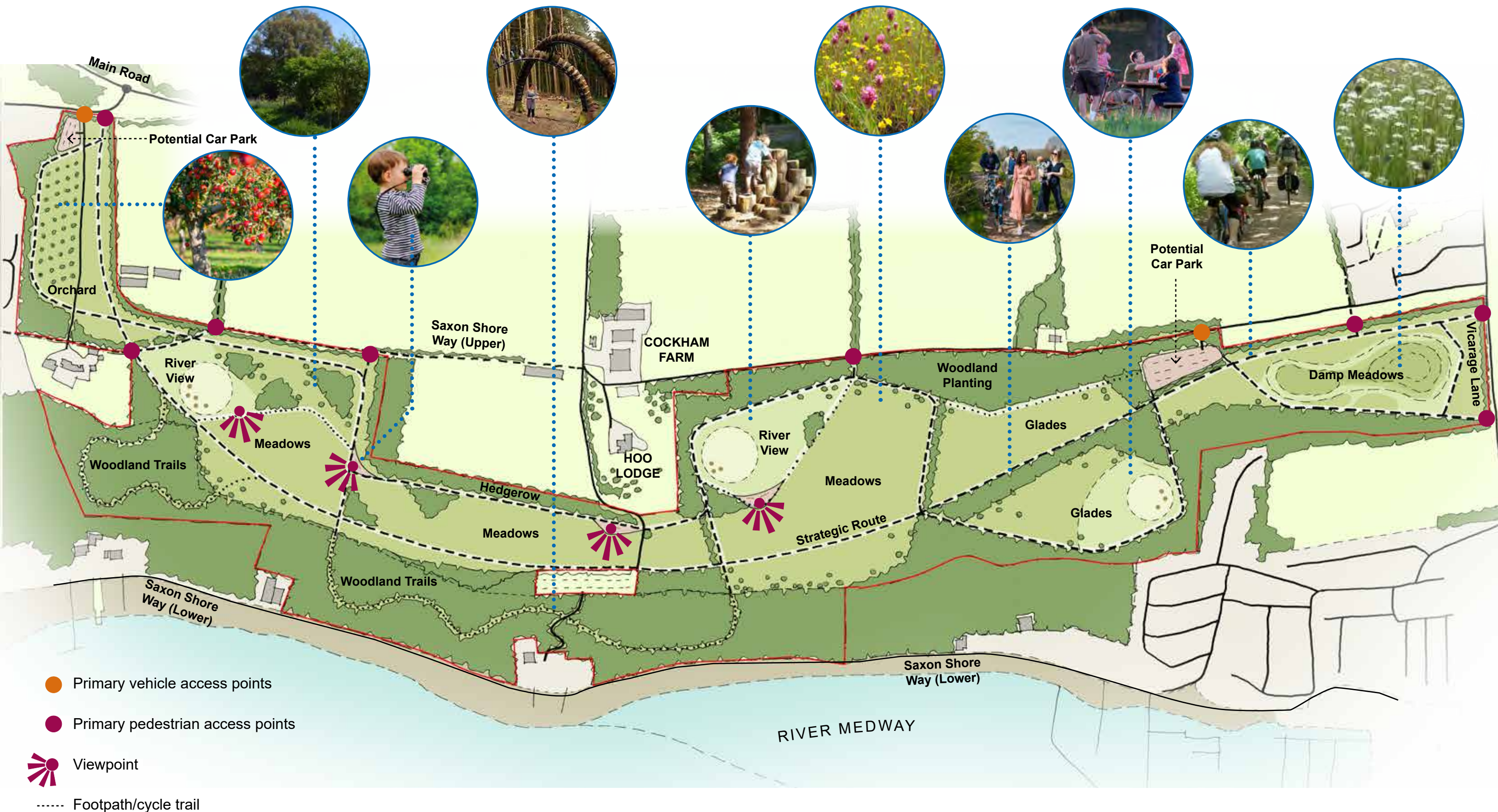
Access and Facilities

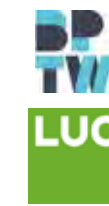
People will be encouraged to walk or cycle to the parkland. Car parking facilities will also be provided to make the park accessible to all users. We are looking at opportunities to provide either one or two car parks accessed from Main Road or Vicarage Lane. A variety of accessible routes will be provided across the park.

- ① Car parks
- ② Pedestrian / Cycle access
- ③ Toilets
- ④ New pathways



Concept Proposals Plan for Cockham Community Parkland





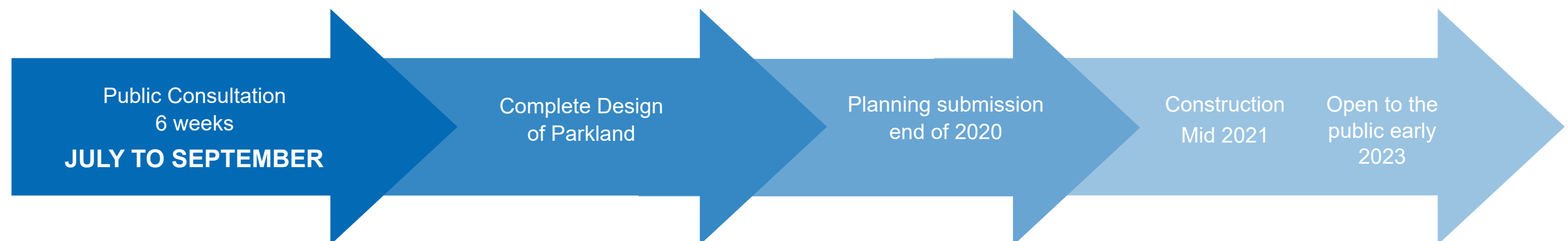
What Happens Next

Thank you for taking the time to look at the emerging proposals for Cockham Community Parkland. We look forward to receiving your comments which will be used to inform the design of the parkland.

Have your say - how to contribute

- Visit: **medway.gov.uk/cockhamcommunityparkland** to find out more about the proposals.
- Complete the online questionnaire by **7 September 2020**.
- If you are unable to access the internet and would like to participate please phone: **01634 333333**.

Project Timeline







London Studio

40 Norman Road
Greenwich
London SE10 9QX
t. 020 8293 5175

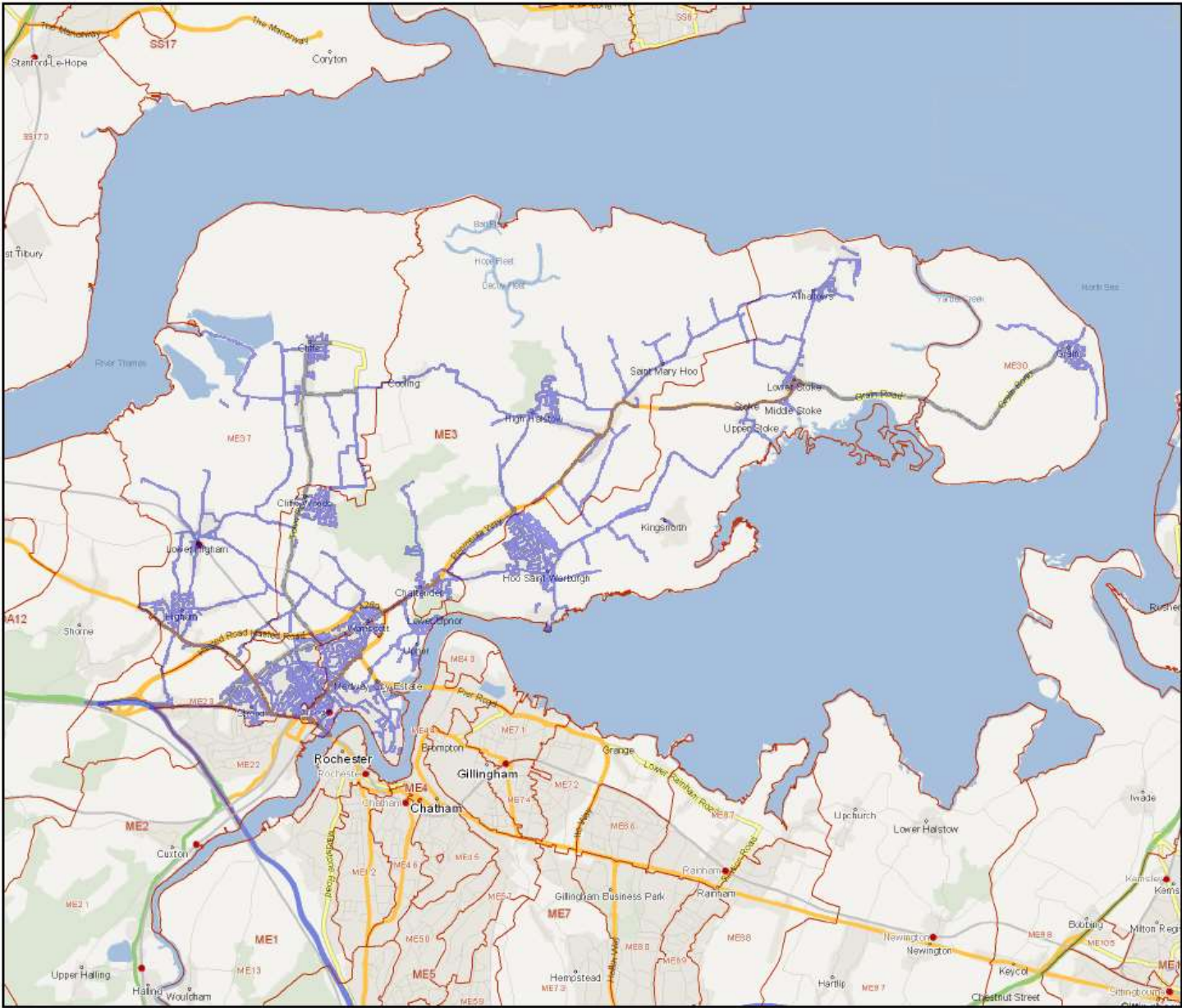
Midlands Studio

Alpha Works, Alpha Tower
Suffolk Street Queensway
Birmingham B1 1TT
t. 0121 667 6175

bptw.co.uk

APPENDIX 2: CONSULTATION SCOPE MAP

Round 1 and Round 2- Consultation scope map



APPENDIX 3: ROUND 1 INFORMATION BOOKLET



Hoo

New Routes to Good Growth

MEDWAY

medway.gov.uk/regeneration

Medway
COUNCIL

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Have your say

In spring this year we wrote to everyone on the Hoo Peninsula with an update on the council's successful bid to secure funds that will enable us to provide the area with the additional road, rail and environmental infrastructure which is needed if we are to be able to sustainably accommodate new housing development in the area.

Importantly, the £170 million of funding we secured through the Housing Infrastructure Fund (HIF) will enable us to deliver the essential transport and environmental projects that will be required on the Hoo Peninsula before the new housing, leisure and employment opportunities are realised. This means that the road improvements, the new rail service and the environmental schemes will be in place by spring 2024 – some years before the forecast population growth.

This leaflet is going to every household on the peninsula and adjacent areas as we want to ensure as many people as possible and all stakeholders are able to be involved in the forthcoming consultation and have an opportunity to give us feedback on the planned road and rail improvements. We are also keen to hear your thoughts on future environmental improvements.

**new housing,
leisure and
employment
opportunities**

Why we're asking for your feedback now

Over the last few months, we have been working on the road, rail and environmental proposals to bring them to a point where we are now able to share them with residents, stakeholders and statutory consultees.

Included is a summary description of our proposals for the three schemes and explains how you can get involved in the consultation taking place early next year. Full details will be available on our website **medway.gov.uk/futurehoo** along with a questionnaire, which will go live from 4 January until 28 February 2021. Feedback from this engagement will be taken into account when finalising the applications for planning permissions and other consents. After the applications are submitted, there will be further opportunities for you to be involved and to have your say as the road, rail and environmental projects are considered as part of the planning processes.

Other related public consultations and engagements:

A number of council initiatives in respect of development on the Hoo Peninsula are taking place over the coming months:

- We have completed a pre-application consultation on the Cockham Community Parkland – and would like to thank everyone who responded to that. The application for planning permission for this proposal will be submitted in the next couple of months.
- In late spring 2021 the Medway Local Plan and its supporting evidence base will be published for consultation. This will be your opportunity to comment on how the council is planning for growth across Medway.



Overview of the proposals for Future Hoo

Access to and from the peninsula is currently restricted. There is only one way on and off; an issue frequently mentioned by residents and business on the Hoo Peninsula. The HIF-funded proposals seek to address this situation by providing three new or improved routes on and off the peninsula:

- (1) a new road linking the A289 to A228
- (2) improving the junctions along the Peninsula Way
- (3) a new rail passenger service connecting to London and the stations across Medway.

These investments will all be in place by spring 2024.

Each of these proposals will be subject to thorough scrutiny of its environmental impact, supported by detailed assessments of the local ecology, air quality and noise, cultural heritage and climate impact.

The proposals include additional provision for new public open spaces, pedestrian footpaths, cycleways, bridleways and spaces that will support wildlife and landscape features. All designed to create ease of access around the peninsula for residents and visitors.

**proposals will
be subject
to thorough
scrutiny of their
environmental
impact**

Future Hoo summary proposals

Full information on each of the proposed improvements will be detailed and available on the Future Hoo website or as a hard copy on request from January 2021.

Illustrative overview map:





Summary of road proposals

The essential road improvements are being designed to maximise the use of the existing road network and to create additional capacity. Measures include:

- Modifications to the A289 including providing new slip roads to Higham Road and widening and improvements to Islingham Farm Road and Woodfield Way. This will mean that drivers on the A289 will be able to leave at this junction to access Hoo rather than continue on to the Four Elms Roundabout. When traveling towards the M2/A2 drivers will be able to use the new road rather than continue down to the Four Elms Roundabout.
- A proposed new relief road from Upchat Roundabout on Woodfield Way, connecting to an improved Main Road Hoo junction. The new relief road will also connect users to the new slip roads on the A289 from Islingham Farm Road.
- A new junction on Peninsula Way providing access to a new road connecting to the proposed relief road.
- Improvements to A228 Bells Lane Roundabout and Dux Court Road, including widening to increase capacity and minimise queuing.
- Improvements to Ropers Lane Roundabout and access to the new railway station.
- Improvements to Four Elms Roundabout, including an additional lane and a dedicated slip road from the A289 Hasted Road to northbound A228, and a dedicated slip road coming down Four Elms Hill.
- An additional lane to Wulfere Way in each direction, and capacity improvements to Sans Pareil Roundabout.



Summary of rail improvements

The proposed scheme is to reinstate a rail passenger service on the Grain branch line and create a new station south of Sharnal Street providing a reliable link to London and the stations across Medway.

Passing places will be provided along the existing single line to improve the frequency of trains and flexibility in the service. Initially we are proposing a half hourly service. There is scope for this frequency to be increased in line with growth in passenger demand.

There is also the potential to construct a new section of line which links the existing Grain branch line to Higham Station. If included in the scheme, this would also enable a direct train service to the stations across Medway.

We propose to provide a direct service to London, through Gravesend, throughout the morning and evening peak periods.

The station will form part of an integrated transport plan for development in the area which would include both cycle routes to housing and the wider peninsula and feeder bus routes linking new and existing housing and employment areas to the station.

Summary of environmental improvements

An essential element of ensuring a positive future for the Hoo Peninsula is the planning of environmental improvements and management of the area's ecology and landscapes, alongside addressing the impact of growth. The HIF has allocated £14m to enable the development of a Strategic Environmental Management Scheme (SEMS). The scheme will be in place by spring 2024.

The SEMS objectives are to:

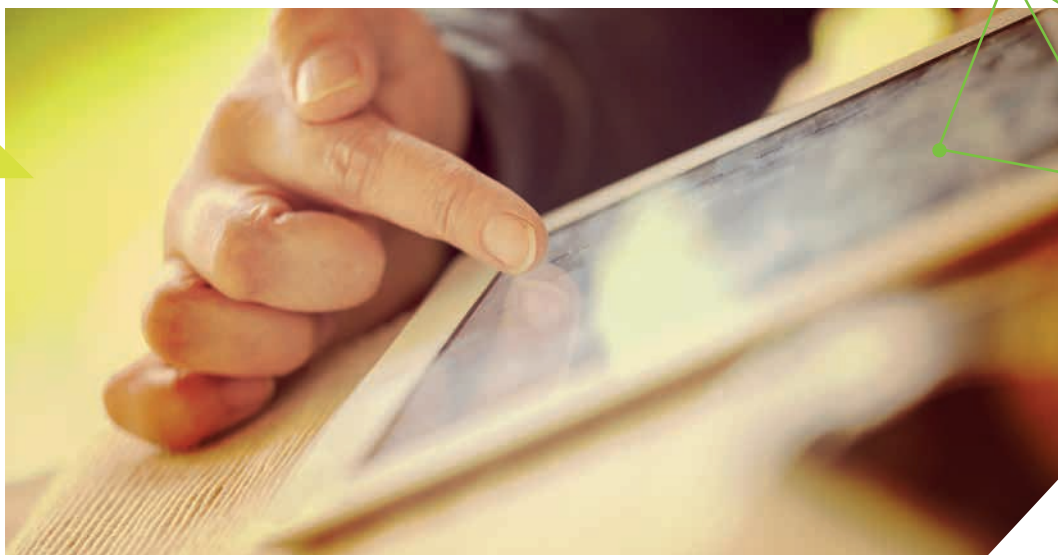
- Create large areas of green space close to Hoo which are there mainly to encourage wildlife, and that people can freely enjoy without disturbing wildlife.
- Create new, connected green spaces, which can be easily accessed by people and wildlife through the introduction of new paths.
- Provide a green bridge over the Peninsula Way which will combine new walking and cycling provision with the creation of shrub and grassland habitats.

The proposed areas will deliver a working landscape of meadows, woods and orchards. The Cockham Community Parkland running alongside the Saxon Shore Way south of Main Road forms part of the SEMS and provides an example of how the scheme will be designed. Following public consultation on the parkland in the summer, we will be seeking planning permissions for this community parkland in the next couple of months.

The new open spaces provided by the SEMS will provide additional opportunities for recreation such as informal play and picnicking. Areas will be managed by rangers and will be free to enter.

The planned open spaces will complement other local initiatives such as Birdwise and be informed by the environmental considerations of the Local Plan and the High Halstow and Hoo Neighbourhood Plans.





Please take part and help shape the future of Hoo

The information in this leaflet is an overview of the much wider proposals. Further information for each element of the proposals for road, rail and environment will be available on the Future Hoo website or as a hard copy on request from January 2021. We encourage you to read this information before submitting your feedback.

Please submit your feedback between 4 January and 28 February via the online questionnaire at **medway.gov.uk/futurehoo**

Using the online facility will ensure your input will be directly captured, recorded and analysed alongside all of the other submissions. If you have difficulty accessing the online questionnaire, please contact the HIF team by email at **futurehoo@medway.gov.uk** and we will send you a hard copy of the questionnaire. Your response will then be recorded on to the system.

Next steps

The engagement and consultation process will run from 4 January until 28 February 2021.

All the responses received will be reviewed and analysed, and the feedback will inform the on-going development of the three projects.

We are committed to working with Hoo and wider Medway communities during this process and will be providing ongoing opportunities for people to be involved and provide feedback.

Thank you for your interest in Future Hoo.

APPENDIX 4: ROUND 2 FLYER



Your feedback matters Be part of Future Hoo

Public consultation

29 November 2021 until 10 January 2022

Discover how the Housing Infrastructure Fund (HIF), proposals for transport investment and environmental improvements on the Hoo Peninsula have evolved since the first round of consultation.

For more information, details of events, and to take part visit:
medway.gov.uk/futurehoo

All Medway Libraries provide free internet access to library members (libraries are free to join).

Alternatively paper copies of the consultation brochure and the feedback form are available on request at Medway Libraries or phone: **01634 331166** or email: **futurehoo@medway.gov.uk**

MEDWAY

medway.gov.uk/futurehoo

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Your feedback matters

Be part of Future Hoo



**Public consultation - runs from
29 November 2021 until 10 January 2022**

If you'd like to talk to the project team in person to find out more, we are holding drop-in events on the following dates:

- Wed, 15 December 2021, 2-8pm: Chattenden Community Centre
- Thurs, 16 December 2021, 1-7pm: High Halstow Hall
- Wed, 5 January 2022, 5.30-9pm: Hundred of Hoo School Hall, Hoo St Werburgh
- Fri, 7 January 2022, 2-8pm: Frindsbury Extra Memorial Hall

For more information and to take part visit medway.gov.uk/futurehoo

MEDWAY

medway.gov.uk/futurehoo

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APPENDIX 5: ROUND 1 E-BULLETINS

Round 1- Consultation e-bulletins

14 January 2021

Future
Hoo



Have your say regarding infrastructure improvement proposals for Hoo

During 2020, we had confirmation from government that our [Housing Infrastructure Fund](#) (HIF) application had been successful and that £170m has been earmarked for new infrastructure improvements and environmental enhancements to support future sustainable housing development.

The [HIF](#) proposals relate solely to infrastructure and environmental management, and are intended to address the challenge of getting on and off the peninsula by providing three ways on and off. The improvements will be in place by 2024.

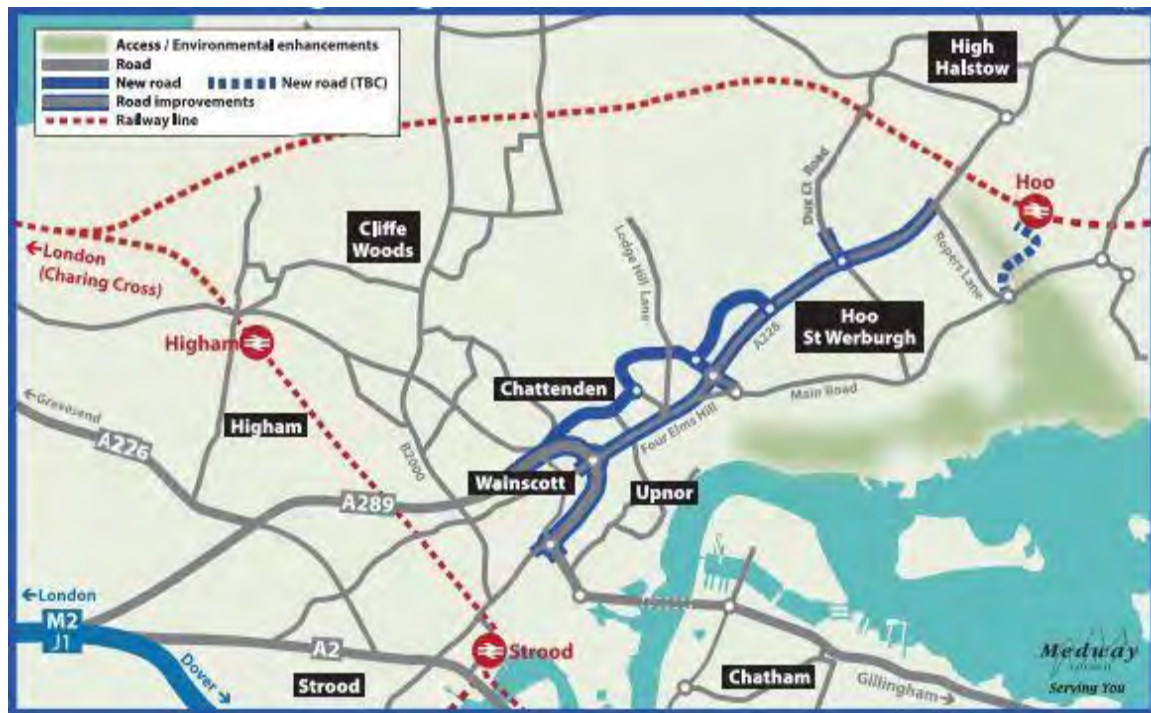
Any decisions on where to locate new housing and other development will be taken in the [Local Plan](#) process. We are currently preparing a new [Local Plan](#), which will be published in the spring. The draft [Local Plan](#) will set out a vision for future development in Medway up to 2037.

All of the supporting information for the [HIF](#) proposals can be found on the [Future Hoo webpage](#) and covers each of the project areas and gives the proposal details of the following:

- location and function of the new road on to the Hoo Peninsula
- improvements to the existing roads and junction
- location of the new rail station and rail passing places
- environmental improvements and benefits

We would like to hear your views on the proposals and this important opportunity for Hoo.

New Routes to Good Growth



Illustrative map of the area and the proposals

Have your say...



The easiest way to give your feedback to us is by using the [online survey](#).

However we recommend reading the supporting information about each aspect of the project before submitting your comments.

If you have problems accessing the [online survey](#) on the [Future Hoo webpage](#) then please contact the HIF team by email at: futurehoo@medway.gov.uk and we can send you a hard copy of the information along with a survey document.

This [consultation](#) will run until midnight on 7 March 2021

This is the start of the consultation on the road, rail and environmental proposals. As the schemes move forward through their planning processes there will be more opportunities to be involved and provide your feedback.

Sign up for future updates on this exciting new opportunity for Hoo.

SIGN UP



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Medway Council, Gun Wharf, Dock Road,
Chatham, Kent ME4 4TR

9th February 2021

Future
Hoo



Have your say regarding infrastructure improvement proposals for Hoo

During 2020, we had confirmation from government that our [Housing Infrastructure Fund](#) (HIF) application had been successful and that £170m has been earmarked for new infrastructure improvements and environmental enhancements to support future sustainable housing development.

The [HIF](#) proposals relate solely to infrastructure and environmental management, and are intended to address the challenge of getting on and off the peninsula by providing three ways on and off. The proposed improvements are due to be in place by 2024.

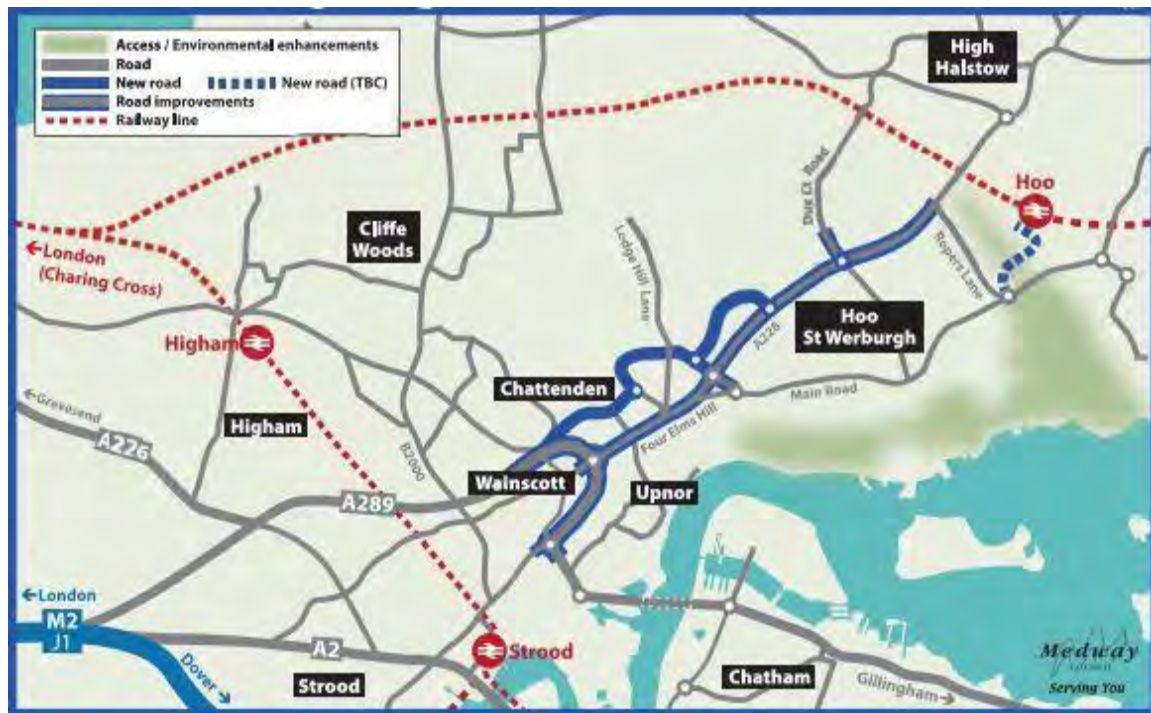
Any decisions on where to locate new housing and other development will be taken in the [Local Plan](#) process. We are currently preparing a new [Local Plan](#), which will be published in the spring. The draft [Local Plan](#) will set out a vision for future development in Medway up to 2037.

All of the supporting information for the [HIF](#) proposals can be found on the [Future Hoo webpage](#) and covers each of the project areas and gives the proposal details of the following:

- location and function of the new road on to the Hoo Peninsula
- improvements to the existing roads and junction
- location of the new rail station and rail passing places
- environmental improvements and benefits

We would like to hear your views on the proposals and this important opportunity for Hoo.

New Routes to Good Growth



Illustrative map of the area and the proposals

Have your say...



The easiest way to give your feedback to us is by using the [online survey](#).

However we recommend reading the supporting information about each aspect of the project before submitting your comments.

If you have problems accessing the [online survey](#) on the [Future Hoo webpage](#) then please contact the HIF team by email at: futurehoo@medway.gov.uk or by phone on 01634 331166, and we can send you a hard copy of the information along with a survey document.

This [consultation](#) will run until midnight on 7 March 2021

This is the start of the consultation on the road, rail and environmental proposals. As the schemes move forward through their planning processes there will be more opportunities to be involved and provide your feedback.

Sign up for future updates on this exciting new opportunity for Hoo.

SIGN UP



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Medway Council, Gun Wharf, Dock Road,
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2nd September 2021

Future
Hoo



Peninsula residents respond to future plans

We have published the results of the first phase of public consultation on how £170 million would be spent on the Hoo Peninsula.

Made possible thanks to the Government's Housing Infrastructure Fund (HIF), the Future Hoo team has brought forward plans for environmental improvements and upgrades to the area's rail and road infrastructure through the multi-million pound investment.

As part of the Future Hoo consultation, we sent direct mail to 24,500 local households on and around the peninsula, supported by digital and social media activity and online meetings with community groups. We received the views of 552 people on the proposals via the consultation.

Why HIF is important to Medway

The Government has tasked Medway with delivering 26,962 new homes across our area by 2037. This level of new homes is equivalent to 1,586 homes a year, including the delivery of a possible 10,600 on the Hoo Peninsula, as part of the Local Plan.

Councillor Alan Jarrett, Leader of Medway Council, said: "The consultation has given us a useful insight into the views of a section of the community on the Hoo Peninsula, and provides valuable feedback on the outline proposals that we presented."

"This is part of a wider conversation that we need to have across the whole of Medway as part of creating the Local Plan. No-one is happy about the level of new homes that the Government has told us to deliver across all Medway by 2037 and that we are obliged to meet this target. The HIF funding allows us to accommodate new homes on the peninsula in a way that is clearly thought through to look after the environment, put in place road and rail improvements and sustain our communities."

"The consultation shows there is concern about the impact extra development would have on existing residents as well as the environment. There is also an underlying understanding of the benefits that the £170m investment could bring. As we refine our plans further and add more detail, I am confident these benefits will become clearer and will help to allay any concerns."

Overview of responses

A key aspect of the HIF transport improvement proposals is focused on the delivery of highways improvements including a new relief road to access the peninsula via Woodfield Way. The work also proposes to upgrade the existing road network with the provision of new infrastructure including slip roads, junctions and interchanges on the A228 and A289 and wider highway improvements.

The importance of improving road links was supported by 44 percent of respondents – rising to 57 percent in the over 65 age group – while 41 percent disagreed and 15 percent did not voice an opinion.

The most common benefits cited by residents for the overall package were to:

- reduce reliance on a single main road on and off the Hoo Peninsula (36%);
- ensure the local area is well connected and accessible (30%); and
- improve air quality by reducing bottlenecks on Four Elms Hill/Four Elms Roundabout (29%).

The three greatest highways concerns were: loss of a rural feeling (81%); increased traffic (78%); and the environmental impact of improving the road links (76%). These mirror broader concerns that arose during the consultation about overdevelopment of the Hoo Peninsula.

The HIF proposals includes plans for a £63m investment in a new train station and reinstated passenger service on the Grain branch line. 37 percent of respondents agreed that the re-introduction of passenger rail services was important for the area compared with 36 percent disagreeing.

The most frequently cited benefit was to 'ensure the local area is well connected and accessible' (39%), followed by 'reduce reliance on cars' (36%) and 'improve local public transport' (36%).

The most common concern (57%) about the rail proposals was that better rail services might lead to 'increased traffic travelling to the station' followed by 'the environmental impact of re-introducing services' (51%) and the 'cost of the services' (50%).

Environmental enhancements proposed under the HIF, include opening up privately-owned farmland to become publicly accessible parkland. Widespread planting, habitat creation and access work would also be delivered as part of the HIF's £14m investment in a Strategic Environmental Management Scheme (SEMS).

The consultation showed that respondents were largely in agreement with the aims of the SEMS, with more than three quarters (77%) saying the enhancement and protection of green spaces on the Hoo Peninsula is important to them.

Read the full report

Thank you to everyone who responded to the consultation. Further information and the full report can be accessed on [Future Hoo webpage](#).

The consultation ran from January to April 2021 and will be followed by a further consultation in November this year.

If you're interested in knowing more about the HIF project and following future progress, sign up to receive the [Future Hoo updates](#) direct to your inbox:

Sign up



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Chatham, Kent ME4 4TR

APPENDIX 6: ROUND 2 E-BULLETINS

Round 2- Consultation e-bulletins

16th November 2021

Future
Hoo



Public consultation

Be part of Future Hoo and take part in the second round of public consultation starting on 29 November.

Discover how the Housing Infrastructure Fund (HIF) proposals for environmental improvements and transport investment on the Hoo Peninsula have evolved since the first round of consultation that took place between January and April this year.

During the first phase of consultation, Medway residents were asked to provide feedback on each of the proposals for the environment and transport links.

We have listened to the suggestions and adapted the proposals for environmental management and revised the rail and road proposals.

If you would like to review the feedback from the [first round](#) of the consultation visit the [Future Hoo webpage](#).

Get involved

The next round of consultation begins on 29 November 2021 and will end at midnight on Monday 10 January 2022.

All supporting HIF documentation, including each aspect of the revised proposals, and the feedback form, will be available from 29 November 2021.

You can request a paper copy of the brochure and the feedback form by calling 01634 331 166 after 29 November.

Public events

If you would like to talk to the project team in person, or find out more about the proposals, we will be holding four project exhibition events throughout the consultation period. Details will be posted on our [webpage](#).

If you're interested in knowing more about the HIF project and following future progress, sign up to receive the [Future Hoo updates](#) direct to your inbox:

Sign up



[Edit your preferences or unsubscribe](#)

Medway Council, Gun Wharf, Dock Road,
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14th December 2021

Future
Hoo



Drop-in Events: COVID-19 safety update

The consultation will run until midnight on 10 January 2022. You can view the latest proposals and take part by visiting www.medway.gov.uk/futurehoo. Completing the online questionnaire is the most efficient way of sharing your feedback with us.

As part of the consultation process, we are also running five drop-in events. Please note if you are planning on attending one of the Future Hoo drop-in events, we will be implementing additional safety measures in line with the government's recent announcement regarding the requirement for a reintroduction of COVID-19 safety restrictions.

👉 Before attending an event it is recommended that you take a lateral flow test

👉 Face coverings are compulsory indoors (unless you are exempt)

👉 You may need to queue outside the venues as we will be limiting the number of people entering at any one time to support social distancing

👉 Please adhere to social distancing guidelines when inside the venues

👉 Wrap up warm as venues will be well ventilated and likely to be cold

Find out more by visiting the [Coronavirus Information Page](#)

Drop-in event location details

- Wednesday, 15 December 2021, 2-8pm: Chattenden Community Centre
- Thursday, 16 December 2021, 1-7pm: High Halstow Hall
- Wednesday, 5 January 2022, 11am-3pm Hoo St Werburgh Church
- Wednesday, 5 January 2022, 5.30-9pm: Hundred of Hoo School Hall, Hoo St Werburgh
- Friday, 7 January 2022, 2-8pm: Frindsbury Extra Memorial Hall

Get involved

The consultation will run until midnight on 10 January 2022. You can view the latest proposals and take part by visiting www.medway.gov.uk/futurehoo.

You can request a paper copy of the brochure and the feedback form by calling 01634 331 166.

If you would like to review the feedback from the [first round](#) of the consultation visit the [Future Hoo webpage](#).

All information regarding this consultation can be found by visiting medway.gov.uk/futurehoo

If you're interested in knowing more about the HIF project and following future progress, sign up to receive the [Future Hoo updates](#) direct to your inbox:

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7th January 2022

Future
Hoo



Public consultation closes soon

Have your say before the consultation closes at **midnight on 10 January 2022**.
During the first phase of the HIF consultation, residents gave feedback on the

proposals for the environment and transport links for Hoo. We listened and have adapted some of the proposals.

Discover how the Housing Infrastructure Fund (HIF) proposals for environmental improvements and transport investment on the Hoo Peninsula have evolved since the first round of consultation that took place between January and April 2021.

Since the first consultation closed, planning permission has been granted to create Cockham Community Parkland, a new community park covering 127.75 acres (51.7ha) of land to the south of Hoo St Werburgh and the east of Chattenden. Currently private land, Cockham Community Parkland will provide a large open space for the public to enjoy and connect Main Road in Chattenden to Vicarage Lane in Hoo, providing safe and attractive routes for dog walkers, walkers and cyclists to enjoy.

As a result of the public feedback there have been a number of changes to the HIF project, some large, others small, but all designed to provide an integrated programme of infrastructure investment.

The design of the proposed new railway station has been based upon 'barn style' local heritage, and a series of railway crossings will be retained and upgraded with new safety features for drivers and pedestrians. The DC electrification required for a 12-car rail service has been discounted and a new option is being explored.

Phase 1 of the road scheme has seen significant changes. The proposed flyover has been adapted to an at grade signalised T-Junction and therefore resulting in traffic not having to be routed via Higham Road and Islingham Farm Road. Islingham Farm Road would see local improvements such as a formal footpath. This work forms part of the larger network improvements that can be seen in phases 2 to 6, NB: the numbering of the phases does not indicate the order of construction.

Get involved

The consultation, which opened on 29 November 2021, will run until midnight on 10 January 2022. You can view the latest proposals and take part by visiting www.medway.gov.uk/futurehoo.

You can request a paper copy of the brochure and the feedback form by calling 01634 331 166.

If you would like to review the feedback from the first round of the consultation visit the Future Hoo webpage.

Public events

In addition to the website and information at Medway Libraries, the HIF team organised drop-in events where local residents were able to meet the project team and give feedback. The last event will be held on:

- Friday, 7 January 2022, 2-8pm: Frindsbury Extra Memorial Hall

All information regarding this consultation can be found by visiting medway.gov.uk/futurehoo

If you're interested in knowing more about the HIF project and following future progress, sign up to receive the [Future Hoo updates](#) direct to your inbox:

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APPENDIX 7: ROUND 3 E-BULLETIN

Round 3- Consultation e-bulletin

13th May 2022

The logo for 'Future Hoo' features the word 'Future' in a teal, sans-serif font above the word 'Hoo' in a larger, bold, dark blue, sans-serif font.

May edition

Hello and welcome to the latest edition of the Future Hoo e-newsletter.

It's been a little while since you last heard from us via this emailer....but that's about to change. Every month, we'll be sending you a Future Hoo update to cover the latest news in your area. This includes:

- **Progress on the Housing Infrastructure Fund (HIF)**
- **Updates on council services across the peninsula (including improvements made to existing services, or new services introduced)**
- **Community events**
- **and much more**

This newsletter is designed especially for our local Hoo residents, so alongside our regular council updates, we're open to also hearing any suggestions from you for future news stories. If you have any ideas for future entries in this newsletter, do get in touch via email: futurehoo@medway.gov.uk

For the latest on Future Hoo, [visit our website](#)



Future Hoo: Next community engagement

As part of the housing infrastructure fund (HIF) for Future Hoo, the next consultation activity will be the **Community Parklands Phase 2 consultation**.

This will be taking place from Monday, 13 June. This will run for six weeks and provide residents with the opportunity to have their say on the latest designs across

this key phase of environmental improvements on the peninsula (via an online survey).

Road alignment update: During the same period, we will also be sharing the designs for the Roads Phase 2 and Phase 4 schemes (this will include sharing the final alignment option we will be pursuing for Phase 2 following previous feedback, along with the Phase 4 decision for Stoke Road Roundabout following traffic modelling outcomes).

We will be providing further details to residents on the Hoo Peninsula at the end of this month, which will include a flyer issued to households. This will include details of public engagement events on the latest proposals for Community Parkland and Road schemes.

The full details will be highlighted in our next edition of this e-newsletter (due out early June).

Did you know: In total there are six phases in total for our roads scheme and two phases for Community Parklands.



Consultation results

Before we go into our next phase of consultation activity, you will remember that we ran our second consultation across the Future Hoo programme this winter. We had a great turnout across our five public events, with hundreds of residents and stakeholders taking part in the survey overall. A big thank you to everyone who took the time to contribute and have their say on the various designs we asked for feedback on.

All of the consultation responses have been considered to help us progress the design plans. We will be sharing the main outtakes of the results in our June edition of this e-newsletter before we begin our next engagement work with residents. A full report detailing the results will be shared later this summer.

Have you seen our water level monitors?



Over on the Hoo Peninsula, you may notice some small blue tubes in the ground. These have been placed in several green space locations across the Peninsula to monitor water levels and flood potential (as part of our work to improve the local environment through the Future Hoo programme).

We have seen some reports of these monitors being removed. If you come across these monitors, please don't remove them.

If you find damaged monitors, please let us know via our Future Hoo email address: futurehoo@medway.gov.uk

Thanks for your support 🙌

Ward Councillor site visit



Cllr John Williams, Cllr Gary Etheridge and Cllr Elizabeth Turpin attended a site visit with our Roads Project Team at the end of April. Local resident Stephen Swan also attended the visit at Islingham Farm Road to go through the proposals for phase 1.

The visit went well and we're looking to run more site visits with councillors across the roads, rail and community parklands schemes as they develop.

A visit to Hoo Parish Council



Our experts in the Future Hoo Project Team attended the Hoo Parish Council meeting on Thursday, 5 May, where we went through the latest updates on the Future Hoo consultation in June for Community Parkland (Phase 2) and engagement activity on Roads (Phase 4).

We will be looking to attend parish council meetings on a more regular basis moving forward. We're also hoping to attend other local parish council meetings too in the near future, to ensure we update local members on the latest progress across Future Hoo.



Blood Pressure Week

This May, to mark Measure your Pressure month, you can get your blood pressure checked at a number of venues in Medway, including high streets, participating GP surgeries and pharmacies. You do not need to make an appointment to get your check.

High blood pressure is often called a 'silent killer' because when someone has it there are usually no symptoms.

[Find out where you can get a local blood pressure check this week](#)



If you're interested in knowing more about the HIF project and following future progress, sign up to receive the [Future Hoo updates](#) direct to your inbox:

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APPENDIX 8: ROUND 1 AND ROUND 2 MEDWAY MATTERS ARTICLES

Connecting for Medway's future

In November 2019, the Ministry of Housing, Communities and Local Government announced that we had been successful in our bid to secure £170million for major infrastructure developments on the Hoo Peninsula.

Medway is one of the largest urban areas in the south east, with a population that has continued to grow and is anticipated to reach 321,137 by 2037. Much of the growth comes from natural changes with the number of births increasing and people living longer.

Delivered and in use by 2024

The Hoo Peninsula is one area likely to see significant growth over the coming years. It is therefore essential for the council to ensure that the necessary road, rail and environmental infrastructure in and around the Hoo Peninsula is put in place for its existing and new residents prior to the occupation of new homes. Our comprehensive bid focused on significantly improving transport connections and the environmental infrastructure and having them complete and in use by 2024.

Medway's population is anticipated to reach
321,137
by 2037

Working together with rail partners, we will use £63m of the Housing Infrastructure Fund (HIF) funding to explore the

opportunities for upgrades to rail infrastructure, and train service proposals to improve connections for the Hoo Peninsula with neighbouring boroughs and beyond. With a station located between Hoo and High Halstow (at Sharnal Street), passengers will have access to services connecting the peninsula to London terminals and to Strood.

In addition, £86million will be used to make vital improvements to Medway's roads. A new road is proposed, connecting Main Road to the Wainscott bypass via a flyover, plus improvements to roundabouts at Four Elms, Bells Lane and Ropers Lane.

£14million is also allocated to bring forward significant investment in creating new open spaces and protecting existing environmental areas. This will see the creation of a new country park between Hoo St Werburgh and the River Medway, trees and hedge planting, the creation of wetland features – all alongside a network of new walking and cycling routes.

£86m
will be used to
make vital
improvements to
Medway's roads.



Hoo Station artist impression

For more information and to sign up for project updates, visit: medway.gov.uk/regeneration

Shaping the future of Hoo

There's been a lot happening on our Future Hoo project, our £170m major infrastructure improvement proposals for the Hoo Peninsula.

Our vision is to significantly improve road and rail connections in and around the peninsula, as well as creating accessible green space for wildlife and people.

We received more than 700 responses to our initial public consultation on the proposals (road, rail and environment). Thank you to everyone who took part. In addition to the Future Hoo website we produced a 60-page brochure which detailed each element of the HIF proposals, and there was also a leaflet that went to all local residents. This initial consultation finished in the spring, but there will be further opportunities to be involved, and we will continue to hold discussions with residents, parishes and ward councillors as Future Hoo develops.

The Future Hoo proposals are an important opportunity to provide some of the large scale key pieces of infrastructure needed to provide sustainable development to meet the growth needs across Medway up to 2037 as identified by the government. They will also allow us to support our growing population and drive sustainable economic growth in Medway.

We are also developing ambitious plans to create many new extensive green spaces around Hoo. This positive land use will sustain existing wildlife interests and support growth in locally important wildlife and natural habitats, with new walkways and cycle paths for people to explore.



We have worked with local landowners and Natural England to develop plans for a beautiful new Community Parkland at Cockham Farm. The upper Saxon Shore Way route from Upnor to the church in Hoo is a spectacular route that runs along the edge of the new Community Parkland. We have currently allocated more than £14m to deliver this parkland on former agricultural land, and other sites like it.

These green havens will see the creation of wetlands, flower-rich meadows, hedges, copses and scrub, with the intention of bringing wildlife closer to people's lives and providing new opportunities for the community to enjoy getting out and walking, cycling and being in a thriving environment.



For more information about the HIF project and this important opportunity visit: medway.gov.uk/futurehoo



Future Hoo

– Second round of consultation

Residents will shortly be invited to have their say on how best to invest £170million from the Housing Infrastructure Fund (HIF) on the Hoo Peninsula.

We've listened

We would like to outline how the issues raised by Hoo residents during the first phase of consultation are helping to shape the government's HIF investment.

This next stage in the consultation shows how the HIF plans have moved on, and what we believe would:

- deliver the best possible environmental improvements
- improve the area's rail connectivity and provision of public transport

- upgrade the local road infrastructure and the phasing of the work
- ensure a sustainable future for the local communities.

Next steps...

A leaflet is being sent to more than 24,000 households on the Hoo Peninsula. You can submit your feedback by completing a questionnaire. The simplest way to do this is online at: **medway.gov.uk/futurehoo** or you can request a paper copy by phoning **01634 331166**.

If you would like to talk to the team and find out more about this project, we will be running a number of engagement events at:

- **Chattenden Community Centre** on Wednesday, 15 December from 2-8pm

- **High Halstow Village Hall** on Thursday, 16 December from 1-7pm
- **Frindsbury Memorial Hall** on Friday, 7 January from 2-8pm
- **Hundred of Hoo School Hall, St Werburgh** Wednesday, 5 January 2022 from 5.30-9pm

Medway-wide challenge...

The government requires us to deliver more than 27,000 new homes across Medway by 2037, including the Hoo Peninsula.

The HIF will ensure the all-important infrastructure is in place first on the Hoo Peninsula, ahead of new homes being built. It will also unlock additional funding for local schools, healthcare and community facilities.

We look forward to receiving your views and meeting you at the public events.



Find out more: medway.gov.uk/futurehoo



Regeneration round-up

Rochester Riverside: an update

A new primary school, The Rochester Riverside Primary School, is due to open later this year on the Rochester Riverside development. A few places are still remaining for reception class.

For further information on admissions, or any other queries, visit:

rrcoe.medway.sch.uk, email: **pilgrimmat.office@pilgrim.medway.sch.uk** or phone: **01634 975766**.

For the latest information about apartments and houses available to buy or rent at Rochester Riverside, visit: **countrysidepartnerships.com**



Jubilee street Party:

Rochester Riverside residents will be able to join in Jubilee celebrations on their doorstep on Thursday, 2 June. A street party will take place between 12noon and 4pm. There will be market stalls, music, games and much more. The event is also open to all Medway residents.



Future Hoo: our second consultation

The latest consultation on our Future Hoo proposals finished in January. More than 600 residents and stakeholders took part.

The findings:

- **Community parklands:** there was general support for our environmental proposals with emphasis on heritage conservation being a key feature throughout.
- **Rail:** Residents wanted to know more details when available regarding the rail service, including how the passenger route will run alongside the existing freight service.
- **Roads:** Generally, the proposals were considered improved from the first round consultation.

All of the consultation responses have been considered to help us progress the design plans. Public engagement on the latest plans to improve the local environment and roads on the Hoo Peninsula will take place in June. Sign-up to our Future Hoo monthly e-bulletin to get the latest news including upcoming engagement events: **medway.gov.uk/signup**

To review the plans, visit: **medway.gov.uk/futurehoo**

APPENDIX 9: LIST OF ALL STAKEHOLDERS

List of contacted stakeholders

Statutory Consultees
Auto-Cycle Union
British Driving Society
British Horse Society
Byways and Bridleways Trust
Cyclists' Touring Club
Environment Agency
Gravesham Borough Council
Health and Safety Executive
Her Majesty's Railway Inspectorate
High Halstow Parish Council
Higham Parish Council
Historic England
Inland Waterways Association
Kent County Council
Medway Council as LLFA and Local Highways Authority
National Association of Boatowners
National Highways (former name Highways England)
Natural England
Network Rail
Open Spaces Society
Ramblers' Association
Royal Mail
Shorne Parish Council
The Office of Rail and Road
Transport Focus
Transport for London
Utility companies / statutory undertakers – see table below.

Utility companies / statutory undertakers
BP Isle of Grain
EDF Energy
EE
KTI Energy Ltd
National Grid GLNG
Southern Gas Networks
Southern Water
Three
Vodafone and O2

Parish Councils
Allhallows Parish Council
Burham Parish Council
Cliffe and Cliffewood Parish Council
Cobham Parish Council
Cooling Parish Council
Cuxton Parish Council
Frindsbury Extra Parish Council
Halling Parish Council
Hoo St Werburgh Parish Council
Luddesdown Parish Council
Meopham Parish Council
St Mary Hoo Parish Council
St. James, Isle Of Grain Parish Council
Stoke Parish Council
Vigo Parish Council
Wouldham Parish Council

Medway Councillors
Andy Stamp
Elizabeth Turpin
Gary Etheridge
Habib Tejan
Jane Chitty
John Williams
Mick Pendergast
Naushabah Khan
Nick Bowler
Phil Filmer
Piers Thompson
Ron Sands
Simon Curry
Stephen Hubbard
Teresa Murray
Vince Maple

Gravesham Councillors
Bob Lane
Denise Tiran
Ejaz Aslam
Harold Craske
Leslie Pearton
Tony Rice

MPs
Kelly Tolhurst
Rehman Chishti
Tracey Crouch

Other stakeholders (religious establishments/media groups/community groups/schools/Business, Contractors and Partners)
A S Planning
Abbey Developments
AC Goatham
Adams Hendry Consulting Ltd
AECOM
Affinity Sutton
Age UK Medway
Aggregate Industries Isle of Grain
All Saints Church
Allhallows Life Community Magazine
Alliance Environment & Planning Ltd
AMEC Environment & Infrastructure UK Limited
Amec Foster Wheeler
Amicus Horizon
Annington Property Ltd
Applause
Architecnique Architects
Architects Plus
Architectural Planning & Design Limited
Armed Forces Covenant Lead Officer
Arriva
Asprey Homes Ltd
Assistant Director (Planning) Gravesham Borough Council
Association of Waterways Cruising Clubs
Atkins Ltd
Avison Young
Axis
B J Developments Ltd
Barton Willmore LLP
Barton Wilmore Planning Partnership
Batcheller Monkhouse
Baynes and Mitchell Architects
BB Architecture and Planning Ltd
Bellway
Birdwise
Bloomfields Ltd
BNP Paribas Real Estate

Bourne Leisure
Bovis Homes
Boxley Developments Limited
Boyer Planning
Brett Aggregates Limited
Brett Cliffe
Brett Group
Brice Church Farm
Britch & Associates Ltd
British Marine Industries Federation
British Sign and Graphics Association
Brooke Home Developments Ltd
Brookworth Homes
Brunel Planning
Buckland Lake
Buglife
Bumblebee conservation trust
Butterfly conservation
CABE
Caistor Properties Limited
Campaign for Better Transport
Canal and River Trust
Carter Jonas
CBI
CBRE
Cement Fields
CgMs
Challis Associates
Chapman Lily Planning
Chart Plan Ltd
Charterhouse Strategic Land Limited
Chatham Historic Dockyard Trust
Chatham Maritime Trust
Chattenden Primary School
Chris Ellis Centre
Church commissioners for England
Church Hall
Church of England
Circle 25 Design and Planning
Civic Trust
Clague LLP
Cliffe at Hoo Historical Society
Cluttons
COLAS

Coleman and James
Connexions Kent and Medway
Core Commercial Limited
Costain Limited
Country House Developments
Country Land and Business Association
Countryside Maritime Ltd
Countryside Properties (UK) Ltd
Courtley Consultants Ltd
CPRE Hoo Peninsula
Creative Estuary
Crest Nicholson
Croudace Ltd
Crown Coast Ltd
Cushman & Wakefield
CW Architects
Cycling UK
Dalton Warner Davis LLP
Dartford & Gravesham Ramblers
David Jarvis Associates Limited
David Lock Associates
David Tucker Associates, Transport Planning Consultants
DB Cargo
DDD Design
Dean Lewis Estates Ltd
Deangate Ridge Indoor Bowls Centre
Defence Estates
DEFRA
Deloitte
Design Council
Development Planning Services
DHA Planning
Dialogue
Dickens Country Protection Society
Dickensian society
Director (Planning) Gravesham Borough Council
Disabled Persons Transport Advisory Committee
Downes Planning
DT Property Developments Limited
DTZ
DTZ Pida Consulting
East of England Aggregates Working Party
Education & Skills Funding Agency
English Heritage

Environmental Law Foundation
Environmental Protection Officer, Animal & Environmental Protection Team, Medway Council
Esquire Developments Ltd
Essex County Council
Fairview New Homes Ltd
Fenn Bell Inn Zoo
Foxley Tagg Planning Ltd
Francis Knight
Freightliner
Friends of All Saints Church
Friends of Grain Coastal Park:
Friends of North Kent Marshes
Friends, Families and Travellers
FS Law
Gateway Outreach Centre
GB Railfreight
GDM Architects
Gerald Eve
Golding Homes
Goodman Planning
Graduate Planner
Graham Simpkin Planning
Graham Warren Ltd
Gravesend CTC (cycling)
Greenspaces Medway Council
Gregory Gray Associates
Groundwork Kent and Medway
GVA for Homes England
Habinteg
Hadlow College
Hall Needham Associates
Hallam Land Management Limited
Halling History Society
Hanson UK
Harrisons
HE Services
Head of Health and Wellbeing Services Public Health
Heaton Planning
Heine Planning
HIF- Hoo Peninsula Project -RIBA 4-7
High Halstow & District Gardeners Club
Higham Village History
Home Builders Federation
Hoo St Werburg Church

Hoo St Werburgh Church Fete
Hoo St. Werburgh Primary School
Howard Hutton and Associates
Howard Sharp & Partners
HPUK Isle of Grain - Thamesport (HPUK)
HSE Local Plans Contact
HTA Design LLP
Hume Planning Consultancy Ltd
Hyde Housing Association
Iceni Projects Limited
IDEAS TEST
Indigo Planning
J Clubb Ltd
JB Planning Associates
Jigsaw Planning
JLL
JN Consulting
John Sharkey & Co
Joint Committee of National Amenity Societies
Jones Homes
JTS Partnership
Judith Ashton Associates
KCC Archaeology Officer
KCC Biodiversity (H Forster/S Buell)
KCC rail projects
KCC Senior Strategic Planning and Infrastructure Officer
KCC Strategic Planning and Infrastructure Manager
KCC Strategy & Planning
KCC Transport
Keith Hammond
Kemp & Kemp
Kennedy Wilson
Kent & Medway Economic Board
Kent & Medway Safety Camera Partnership
Kent Air Ambulance Trust
Kent and Essex Inshore Fisheries and Conservation Authority
Kent and Thameside Fastrack
Kent ARA – Active Retired Association
Kent Bat Group
Kent Developers Group
Kent Downs AONB Unit
Kent Fire and Rescue Service HQ
Kent Nature Partnership
Kent Orchards for Everyone

Kent Ornithological Society
Kent Refugee Action Network (KRAN)
Kent Wildlife Trust
Kingsley Smith & Co
Kingsley-Smith Solicitors LLP
Kodiak Land
KSL Planning Sustainable Places
Lagan Homes
Lambert & Foster
Lambert Smith Hampton
Land Charges
Lee Evans Planning
Leigh Academies Trust
Level
Lichfields for CCE
Local historian
Local Hoo Doctor surgeries
Local libraries
Local resident (personal name removed due to GDPR)
Locate in Kent
LV 21
Maidstone Borough Council
Marine Management Organisation
Marine Planning Department
Marrons Planning
Mathew Pinder
McCulloch Homes
Medway Afro Caribbean Association
Medway and Swale Boating Association
Medway Archives Centre
Medway Council Conservation Officer
Medway Council Drainage
Medway Council Environmental Protection Officer
Medway Council Landscape Officer
Medway Council Property Section
Medway Council Senior Landscape officer
Medway Council Tree Officer
Medway Council Youth Services
Medway Diversity Forum
Medway Green Party
Medway Local Access Forum
Medway Maritime Volunteer Service
Medway Neurological
Medway Pensioners Forum

Medway Swale Estuary Partnership
Medway Towns Footpath Group
Medway Urban Greenspaces
Medway Waste Forum
Medway Yacht Club
MHS Homes Group
Michael Collins
Michael Gill Limited
Millennium House
Miller Ankas Partnership
Millwood
Ministry of Defence (MOD)
MKA Architects Ltd
MMO
Moat Homes Limited
Moat Housing Group
Molyneux Architects
MVA
Nathaniel Lichfield & Partners
National Amenity Society
National Farmers Union
New Road PACT
NFU South East
NHS
NHS Medway CCG
NHS Medway Clinical Commissioning Group
NHS North Kent Clinical Commissioning Groups
NHS Property Services Ltd
Nicholson Eastern
NKM Internal Drainage Board
NLP Planning
Nucleus Arts
NW Kent countryside partnership
Open Road
Optivio
Page & Wells Commercial
Parham Medway LTD
Partners and Community Together PACT
Paul Sharpe Associates
Peacock Rise Developments Ltd
Peel Holdings
Peel Land and Property (Port No 3) Ltd
Peel Ports
Pegasus Group

Pellfrischmann
Persimmon Homes
Persimmon Homes South East
Peter Brett Associates LLP
Peter Court Associates
Phase 2 Planning
PHE South east
Planinfo Research team
Planning Department
Planning Perspectives
Planning Potential
Planware Ltd
Port of London Authority
PPS Phillips Planning Services Ltd
Project Manager Public Health
Protect Kent – The Kent Branch of CPRE
Protem HGV
Public Health England
Public Health Medway Council
Rail Project Manager KCC
Railfuture
Ranscombe Farm
Rapleys LLP
Reads Design
Redrow
Redrow Homes LTD
Regal Point
Regeneration culture environment and transformation
Residential Boat Owners Association
RG+P Ltd
Richard Hodgkinson Consultancy
Richborough Estates
RNID South East and Anglia
Roadhouse Building Civil Engineering
Rochester Airport PLC
Rochester Bridge Trust
Rochester Diocese
Royal Haskoning DHV
Royal Society for the Protection of Birds (RSPB)
RPC Land & New Homes
RTPI
Rural Kent
Rydon
Sanctuary Housing Association

Sandra Parker
Savills
Scott Brownrigg
Seneschal
Senior Biodiversity Officer KCC
Shoosmiths
Shorne Archaeology Group
Shorne Local History group
Sibley Pares
Sikh Temples
Simons Group
Simply Planning
Site Remediation Limited
Skanska
Slough Fort
Smiths Gore
Sound Artist
South East Centre for the Built Environment
South East England Aggregates Working Party
South East Rivers Trust
South East Waste Planning Advisory Group
South Eastern (and freight operators)
SSA Planning Limited
St Mary's Island Residents Association
St Modwen
Stiles Harold Williams Partnership LLP
Stoke Community Project
Strood & Hoo Peninsula Times
Strood Gospel Mission Church
Sustrans
Taylor Wimpey
Taylor Woodrow
TDH Estates Ltd
Terance Butler Holdings Limited
Tetlow King Planning
<i>Thames and Medway Canal Association</i>
Thames Estuary Partnership
Thames Gateway Kent Partnership
Thamesport (London Ltd)
The Crown Estate
The Equality and Human Rights Commission
The Gardens Trust
The Grand
The Hoo Peninsula Carer's Support Group

The Hundred of Hoo Academy
The Kent Countryside Charity
The London Green Belt Council
The Thomas Saunders Partnership
The Williamson Trust
Theatres Trust
Third Sector Research Centre
Thurrock Council
Tourism South East
Town and Country Planning Association
Town Planning Team
Trustees of the Hempstead Valley Shopping Centre
Turley Associates
Ubique Architects
UK Welfare Foundation
Uniper Technologies Limited
University of Greenwich
Venture Property Services Ltd
Village Voices Community Magazine
Vincent & Gorbing Planning Consultants
Walks and Talks
Walter & Randall
West Kent Badger Group
West Kent Housing Association
Whoo Cares
Willmott Dixon
Wood Plc
Woodland Trust
Workers' Educational Association (WEA)
WYG

APPENDIX 10: EMAILS ISSUED TO STAKEHOLDERS FOR ROUNDS 1 AND 2

Round 1 and Round 2- Stakeholder email

Round 1 email

From: futurehoo

Sent: 04 February 2021 10:29

Subject: Future Hoo consultation

FUTURE HOO: Have your say regarding Infrastructure Improvement Proposals for Hoo.

Medway Council have been successful in securing £170M for the Housing Infrastructure Fund (HIF).

This is for New Infrastructure Improvements and Environmental Enhancements on The Hoo Peninsula.

We would like to hear your views on the proposals.

I have attached our brochure which is also available to view with the consultation.

<https://www.medway.gov.uk/futurehoo>

A reminder that the consultation finishes 7th March at Midnight. If you have not already completed the questionnaire, we encourage you to do so.

We are offering meetings to stakeholders, to discuss the project further. If you have not already responded:

Could you respond by pressing the voting YES/NO button so that I can put in motion if required.

Regeneration Delivery

Physical and Cultural Regeneration

Regeneration Culture Environment and Transformation

Medway Council

Gun Wharf

Dock Road

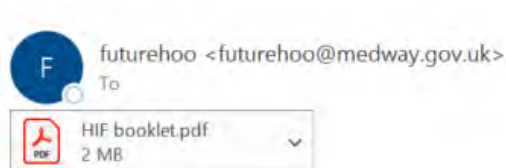
CHATHAM

ME4 4TR

<https://www.medway.gov.uk/futurehoo>

01634 331166

Round 2 email



FUTUREHOO STAGE 2 CONSULTATION IS NOW LIVE AND CAN BE FOUND AT:

<https://www.medway.gov.uk/FutureHoo>

Be part of Future Hoo and take part in the second round of public consultation starting on 29 November.

Discover how the Housing Infrastructure Fund (HIF), proposals for transport investment and environmental improvements on the Hoo Peninsula have evolved since the first round of consultation that took place between January and April this year.

Get involved

The next round of consultation begins on 29 November 2021 and will end at midnight on Monday 10 January 2022.

All supporting HIF documentation including each aspect of the revised proposals and the feedback form will be available from 29 November 2021.

Public events

If you would like to talk to the project team in person, or find out more about the proposals, we will be holding a number of drop-in events throughout the consultation period. Details will be posted on our [webpage](#).

Physical and Cultural Regeneration

Regeneration Culture Environment and Transformation

Medway Council

Gun Wharf

Dock Road

CHATHAM

ME4 4TR

<https://www.medway.gov.uk/futurehoo>

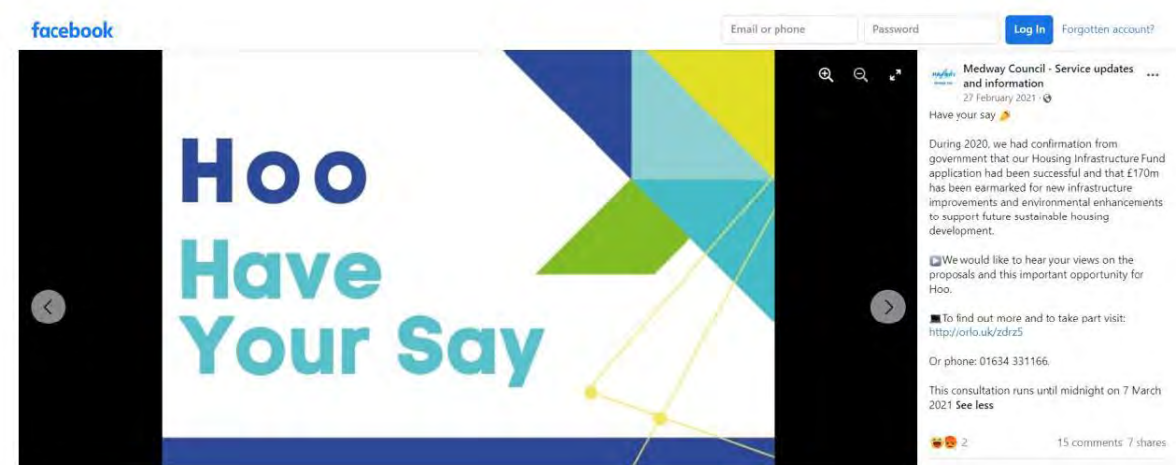
01634 331166



APPENDIX 11: ROUND 1 AND ROUND 2 EXAMPLE SOCIAL MEDIA POSTS

Round 1 and Round 2- Social media posts

Round 1 social media posts



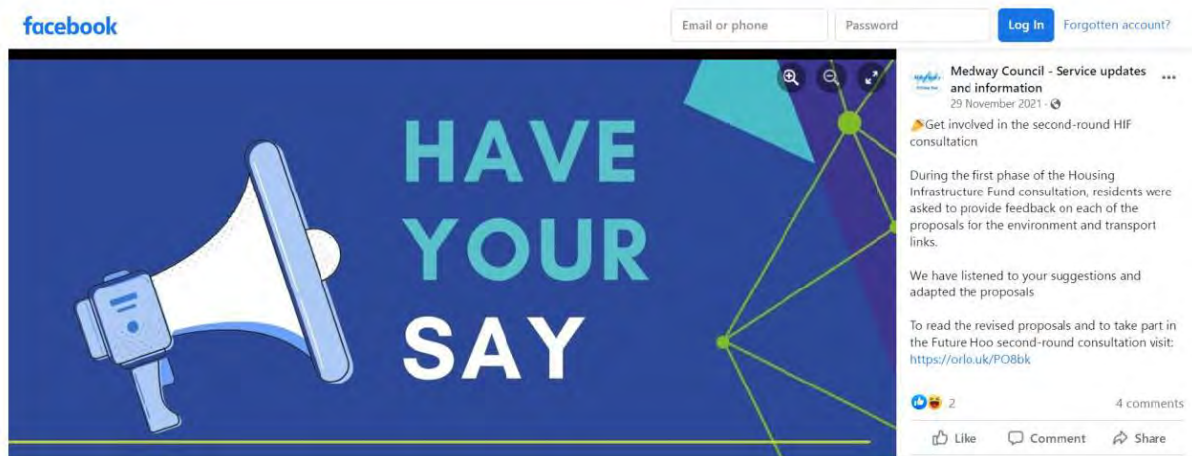


Round 1 social media post links

<https://facebook.com/3728080447213188>
<https://facebook.com/3749612088393357>
<https://facebook.com/3771982082823024>
<https://facebook.com/3791702477517651>
<https://facebook.com/3822921227729109>
<https://facebook.com/3860699947284570>
https://twitter.com/medway_council/status/1348637129870553090
https://twitter.com/medway_council/status/1351529925308788738
https://twitter.com/medway_council/status/1354459268188155904
https://twitter.com/medway_council/status/1357222396365856768
https://twitter.com/medway_council/status/1361616346279276545
https://twitter.com/medway_council/status/1365768710842155008
<https://facebook.com/3867163063304925>
https://twitter.com/medway_council/status/1366750175000199169

<https://facebook.com/3879919195362645>
https://twitter.com/medway_council/status/1366378612694413317
https://twitter.com/medway_council/status/1368486767800778759
<https://facebook.com/3953407738013790>
https://twitter.com/medway_council/status/1377909146692038656
https://twitter.com/medway_council/status/1377233641143738368
<https://facebook.com/3946564322031465>
https://twitter.com/medway_council/status/1378965788418265090
<https://facebook.com/3962797957074768>

Round 2 social media posts



← Tweet



Medway Council
@medway_council

Future Hoo

During the first phase of the HIF consultation, residents gave feedback on the transport proposals. Take a look at the revised plans for a new railway station and service that would provide an alternative travel option on the Hoo Peninsula

orlo.uk/MCy60



Round 2 social media post links

<https://facebook.com/4685760508111839>

https://twitter.com/medway_council/status/1465293846938533893

<https://facebook.com/4691683214186235>

<https://facebook.com/4718919704795919>

<https://facebook.com/4744082982279591>

<https://facebook.com/4795227640498458>

https://twitter.com/medway_council/status/1465954126584496131

https://twitter.com/medway_council/status/1468898363319934977

https://twitter.com/medway_council/status/1471465186603188229

https://twitter.com/medway_council/status/1475496765298294796

<https://facebook.com/4712480848773138>

https://twitter.com/medway_council/status/1468188054162755590
<https://facebook.com/4716487995039090>
<https://facebook.com/4757823894238833>
<https://facebook.com/4798530613501494>
https://twitter.com/medway_council/status/1468611863135072263
https://twitter.com/medway_council/status/1472522193028456451
https://twitter.com/medway_council/status/1475889341117435904
<https://facebook.com/4722146554473234>
https://twitter.com/medway_council/status/1469261230661644292
https://twitter.com/medway_council/status/1470333040756940801
<https://facebook.com/4731812196840003>
<https://facebook.com/4743018285719394>
<https://facebook.com/4776630035691552>
<https://facebook.com/4806459962708559>
https://twitter.com/medway_council/status/1471389768021860352
https://twitter.com/medway_council/status/1474001894045540354
https://twitter.com/medway_council/status/1476855721035763713
<https://facebook.com/4819061088115113>
https://twitter.com/medway_council/status/1478320416397705219
https://twitter.com/medway_council/status/1470400109032751105
<https://facebook.com/4732508513437038>
https://twitter.com/medway_council/status/1470695665755955200
<https://facebook.com/4735039493183940>
<https://facebook.com/4818979654789923>
https://twitter.com/medway_council/status/1478310382699794434
<https://facebook.com/4824855884202300>
https://twitter.com/medway_council/status/1479015159817543689
https://twitter.com/medway_council/status/1479075489306365953
<https://facebook.com/4825361384151750>
https://twitter.com/medway_council/status/1479754894496124932
<https://facebook.com/4830872333600655>
https://twitter.com/medway_council/status/1478683042516504576
<https://facebook.com/4822070991147456>
<https://facebook.com/4828248850529670>
https://twitter.com/medway_council/status/1479423009828085766
https://twitter.com/medway_council/status/1480192706676723712
<https://facebook.com/4834294496591772>
<https://facebook.com/4836374779717077>
https://twitter.com/medway_council/status/1480479865468039168
<https://facebook.com/4827892280565327>
https://twitter.com/medway_council/status/1479377787584667652

APPENDIX 12: ROUND 1 AND ROUND 2 CONSULTATION PRESS RELEASES

Round 1 and Round 2 Press release promoting the start of the consultation

Round 1 press release

February 2021 - Have your say on major infrastructure improvements in Hoo

Residents can have their say on the £170million major infrastructure developments in Hoo.

In November 2019, the Ministry of Housing, Communities and Local Government announced that Medway Council had been successful in its £170million bid for major infrastructure developments on the Hoo Peninsula.

The council secured the funding after bidding for a share of the government's Housing Infrastructure Fund (HIF), which was put in place to provide the necessary improvement works to help deliver thousands of new homes across England to meet demand.

Medway Council's vision is to significantly improve road and rail connections in and around the peninsula, in addition to creating accessible open space. The council is committed to ensuring that the necessary transport and environmental infrastructure is in place before providing potential new homes on the Hoo Peninsula.

Alongside planned consultations and surveys, the initial site preparation and environmental works are due to start later this year, followed by work on the road improvements and rail connectivity.

Medway Council and rail partners will work together to use £64million of the HIF funding for upgrades to rail infrastructure, including a new passenger service and station to improve connections for the Hoo Peninsula to neighbouring boroughs and London Charing Cross. In addition, £86million will be used to make vital improvements to Medway's roads, including the A228 and A289, as well as a new relief road to help ease local congestion both on and off the Hoo Peninsula.

A further £14million has been put aside to provide a new community parkland area on the Hoo Peninsula to benefit residents and local wildlife.

The council has now produced plans outlining the road, rail and environment works and is asking the public for their views.

The consultation is now open and the public has until midnight on Sunday, 7 March to submit their views.

For more information and to have your say, visit medway.gov.uk/futurehoo. Residents can also email futurehoo@medway.gov.uk to request a hard copy of the consultation information and survey.

The public's feedback from the consultation will be used when finalising the planning applications, alongside environmental impact, transport and habitat regulation assessments. The council is aiming to submit the planning applications for the works in summer 2021 and the HIF funding agreement requires the infrastructure to be in place by spring 2024.

Leader of Medway Council, Cllr Alan Jarrett, said: “The public now has an opportunity to give their feedback on the planned improvement works which will help unlock the potential of the Hoo Peninsula. We understand how important it is to provide residents with new routes to good growth and the substantial funding we have received from the Housing Infrastructure Fund will enable us to significantly improve the transport links on the peninsula before potential new homes are developed.

“This is a very exciting time for Medway, with many regeneration projects taking place across our towns to benefit our local residents and businesses. We are committed to ensuring the right transport links and facilities are put in place before new homes are provided to meet local demand and the government’s challenging housing target. We will do all we can to support our residents and ensure Medway continues to be a great place to live, work, learn and visit.”

-ENDS-

Round 2 press release

November 2021- Council to consult on changes to HIF project






[Home](#) > [Latest news](#) > **Council to consult on changes to HIF project**

Council to consult on changes to HIF project

Published: Monday, 29th November 2021

We have started the next phase of public consultation into how best to spend £170m to protect the environment and deliver much-needed new road and rail infrastructure on the Hoo Peninsula.

The consultation programme on Future Hoo and the Housing Infrastructure Fund (HIF) investment goes live today, Monday, 29 November and will finish on Monday, 10 January 2022.

We have leafleted more than 24,000 homes to inform residents about [a new website](#) and details about a series of public events that outline how the HIF project has progressed since the first phase of consultation.

Since the first consultation closed, planning permission has been granted to create Cockham Community Parkland, a new community park covering 127.75 acres (51.7ha) of land to the south of Hoo St Werburgh and the east of Chattenden. Currently private land,

Cockham Community Parkland will provide a large open space for the public and connect Main Road in Chattenden to Vicarage Lane in Hoo, providing safe and attractive routes for dog walkers, walkers and cyclists to enjoy.

As a result of the public feedback there have been a number of changes to the HIF project, some large, many others small, but all designed to provide an integrated programme of infrastructure investment.

The design of the proposed new railway station has been based upon 'barn style' local heritage, and a series of railway crossings will be retained and upgraded with new safety features for drivers and pedestrians. The DC electrification required for a 12-car rail service has been discounted and a new option is being explored.

Phase 1 of a new relief road would now not include a proposed flyover. However, it would deliver improvements to existing highways including providing new slip roads to Higham Road junction, improvements to Islington Farm Road and Woodfield Way. This work would be followed by five further phases culminating in improvements to the Wulfere Way and Sans Pareil roundabouts.

The proposals have evolved

Leader of Medway Council, Cllr Alan Jarrett said: "The Future Hoo proposals have evolved. This consultation shows how we have listened and we want again to seek the views of local residents.

"We are often urged by residents to do everything we can to protect the environment and ensure that the all-important infrastructure is in place ahead of any new housing – the government's £170m investment allows us to achieve this. In addition, securing financial contributions from future house builders means the delivery of new community, medical and educational facilities will keep pace with the delivery of any new homes."

In addition to the project's website, the HIF team is organising four events where local residents can see the latest proposals, meet the project team, and give feedback, subject to any Covid restrictions. The events are being held on:

- Wednesday, 15 December 2021, 2-8pm: Chattenden Community Centre
- Thursday, 16 December 2021, 1-7pm: High Halstow Hall
- Wednesday, 5 January 2022, 5.30-9pm: Hundred of Hoo School Hall, Hoo St Werburgh
- Friday, 7 January 2022, 2-8pm: Frindsbury Extra Memorial Hall

[Review the latest proposals and complete the online questionnaire](#)

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Medway_Local_A...docx Newsletter_Sept (1).pdf Newsletter_Sept.pdf Show all X

**APPENDIX 13: ROUND 1 PRESS RELEASE TO PUBLICISE FEEDBACK
REPORTS ISSUED AND ROUND 2 TO CONCLUDE THE
CONSULTATION**

Round 1 and Round 2 Press releases

Round 1 press release to publicise the feedback reports in September 2021






Our services


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Peninsula residents respond to future plans

Published: Wednesday, 1st September 2021

We have published the results of the first phase of public consultation on how £170 million would be spent on the Hoo Peninsula.

Made possible thanks to the government's Housing Infrastructure Fund (HIF), our Future Hoo team has brought forward plans for environmental improvements and upgrades to the area's rail and road infrastructure through the multi-million pound investment.

As part of the Future Hoo consultation, we mailed 24,500 local households on and around the peninsula, supported by social media activity and online meetings with community groups. We received the views of 552 people on the proposals via the consultation.

The government has tasked us with delivering 26,962 new homes across all of Medway by 2037. This level of new homes is equivalent to 1,586 homes a year, including the delivery of a possible 10,600 on the Hoo Peninsula, as part of the Local Plan.

Valuable feedback

Cllr Alan Jarrett, Leader of Medway Council, said: "The consultation has given us a useful insight into the views of a section of the community on the Hoo Peninsula, and provides valuable feedback on the outline proposals that we presented.

"This is part of a wider conversation that we need to have across the whole of Medway as part of creating the Local Plan. No-one is happy about the level of new homes that the government has told us to deliver across all Medway by 2037 and we are obliged to meet this target. The HIF funding allows us to accommodate new homes on the peninsula in a way that is clearly thought through to look after the environment, put in place road and rail improvements and sustain our communities.

"The consultation shows there is concern about the impact extra development would have on existing residents as well as the environment. However, there is also an underlying understanding of the benefits that the £170m investment could bring. As we refine our plans further and add more detail, I am confident these benefits will become clearer and will help to allay any concerns."

Environmental enhancements proposed under the HIF include opening up privately-owned farmland to become publicly-accessible parkland. Widespread planting, habitat creation and access work would also be delivered as part of the HIF's £14m investment in a Strategic Environmental Management Scheme (SEMS).

The consultation showed that respondents were largely in agreement with the aims of the SEMS, with more than three quarters (77 per cent) saying the enhancement and protection of green spaces on the Hoo Peninsula is important to them. A similar percentage (76 per cent) agreed any new green spaces should help to protect existing ecologically sensitive sites and 73 per cent felt new green spaces should include a variety of habitats. The most common concerns were the need to protect existing green spaces and the threat to the area from over-development.

The second element of the HIF proposals includes plans for a £63m investment in a new train station and reinstated passenger service on the Grain branch line. Support was less clear cut, with 37 per cent agreeing the re-introduction of passenger rail services was important for the area compared with 36 per cent disagreeing.

The most frequently cited benefit was to 'ensure the local area is well connected and accessible' (39 per cent), followed by 'reduce reliance on cars' (36 per cent) and 'improve local public transport' (36 per cent).

The most common concern (57 per cent) about the rail proposals was that better rail services might lead to 'increased traffic travelling to the station' followed by 'the environmental impact of re-introducing services' (51 per cent) and the 'cost of the services' (50 per cent).

The final part of the HIF consultation focused on the delivery of highways improvements including a new relief road to access the peninsula via Woodfield Way. The work also proposes to upgrade the existing road network with the provision of new infrastructure including slip roads, junctions and interchanges on the A228 and A289 and wider highway improvements.

The importance of improving road links was supported by 44 per cent of respondents – rising to 57 per cent in the over 65 age group – while 41 per cent disagreed and 15 per cent did not voice an opinion.

The most common benefits cited by residents for the overall package were to: reduce reliance on a single main road on and off the Hoo Peninsula (36 per cent); ensure the local area is well connected and accessible (30 per cent); and improve air quality by reducing bottlenecks on Four Elms Hill/Four Elms Roundabout (29 per cent).

The three greatest highways concerns were: loss of a rural feeling (81 per cent); increased traffic (78 per cent); and the environmental impact of improving the road links (76 per cent). These mirror broader concerns that arose during the consultation about overdevelopment of the Hoo Peninsula.

Reviewing residents' ideas

Cllr Jarrett added: "We would like to thank the respondents who made 111 suggestions as to how they thought the highways proposals could be improved.

"We are already reviewing their ideas regarding how to improve access to the Hoo Peninsula and reduce congestion in the local area"

The consultation ran from January to April 2021 and will be followed by further consultation in November this year.

[Find out more, and view the 200-page consultation report.](#)

News archive



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Round 2 press release to conclude the consultation period on 21 January 2022








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Future Hoo consultation closes

Published: Monday, 24th January 2022

The latest phase of consultation on Future Hoo – our proposals on how best to invest £170m to protect the environment and deliver needed road and rail infrastructure on the Hoo Peninsula has completed

The consultation programme, which began on 29 November, 2021, outlined the ways in which our project team had listened to the earlier views of residents on the Housing Infrastructure Fund (HIF) scheme.

After leafletting more than 24,500 homes about the consultation and creation of the Future Hoo website, we hosted five public events under strict COVID-19 measures, as well as briefings for local parish councils and community groups.

The consultation programme was also promoted in the local press, via the our e-newsletter which is emailed to 7,500 local residents, and via social media. A further 500 residents who had asked to be kept up to date on Future Hoo were also contacted about the consultation by emails from the project's team.

More than 200 members of the public attended the events and we received 612 completed questionnaires and comments via email. Nearly 1,600 people visited the website, with 28,000 page views, during the consultation period.

The Future Hoo project will now not include a proposed flyover as part of Phase 1 of a new relief road, but a new signalised junction on the A289 to link with Woodfield Way with local improvements to Islingham Farm Road. This link will provide an alternative route on and off the peninsula. The HIF road scheme has been split into six phases based on the geographical location but does not reflect the order of construction.

Infrastructure first approach to economic development

Leader of Medway Council, Cllr Alan Jarrett said: "Thank you to everybody who gave us their views on how the Future Hoo proposals have evolved and demonstrated how we have listened to initial concerns. This latest consultation will help shape the future of communities on the Hoo Peninsula and ensure we are able to adopt an infrastructure first approach to the economic development of this important part of Medway."

The consultation highlighted progress on the environmental programme and development of the outline concepts for three more community parklands around Hoo. The team also provided an update on planning permission being granted for Cockham Community Parkland, a new community park covering 127.75 acres (51.7ha) of private land to the south of Hoo St Werburgh and the east of Chattenden.

The possible design of the proposed new railway station was also unveiled along with how a series of railway crossings will be retained and upgraded with new safety features for drivers and pedestrians. The initial plans for the DC electrification of the track required for a 12-car rail service have been discounted and new options are currently being explored.

The road scheme presented significant changes on Phase 1, whereby the overbridge and slip roads have been superseded with the t-junction design. The road team also presented a second alignment on the Phase 2 spur road alignment as investigation continues. Lastly a new local road alignment was presented on Phase 6, whereby the Road team continue to engage with the residents and Ward Councillors of the area.

[Find out more about Future Hoo](#)







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[JOBS](#)
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© Medway Council 2022, Gun Wharf, Dock Road, Chatham, Kent, ME4 4TR
Designed and powered by Jadu.



APPENDIX 14: ROUND 1 AND ROUND 2 VILLAGE VOICES ADVERTISEMENTS

Round 1 and Round 2- Village Voices advertisement

Round 1 advertisement



During 2020, Medway Council had confirmation from government that our Housing Infrastructure Fund application had been successful and that £170m has been earmarked for new infrastructure improvements and environmental enhancements to support future sustainable housing development in the local area.

We would like to hear your views on the proposals and this important opportunity for Hoo.

To find out more and to take part visit:
medway.gov.uk/futurehoo

If you are unable to access the website and would like to take part, please phone us on **01634 331166** or email futurehoo@medway.gov.uk

Future Hoo

Have your say



MEDWAY
medway.gov.uk/regeneration

Medway
 council
 Serving You

HIF ad-VV.indd 1

03/03/2021 1:50 pm

Round 2 advertisement





Public consultation

Your feedback matters - Be part of Future Hoo

29 Nov 2021
until
10 Jan 2022



Discover how the Housing Infrastructure Fund (HIF), proposals for transport investment and environmental improvements on the Hoo Peninsula have evolved since the first round of consultation.

For more information, details of events, and to take part visit: medway.gov.uk/futurehoo

All Medway Libraries provide free internet access to library members (libraries are free to join).



HIF 2-VV ad.indd 1

MEDWAY

medway.gov.uk/futurehoo



Serving You

25/11/2021 12:08 pm

**APPENDIX 15: LIST OF LIBRARIES WHERE ROUND 2 CONSULTATION WAS
PROMOTED**

Round 2- List of libraries where Round 2 consultation was promoted

1. Chatham Community Hub
2. Cuxton Library
3. Gillingham Community Hub
4. Grain Library
5. Hempstead Library
6. Hoo Library
7. Lordswood Library
8. Luton Library
9. Rainham Library
10. Rochester Community Hub
11. Strood Community Hub
12. Twydall Community Hub
13. Walderslade Hook Meadow Library
14. Walderslade Village Library
15. Wigmore Community Hub

APPENDIX 16: POSTERS ISSUED TO LIBRARIES TO ADVERTISE ROUND 2



Your feedback matters Be part of Future Hoo

Public consultation

29 November 2021 until 10 January 2022

Discover how the Housing Infrastructure Fund (HIF), proposals for transport investment and environmental improvements on the Hoo Peninsula have evolved since the first round of consultation.

For more information, details of events, and to take part visit:
medway.gov.uk/futurehoo

All Medway Libraries provide free internet access to library members (libraries are free to join).

Alternatively paper copies of the consultation brochure and the feedback form are available on request at Medway Libraries or phone: **01634 331166** or email: **futurehoo@medway.gov.uk**

MEDWAY

medway.gov.uk/futurehoo

Medway
COUNCIL
Serving You



Your feedback matters

Be part of Future Hoo



Public consultation

29 November 2021 until 10 January 2022

Discover how the Housing Infrastructure Fund (HIF), proposals for transport investment and environmental improvements on the Hoo Peninsula have evolved since the first round of consultation, and have your say on revised proposals.

For more information and to take part visit medway.gov.uk/futurehoo

Paper copies of the consultation brochure and feedback form are available at all Medway Libraries or phone **01634 331166** or email futurehoo@medway.gov.uk

If you'd like to talk to the project team in person to find out more, we are holding drop-in events on the following dates:

- Wed, 15 December 2021, 2-8pm: Chattenden Community Centre
- Thurs, 16 December 2021, 1-7pm: High Halstow Hall
- Wed, 5 January 2022, 5.30-9pm: Hundred of Hoo School Hall, Hoo St Werburgh
- Fri, 7 January 2022, 2-8pm: Frindsbury Extra Memorial Hall

MEDWAY

medway.gov.uk/futurehoo

Medway
COUNCIL
Serving You

APPENDIX 17: ROUND 1 FUTURE HOO WEBPAGE

Round 1- Future Hoo webpage

The screenshot shows the 'Medway' logo with the tagline 'Serving You' in the top left. A search bar with the placeholder text 'What are you looking for?' is in the top center. To the right are links for 'Our services' and 'Login'. The breadcrumb trail reads: 'Home > Business, licensing and regeneration > Regeneration > Housing Infrastructure Fund (HIF) first phase consultation'. The main heading is 'Housing Infrastructure Fund (HIF) first phase consultation'. Below this is a navigation bar with two tabs: '1. Results of first phase consultation' (active) and '2. Consultation documents'. A 'Related content' box on the right lists 'Downloads' and 'News'. The main content area is titled 'Results of first phase consultation' and contains the following text: 'You can view the results of the first phase of the public consultation about the proposed £170 million investment in the governments Housing Infrastructure Fund (HIF). The first phase consultation ran from January 2021 to April 2021. It was supported by letters sent to 24,500 households on and around the Hoo Peninsula, along with social and digital media, and online meetings with community groups. We received 552 valid responses.' It includes a link to 'Download the first phase consultation results' and contact information for those with difficulty accessing the online results. A 'Documents' section lists three links: 'view HIF consultation documents', 'view the responses to questions raised - July 2021', and 'view HIF consultation results'. At the bottom, there is a 'Next' button and a 'Leave feedback about this page' button.

Medway
Serving You

What are you looking for?

Our services Login

Home > Business, licensing and regeneration > Regeneration > Housing Infrastructure Fund (HIF) first phase consultation

Housing Infrastructure Fund (HIF) first phase consultation

1. Results of first phase consultation 2. Consultation documents

Results of first phase consultation

You can view the results of the first phase of the public consultation about the proposed £170 million investment in the governments Housing Infrastructure Fund (HIF).

The first phase consultation ran from January 2021 to April 2021. It was supported by letters sent to 24,500 households on and around the Hoo Peninsula, along with social and digital media, and online meetings with community groups. We received 552 valid responses.

[Download the first phase consultation results](#)

If you have difficulty accessing the online results or would prefer a paper copy, email futurehoo@medway.gov.uk or phone 01634 331 166.

You can also [request these documents in an accessible format](#).

Documents

- [view HIF consultation documents](#)
- [view the responses to questions raised - July 2021](#)
- [view HIF consultation results](#)

Next >

Consultation documents

Leave feedback about this page

Future Hoo website link- <https://www.medway.gov.uk/futurehoo>

APPENDIX 18: ROUND 2 VIRTUAL PLATFORM SCREENSHOTS

Round 2- Virtual platform screenshots







APPENDIX 19: ROUND 1 VIRTUAL STAKEHOLDER MEETING PRESENTATION



Hoo

New Routes to Good Growth

Consultation Process

- Runs from 11 January to 8 March 2021
- This meeting:
 - 45m presentation
 - 45m Q&A
- Consultation specifically on HIF proposals
- Post meeting:
 - Brochure
 - Questionnaire
 - Statement of Community Engagement

The HIF Team

- Sunny Ee – Head of Service
- Janet Elliot – Road
- Carla Galea – Rail
- Martin Hall – SEMS / Stakeholders
- Clare Lanes – SEMS Manager
- Jessica Jagpal – Investment Programme Manager
- Karen Francis – Community and Partnership Support Officer



- £170 million of funding through the Housing Infrastructure Fund (HIF).
- Transport and environmental projects in place by spring 2024.



Overview of proposals for Future Hoo

New routes to good growth



Proposals also include additional provision for public open spaces, habitats, footpaths, cycleways, and bridleways.

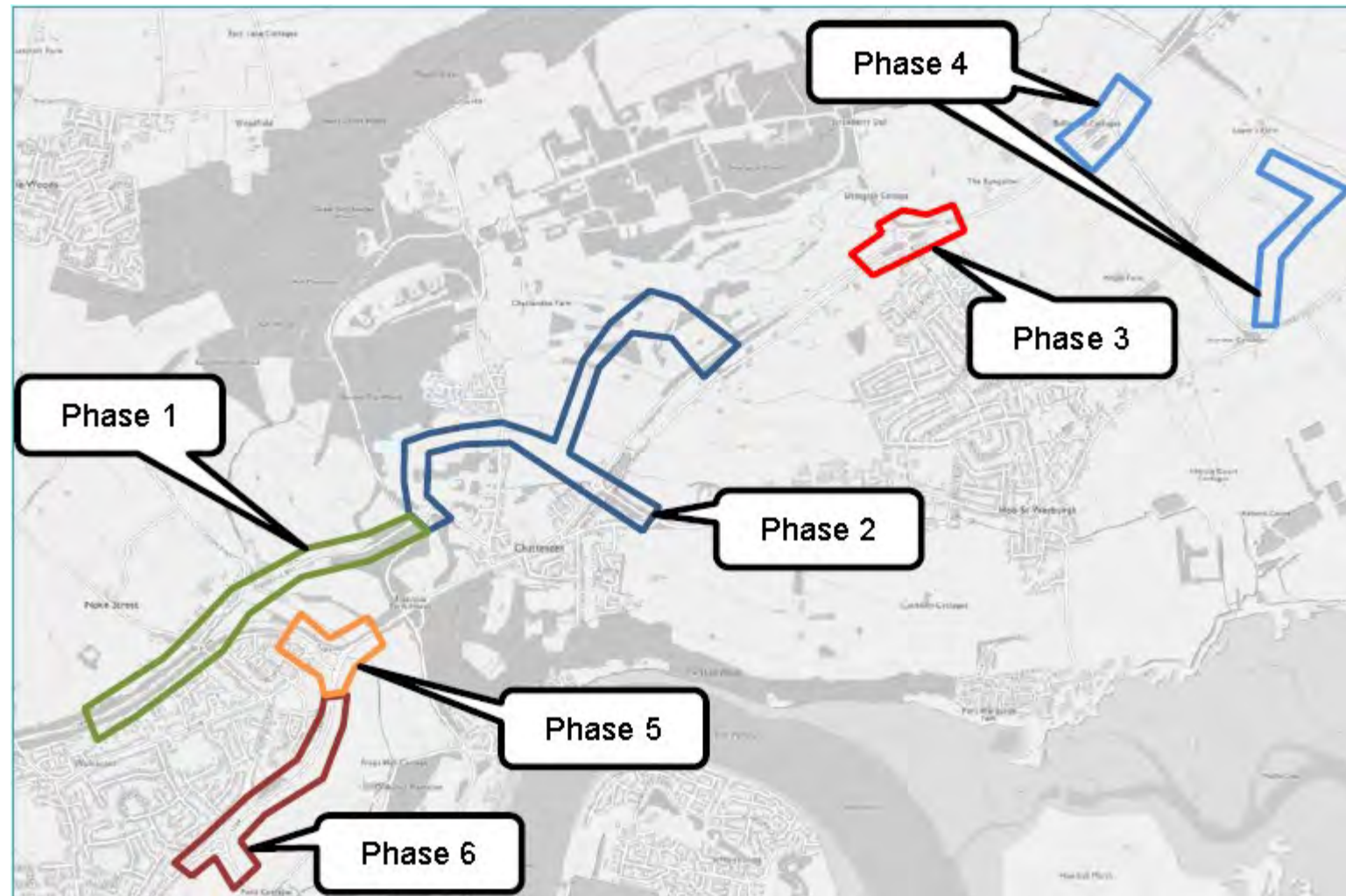
- A new road linking the A289 to A228.
- Improving the junctions along the Peninsula Way.
- A new rail passenger service connecting to London and the stations across North Kent.

Summary of relief road proposals Phases 1 and 2.



- Modifications to the A289 including providing new slip roads to Higham Road, widening and improvements to Islingham Farm Road and Woodfield Way.
- A proposed new relief road from Upchat Roundabout on Woodfield Way to the Peninsula Way.

Figure 2: Location of the Phases of the highway improvements



Summary of wider road proposals – Phases 3 -6

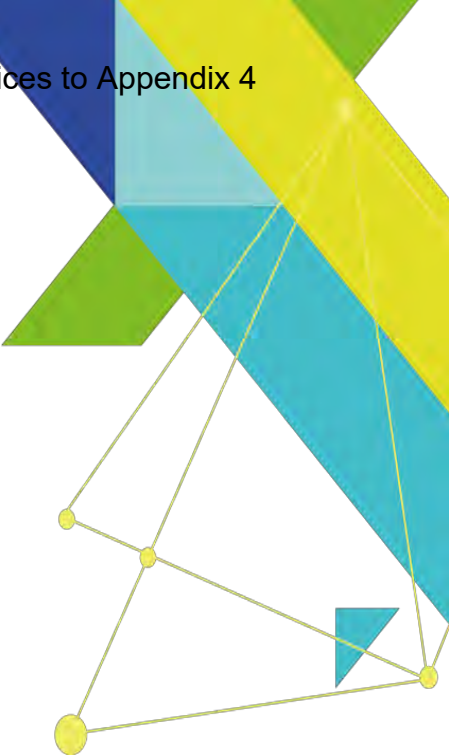
- Improvements to A228 Bells Lane Roundabout and Dux Court Road.
- Improvements to Ropers Lane Roundabout and access to the new railway station.
- Improvements to Four Elms Roundabout, including an additional lane and slip road from the A289 Hasted Road to northbound A228, and slip road coming down Four Elms Hill.
- An additional lane to Wulfere Way in each direction, and capacity improvements to Sans Pareil Roundabout.

**Proposals will
be subject to
thorough
scrutiny of
their
environmental
impact**

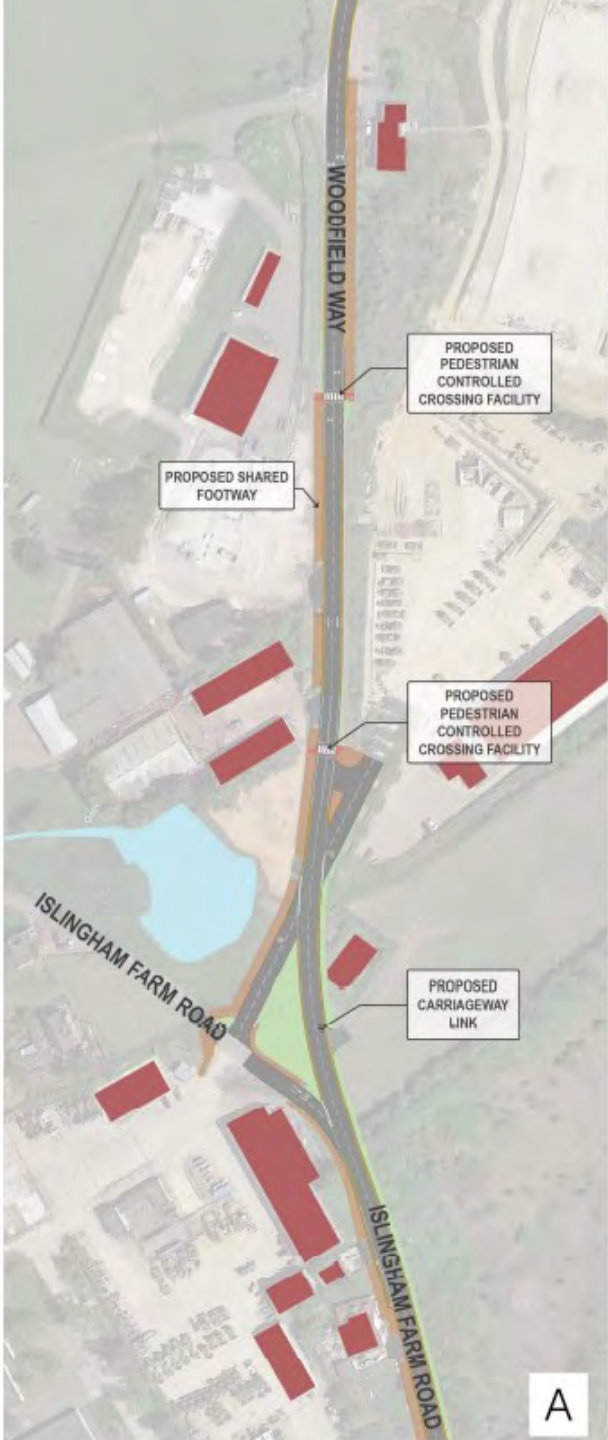
Phase 1: Images of Hasted Way



Appendices to Appendix 4



Phase 2: Islingham Road and Woodfield Way

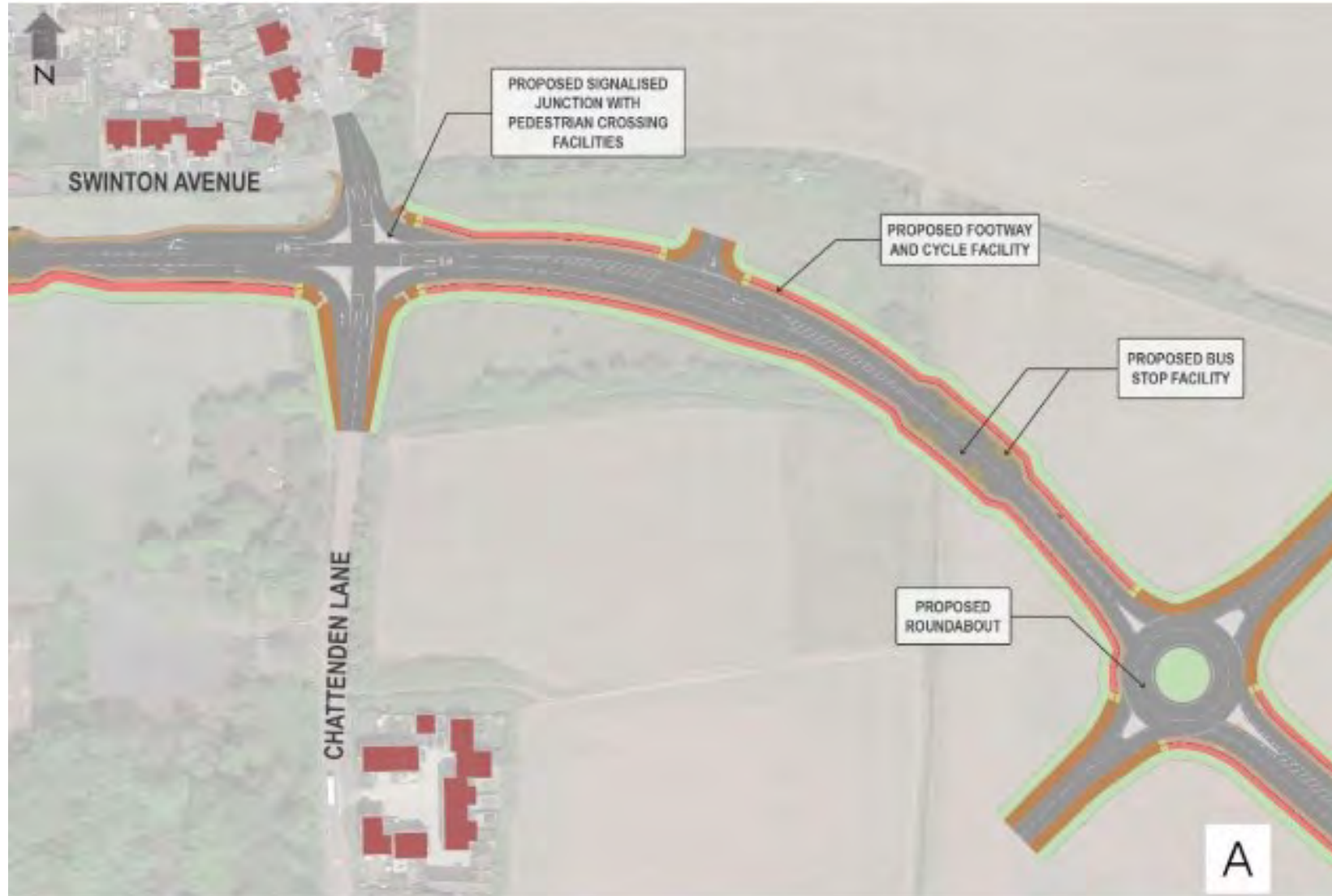


New road across Chattenden Barracks



Appendices to Appendix 4

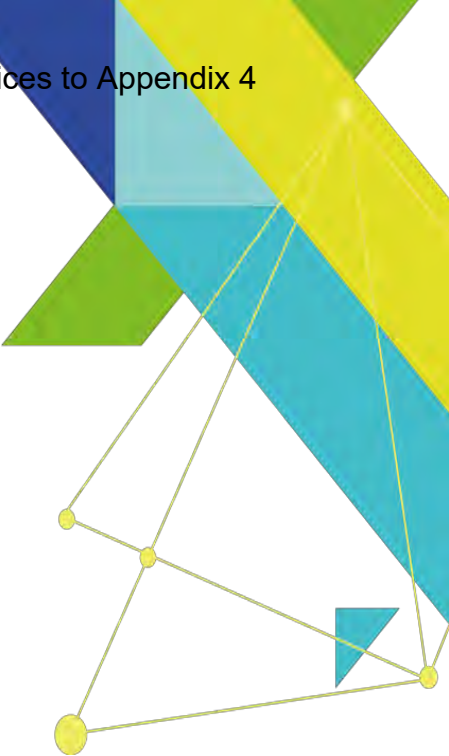
New road east from Swinton Avenue



New Main Road junction and new road towards Deangate



Appendices to Appendix 4



Pedestrian measures at Main Road.



New road across southern tip of Deangate



Appendices to Appendix 4

New junction on Peninsula Way



Phase 3: Works to Bell's Lane



Phase 4: New access to the rail station

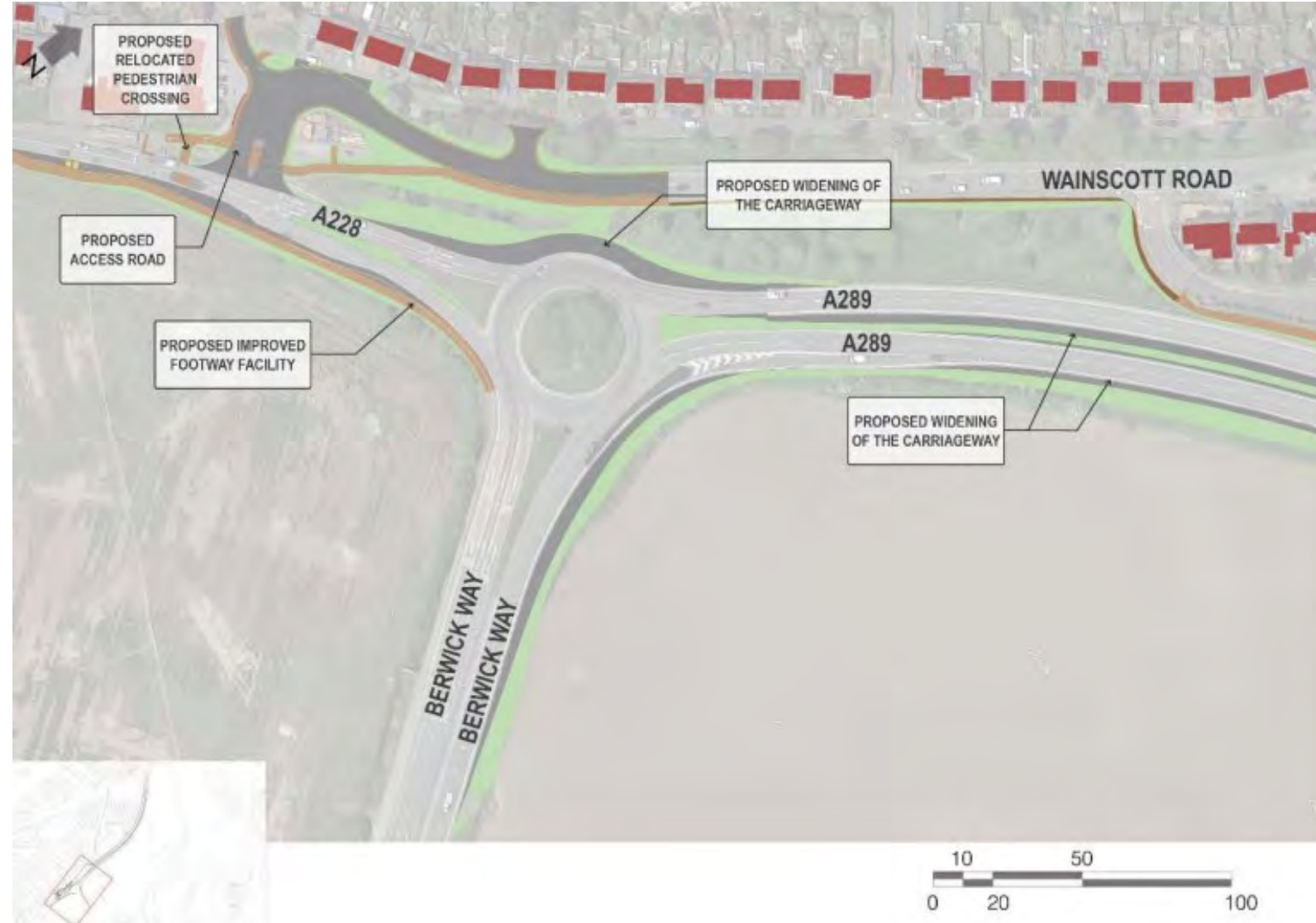


Figure 12: Phase 4 - Proposed link to proposed railway station

Phase 5: Works to Four Elms roundabout



Phase 6: Works to Sans Pareil roundabout



Road's contact:

- Janet Elliott via futurehoo@medway.gov.uk

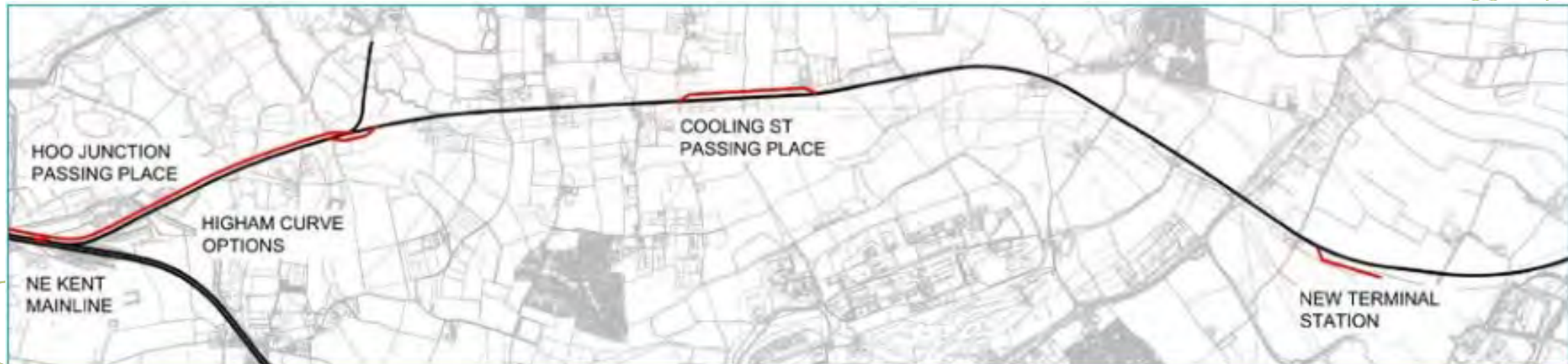
Summary of rail proposals



- Reinststate a rail passenger service on the Grain branch line and create a new station south of Sharnal Street
- Passing places will be provided along the existing single line.
- Direct service to London Charing Cross, through Gravesend, throughout the morning and evening peak periods.
- Half hourly service.



Overview of proposed rail route



View of station concept 1



Fig 18 View of station concept option1

View of station concept 2

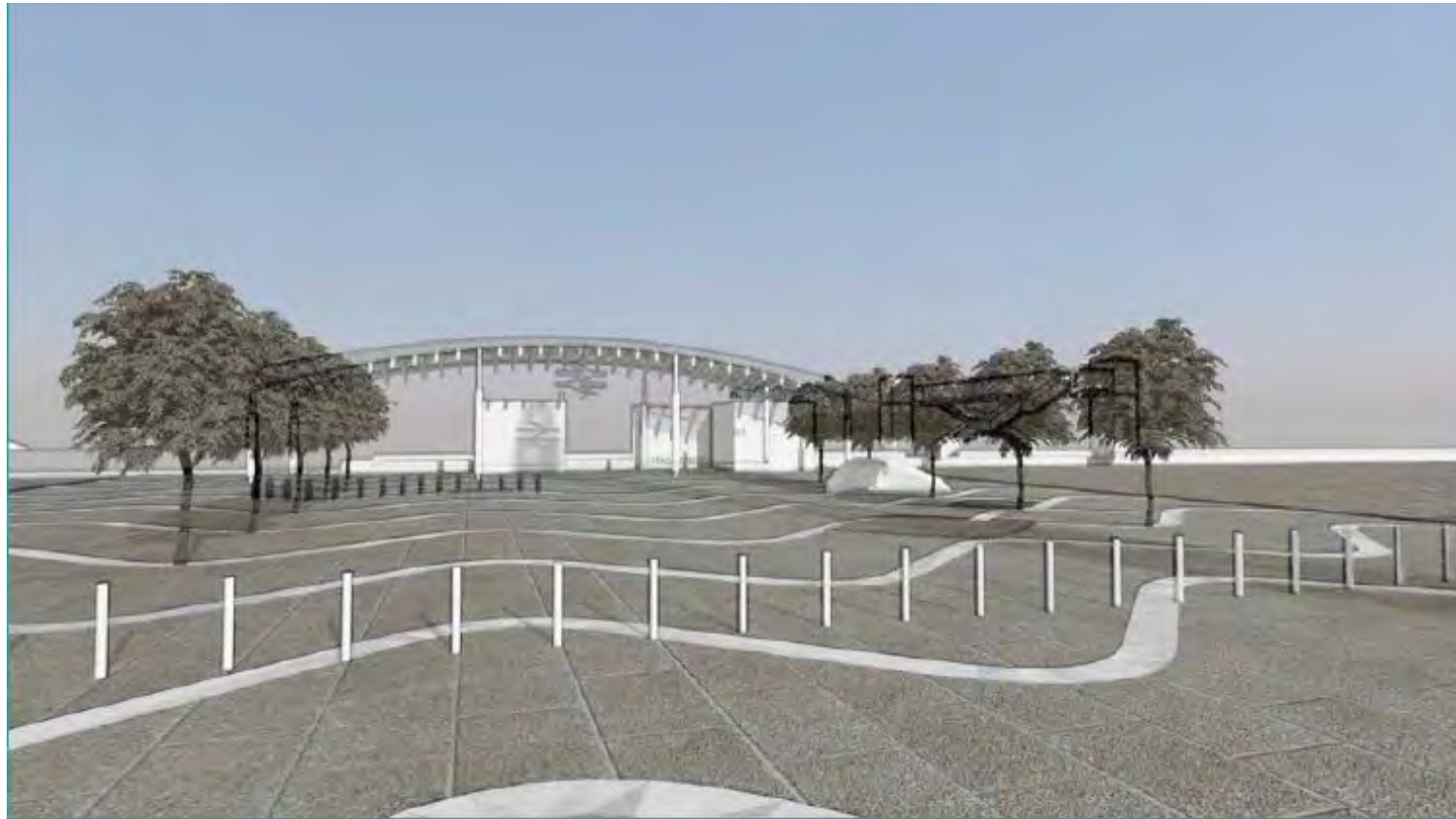
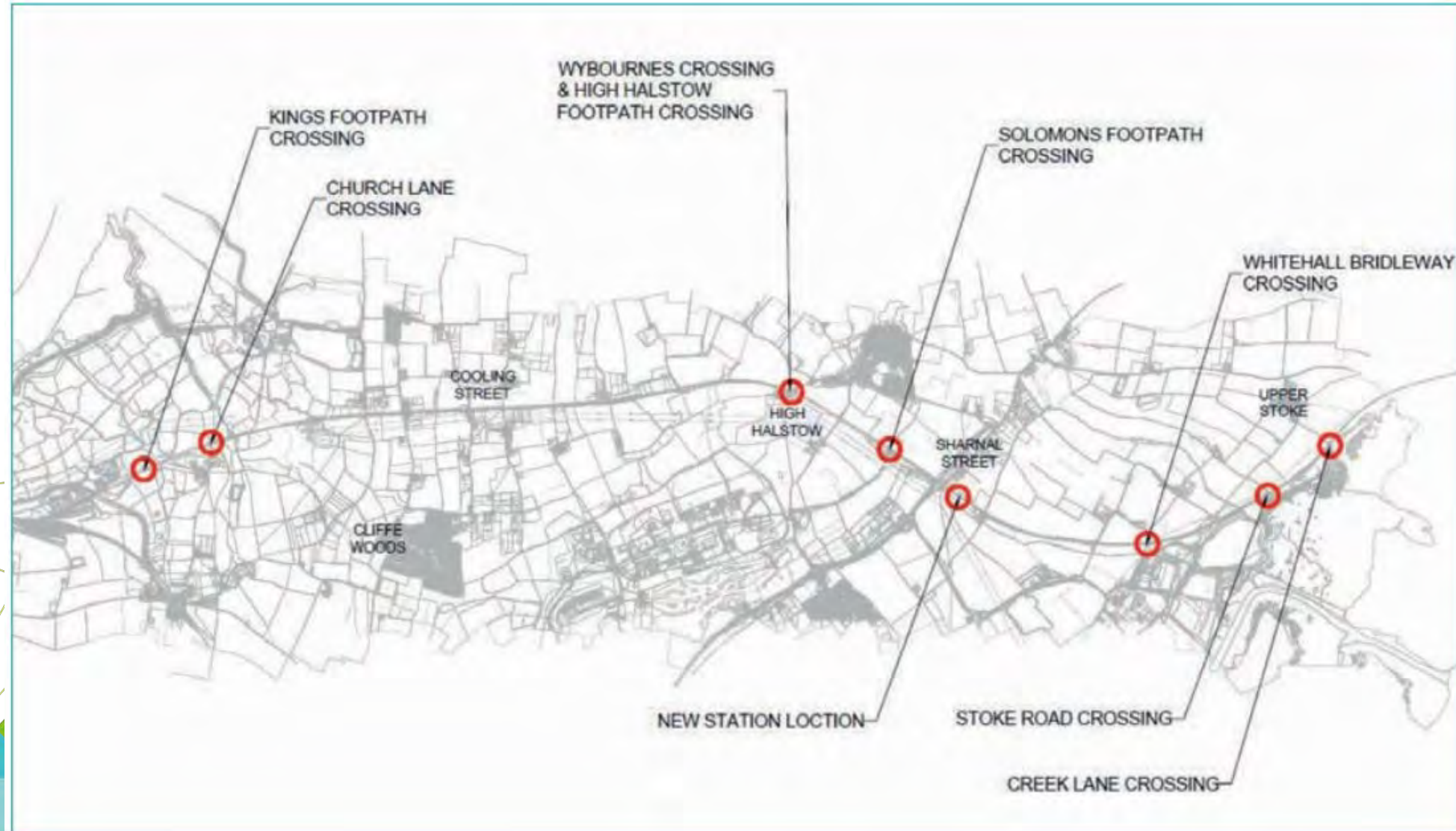


Fig 19 View of station concept option 2

Proposed station location, including land for construction



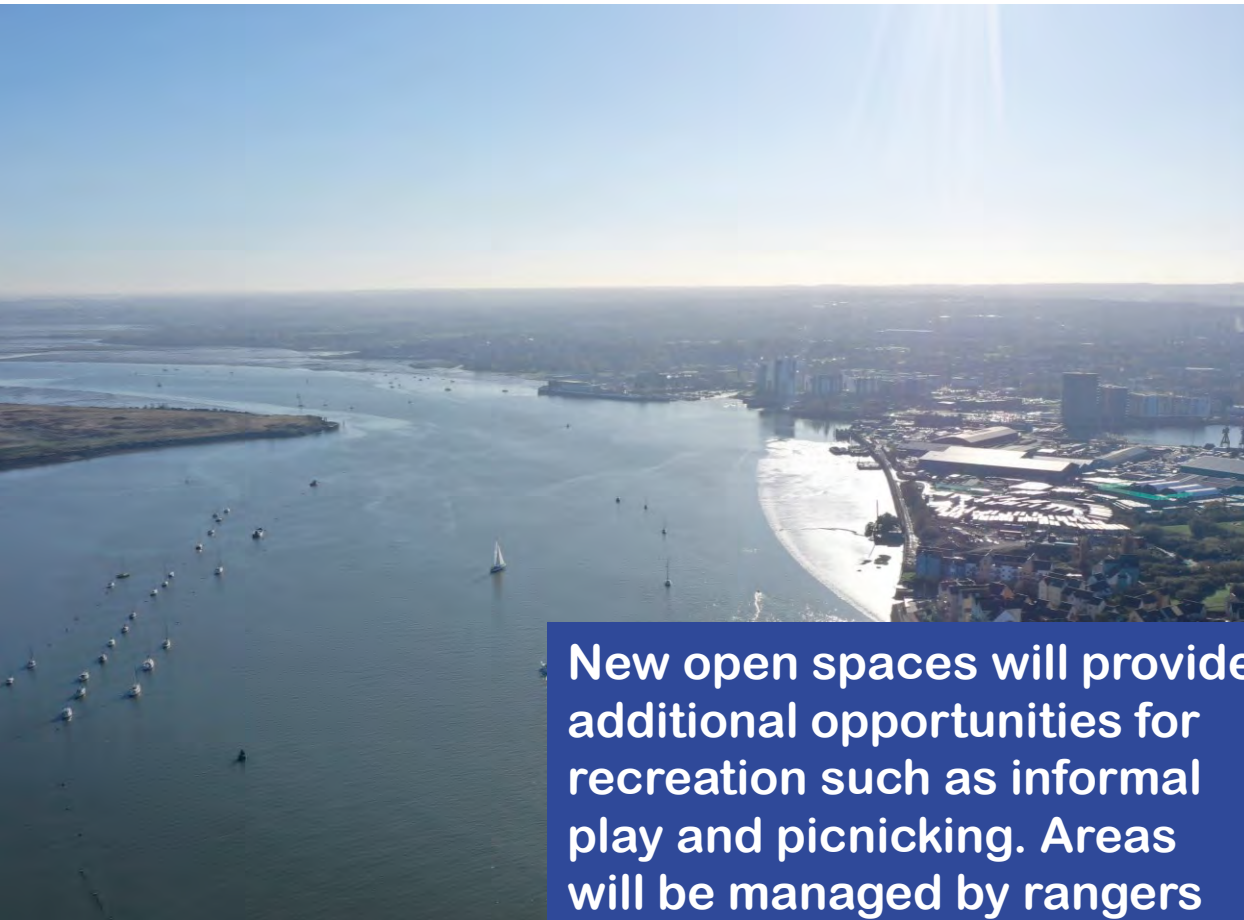
Location of existing crossing points



Rail's contact:

- Carla Galea via futurehoo@medway.gov.uk

Summary of environmental improvements



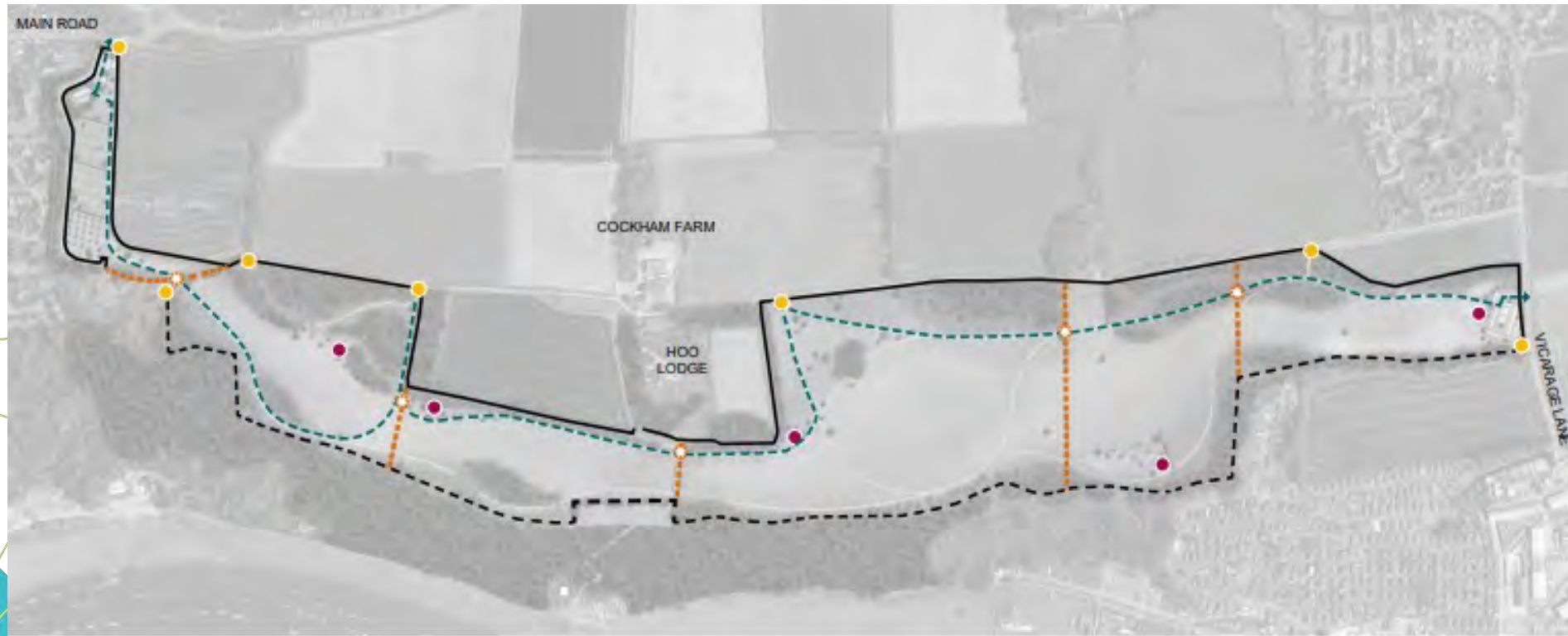
New open spaces will provide additional opportunities for recreation such as informal play and picnicking. Areas will be managed by rangers and will be free to enter.

- Create large areas of green space close to Hoo which will encourage wildlife, and that people can freely enjoy without disturbing local wildlife.
- Create new, connected green spaces, which can be easily accessed by people and wildlife through the introduction of new paths.
- Provide a green bridge over the Peninsula Way which will combine new walking and cycling provision with the creation of shrub and grassland habitats.

Design concept reflecting Cockham



Movement and Access to SEMS



SEMS's contact:

- Martin Hall or Clare Lanes via futurehoo@medway.gov.uk

Delivery Timetable

Spring 2021: Consultation on publication version of new Local Plan

Summer 2021: Submission of consent applications

Winter 2021/2022: Submission of Local Plan

Winter/spring 2022: Inquiries for Transport Works Act Order, Sides Roads Order and Compulsory Purchase Order

Summer 2022: Consent decisions made, works to start as soon as possible thereafter

End of 2022 Local Plan adopted

Spring 2024: Infrastructure works complete

Your next steps

- Read Brochure
- Request follow up meeting on road or rail (if required)
- Complete Online Questionnaire

medway.gov.uk/futurehoo
consultation 11 January
until 8 March 2021

APPENDIX 20: LIST OF ROUND 1 STAKEHOLDER MEETINGS

Round 1- List of Round 1 stakeholder meetings

Stakeholder meetings		
Attendee(s)	Date	Location
Hoo Parish Council	07/01/21	Zoom
Frindsbury Parish Council	15/01/21	Zoom
Allhallows/Cliffe Parish	20/01/21	Zoom
High Halstow/ St Marys Parishes	25/01/21	Zoom
Medway Ward Councillors		
Network Rail	29/01/21	
GB Railfreight	11/02/21	Teams
Natural England	04/02/21	Teams
Environmental Agency	10/02/21	Teams
Gravesham Councillors/ (Ward and Parishes)	11/02/21	Teams
RSPB	12/02/21	Teams
Highways England	15/02/21	Teams
Higham Parish Council	15/02/21	Zoom
Isle of Grain Parish Council	16/02/21	Zoom
Stakeholders -NKM International Drainage Board -Kent Wildlife Trust -Historic England -KCC Archaeology -Medway Local Access Forum -NW Kent countryside partnership -Birdwise -The British Horse Society -KCC Archaeology -Woodland Trust -MC Drainage -KCC Archaeology officer -KCC	18/02/21	Teams
Islington Farm Road residents	18/02/21 02/03/21	Zoom
Higham Road residents	25/02/21 15/03/21	Zoom
Homes England	01/03/21	Teams
Openspaces Forum		
Medway Local Access Forum	04/03/21	Teams
Grant Road/Higham Road/Wainscott	15/03/21	Zoom
Medway Councillors	30/03/21	Teams
Post Consultation		
Rural Liason	20/04/2021	Teams

Higham Road Residents Follow up	22/04/2021	Zoom
Medway Councillor	26/04/2021	Teams
Ward Councillors	27/04/2021	Teams
Environmental pre meet	06/05/2021	Teams
Higham Road resident meeting	05/07/2021	Zoom
Residents meeting (personal name removed due to GDPR)	08/07/21	Zoom

APPENDIX 21: LIST OF ROUND 2 STAKEHOLDER MEETINGS

Round 2- List of Round 2 stakeholder meetings

Stakeholder meetings/via Teams		
Attendee(s)	Date	Location
MP Rochester and Strood/Homes England	25/11/2021	Teams
Medway Ward Councillors (ALL)	02/12/2021	Teams
Gravesham Councillors/ (Ward and Parishes)	29/11/2021	Teams
Stakeholders/Road	06/12/2021	Teams
Stakeholders/SEMS	07/12/2021	Teams
Stakeholders/Rail	08/12/2021	Teams
Frindsbury Parish Council	08/12/2021	Zoom
Ward Councillors	06/01/2022	Teams
High Halstow Parish Council	06/01/2022	Teams

Post Consultation 2		
Benenden Rd, Sans Pareil, and Frindsbury Resident Group	13/01/22	Zoom

Stakeholder meetings/face-to-face	
Hoo Parish Council, Pottery Rd, Hoo, Rochester ME3 9BS	02/12/2021
Grain Parish Council, Village Hall, Chapel Road, Isle of Grain, ME3 0BY	14/12/2021

APPENDIX 22: ROUND 2 VIRTUAL STAKEHOLDER MEETING PRESENTATION

Hoo

New Routes to Good Growth

Second Round

Agenda

- Item 1: Welcomes and Introductions (Chair)
- Item 2: Presentation by the HIF team
- Item 3: Questions and Answers Session
- Item 4: Next Steps

Click to add text
Click to add text

Consultation

Runs from 29 November to 10 January 2022

*Consultation specifically on HIF proposals not
Local Plan Reg 19*

The HIF Team

- Assistant Director
- Head of Service
- SEMS
- Planning Co-ordination
- Road
- Rail, Legal and Property
- Community and Partnership Support Officer
- Programme team

Sunny Ee

Janet Davies

Peter Garrett & Clare Lanes

Jenny Kay (GL Hearn)

Janet Elliott and Stacey McGregor

Carla Galea and Ryan Jagpal

Karen Francis

Joe McCarthy and Aaron Scanlon



Introduction

- £170m of funding through the Housing Infrastructure Fund (HIF).
- Environmental and transport projects in place by spring 2025.

What's Changed from Spring 21

- SEMS

- Shared user bridge
- Increase wildlife areas

- Rail

- The station
- Level crossings
- Passing places
- Service provision

- Road

- New road alignment on Phase 1
- Road alignment options being considered on Phase 2
- Junction type on phase 3
- Road alignment to local roads on Phase 6

- Extension of Time

- Completion now March 2025

Overview of proposals for Future Hoo



- A new road linking the A289 to A228.
- Improving the junctions along the Peninsula Way.
- A new rail passenger service connecting to London and the stations across North Kent.

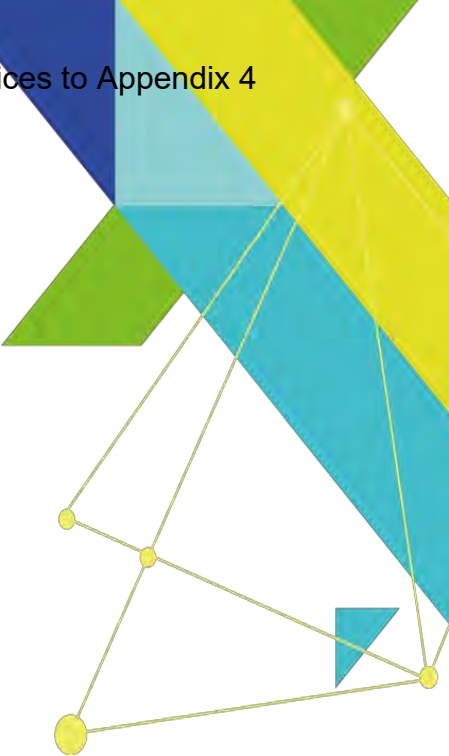
SEMS Strategic Environmental Management Scheme

Click to add text
Click to add text
Click to add text

Peter Garrett and Clare Lanes

Site wide context plan

Hoo SEMS
Site Wide Context



Phase 1 – Cockham Community Parkland



Phase 2a – Hoo Flats Community Parkland

(Indicative landscape concept)



Phase 2b – Lodge Hill



Phase 2c – Deangate Ridge Community Parkland



Phase 2d - Shared-use bridge for people and nature

Hoo SEMS
Proposed Green Bridge Context



SEMS's contact:

- Peter Garrett via

futurehoo@medway.gov.uk

The Rail Scheme

Carla Galea, Ryan Jagpal

First Round Overview

- **Overview of proposal**

- Reinstating the Grain passenger branch
- Station situated at Sharnal Street
- Passing places at Cooling Street and Hoo Junction
- Alterations to level crossings

- **The Station**

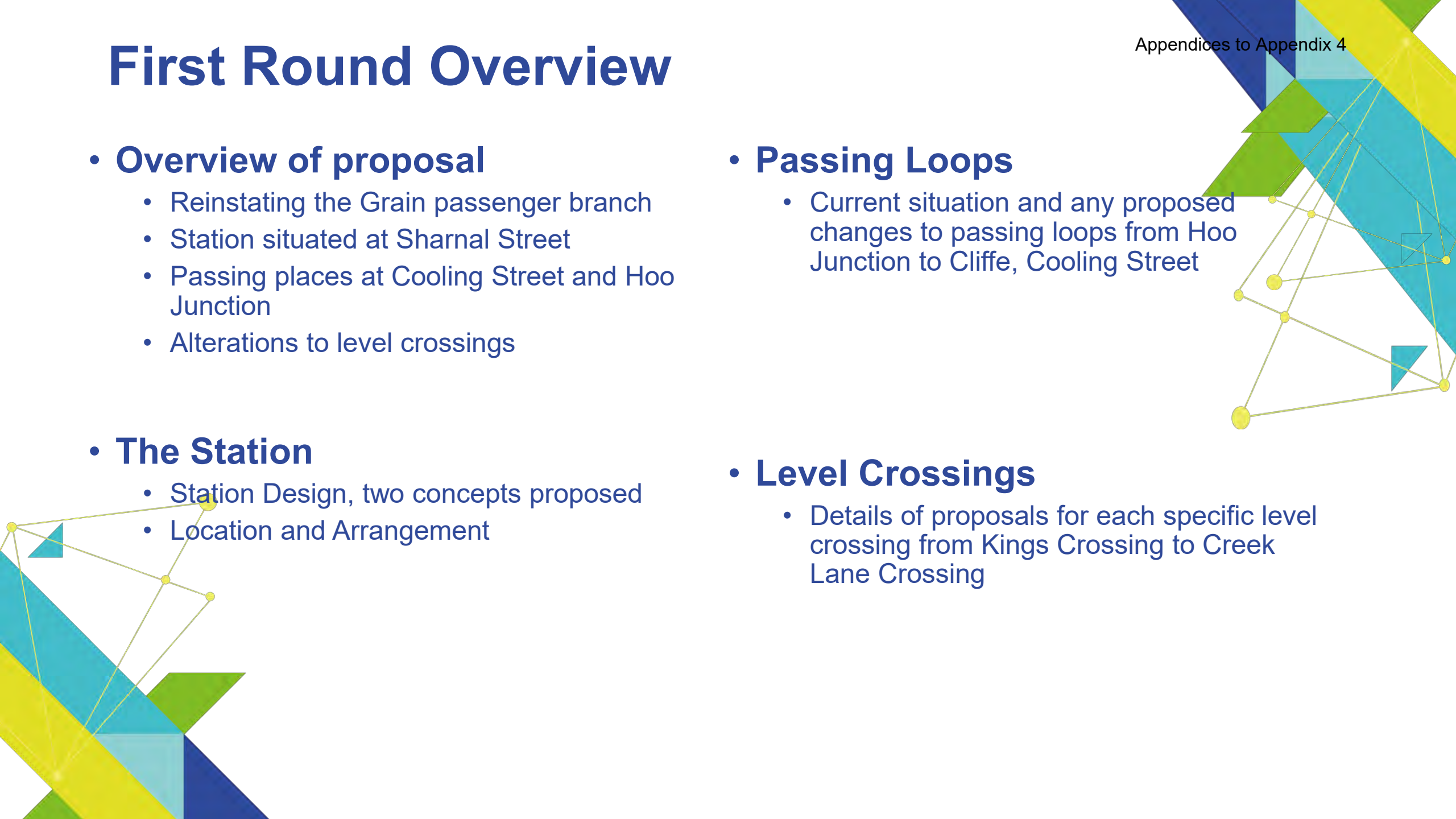
- Station Design, two concepts proposed
- Location and Arrangement

- **Passing Loops**

- Current situation and any proposed changes to passing loops from Hoo Junction to Cliffe, Cooling Street

- **Level Crossings**

- Details of proposals for each specific level crossing from Kings Crossing to Creek Lane Crossing



What's Changed

- **The Station**

- Option to be take forward following residents responses

- **Passing places**

- Constraints at Hoo junction
- Cooling Street loop shifted to avoid incline

- **Level crossings**

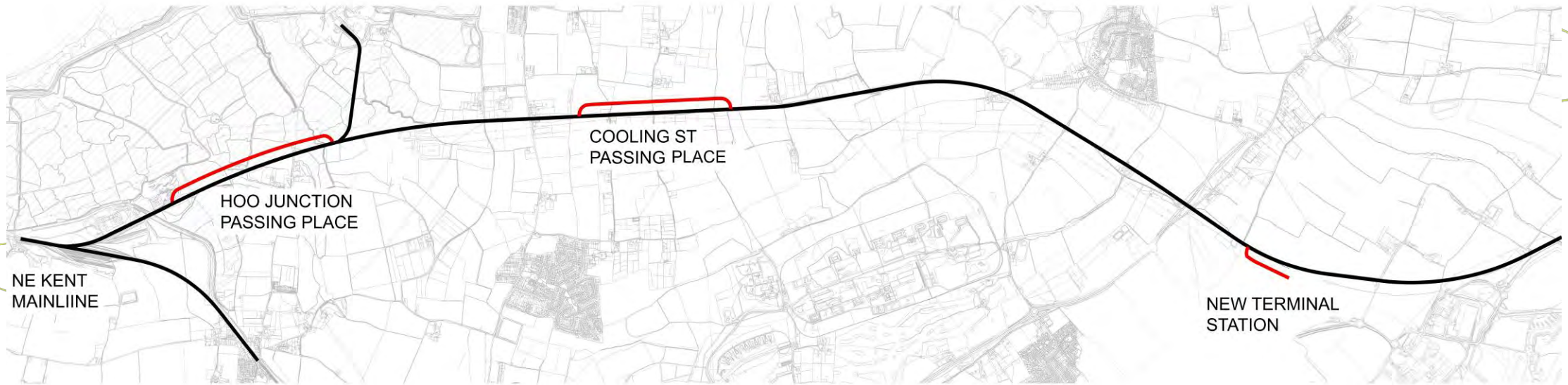
- Different solutions at each crossing have been considered

- **Service provision**

- DC electrification
- Link service
- Route options



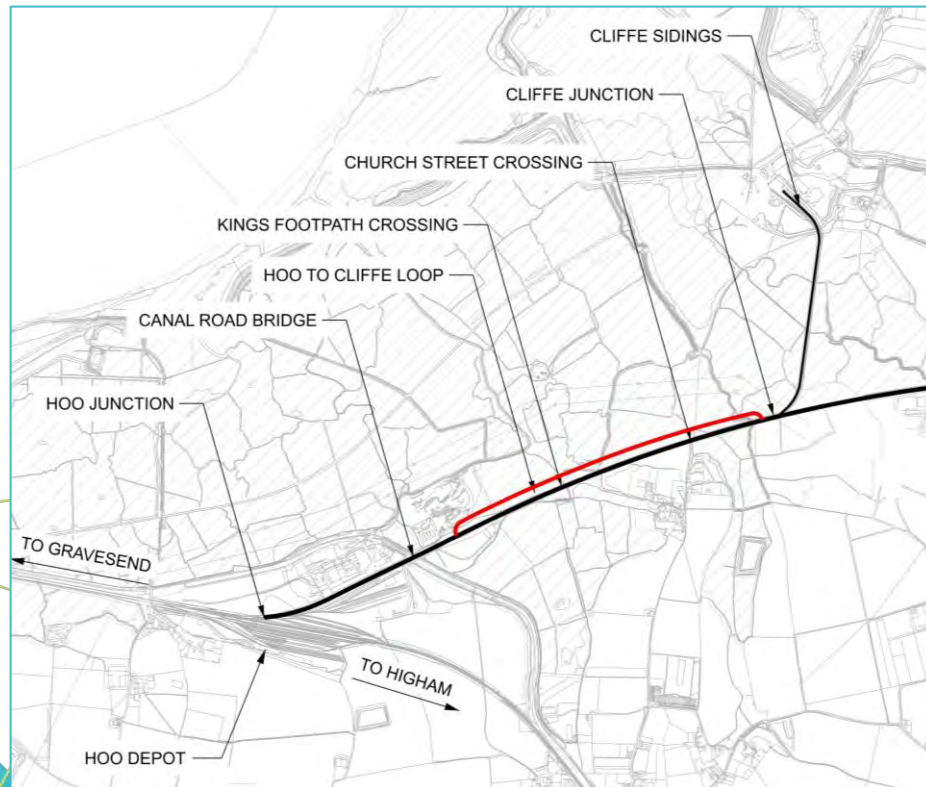
Overview of the Rail Proposal



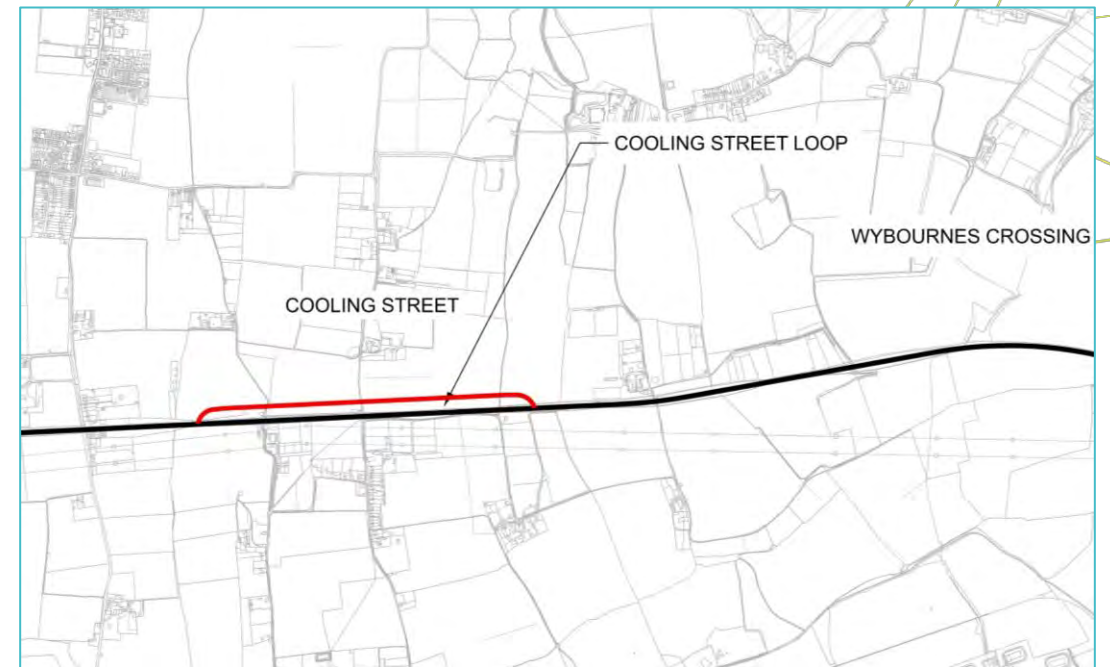
New station



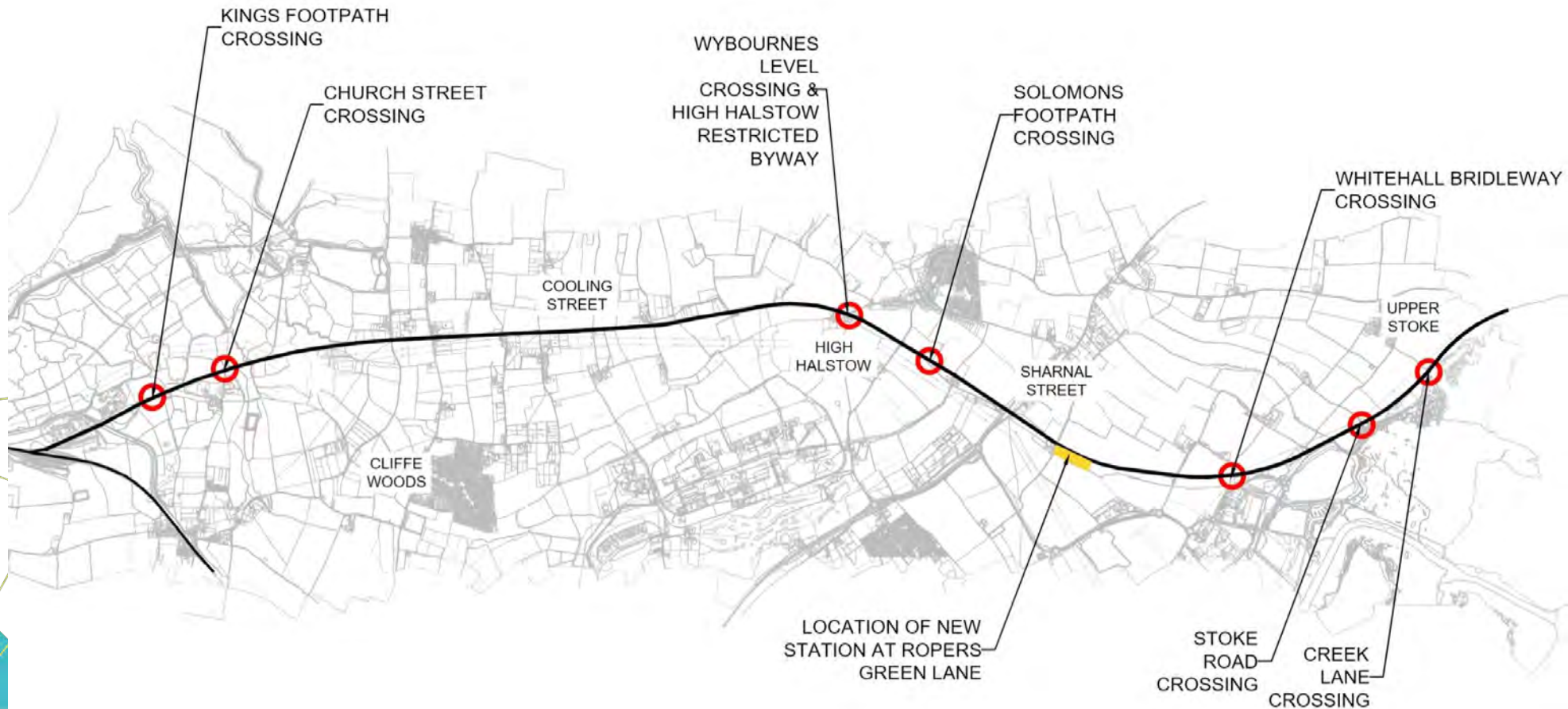
Hoo Junction to Cliffe Loop



Cooling Street Loop

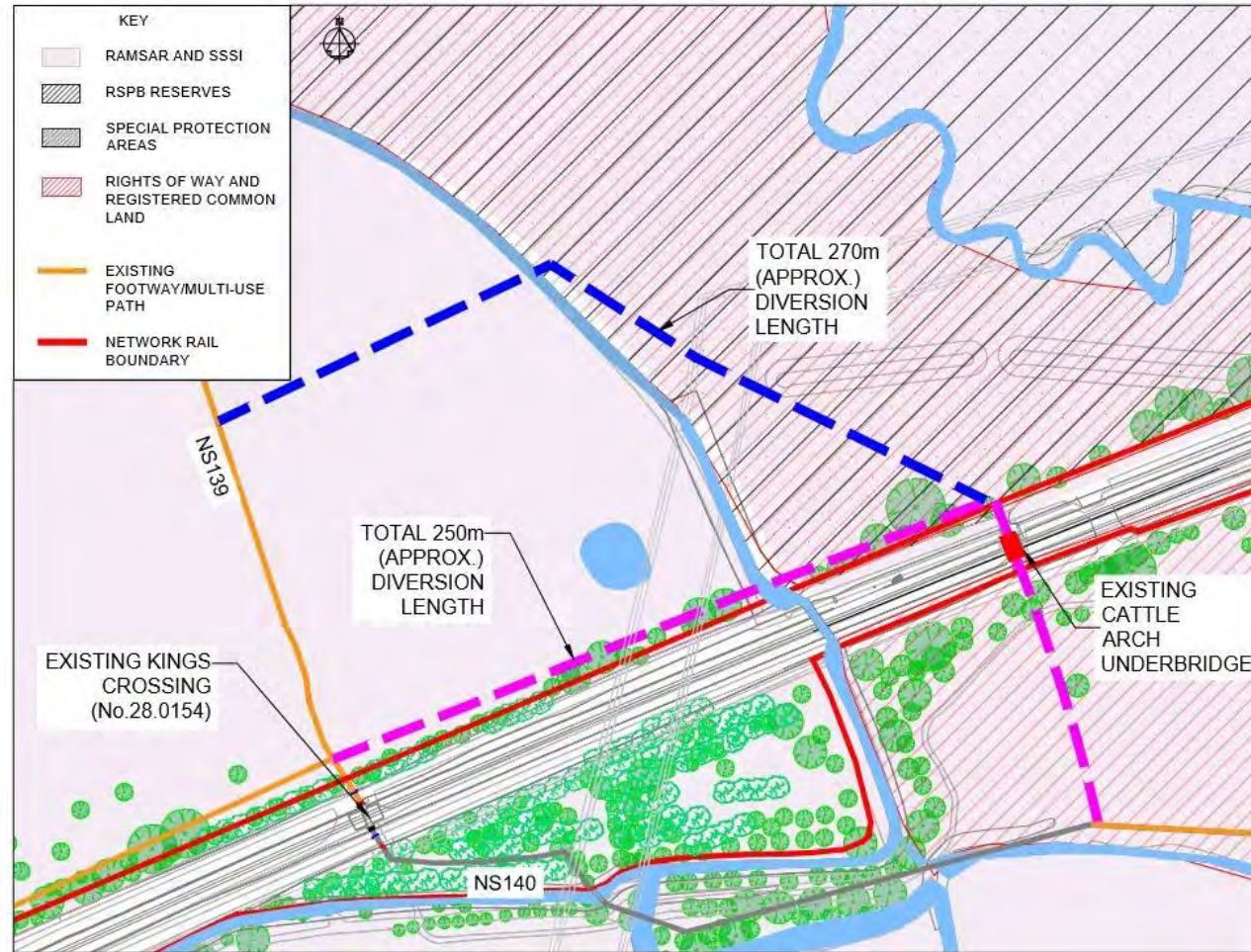


Location of existing crossing points

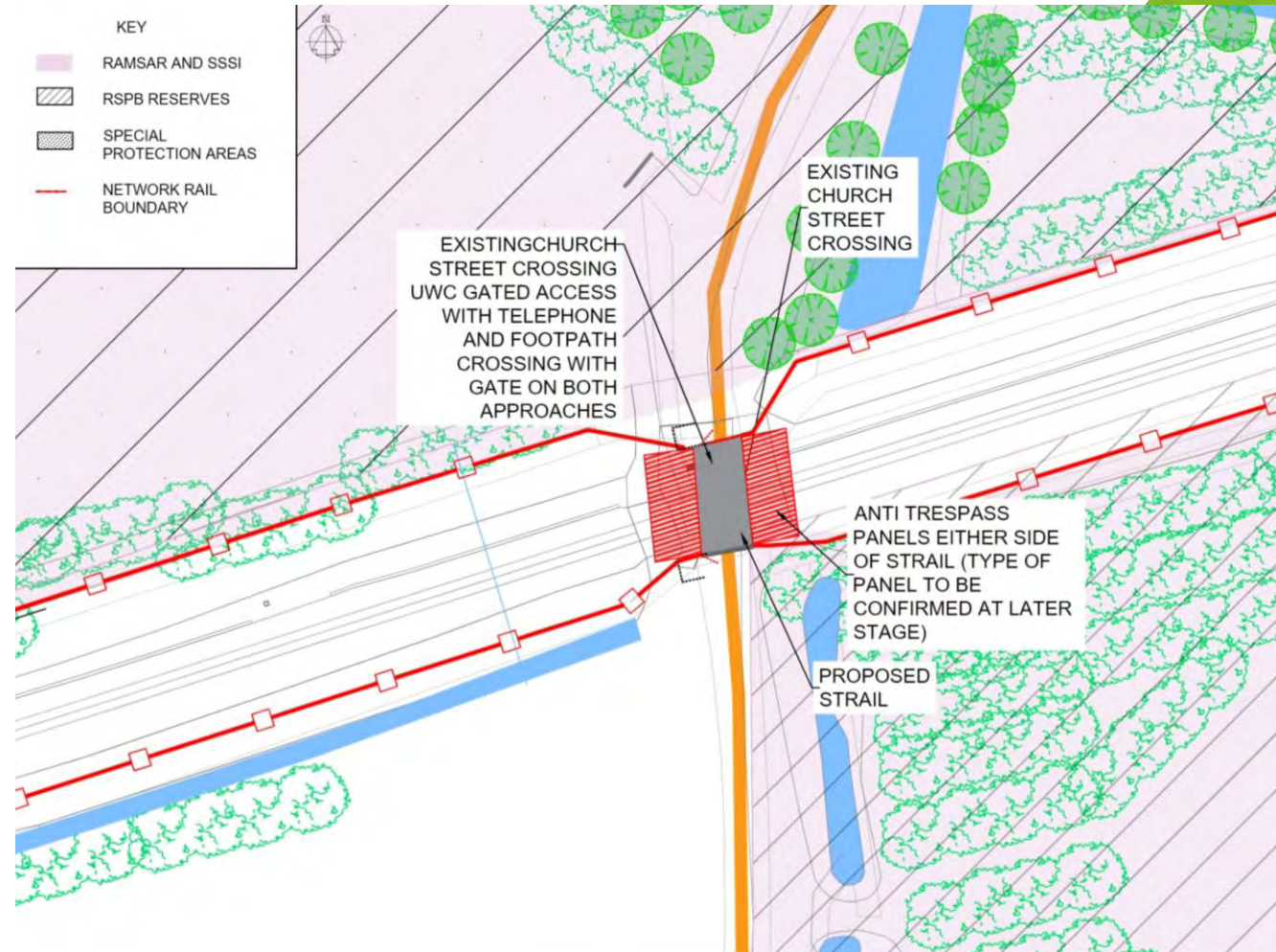


King's Crossing

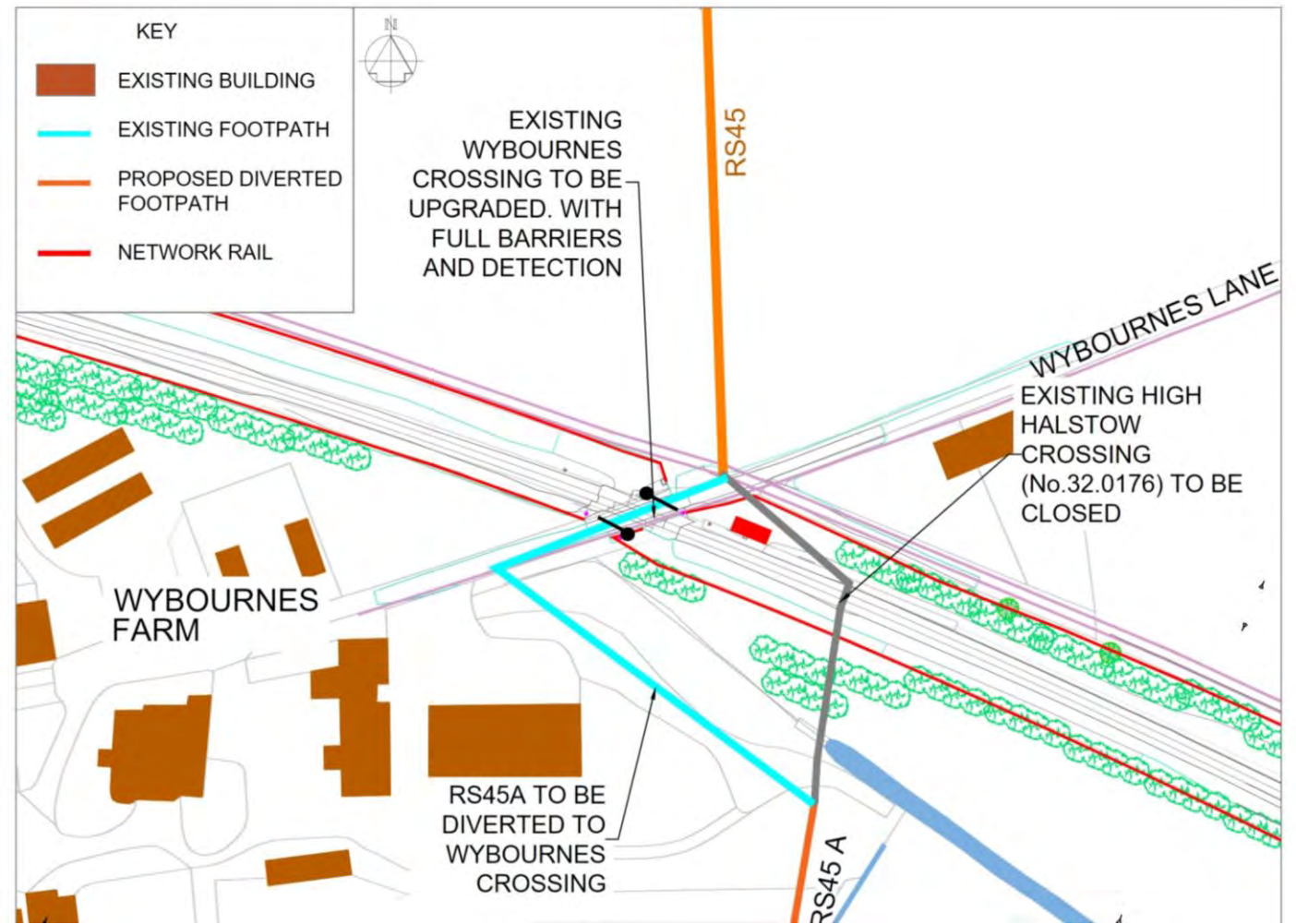
Appendices to Appendix 4



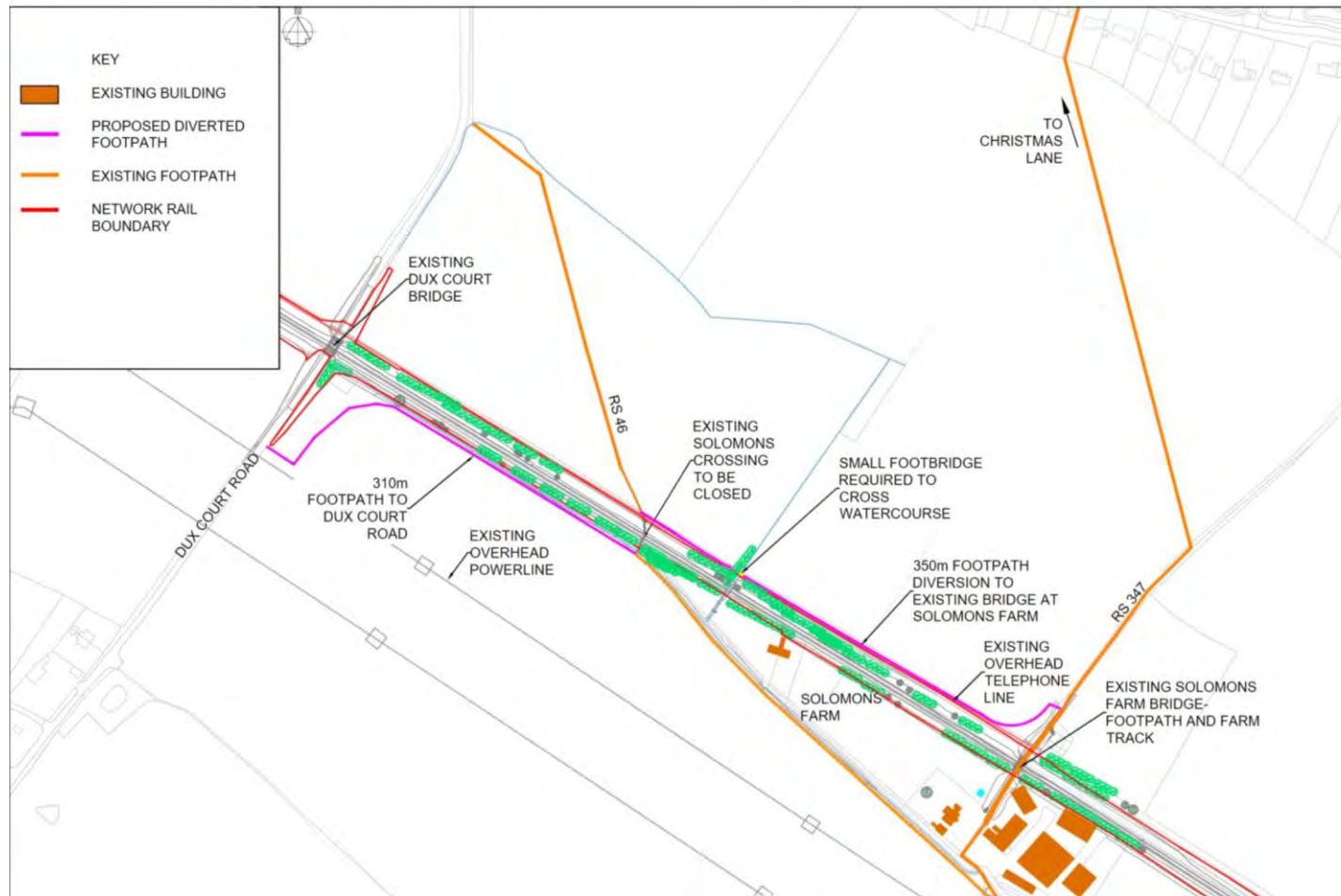
Church Street existing vehicular crossing and pedestrian crossings



Wybournes Farm Crossing



Solomon's Crossing



Service Provision

DC Electrification has been discounted:
Battery/Electric or Bimodal train are being considered

Route - The options being considered are:

- A link service between Sharnal Street, and Gravesend
- A Link service between Sharnal Street, Gravesend and Northfleet
- A Link service between Sharnal Street, Gravesend and Ebbsfleet
- Extending some of the London to Dartford or Gravesend trains through to Sharnal Street station.

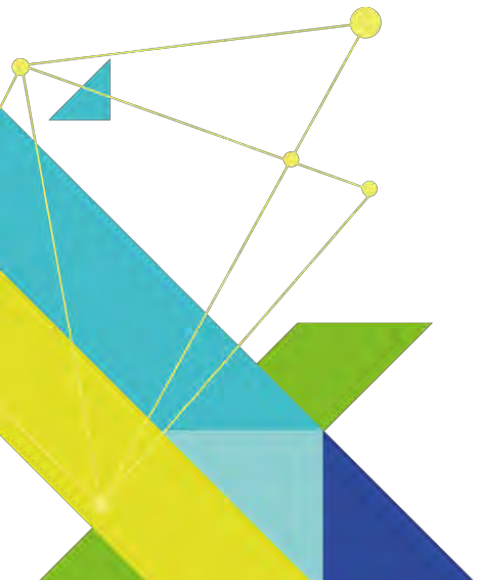
Rail's contact:

- Carla Galea via

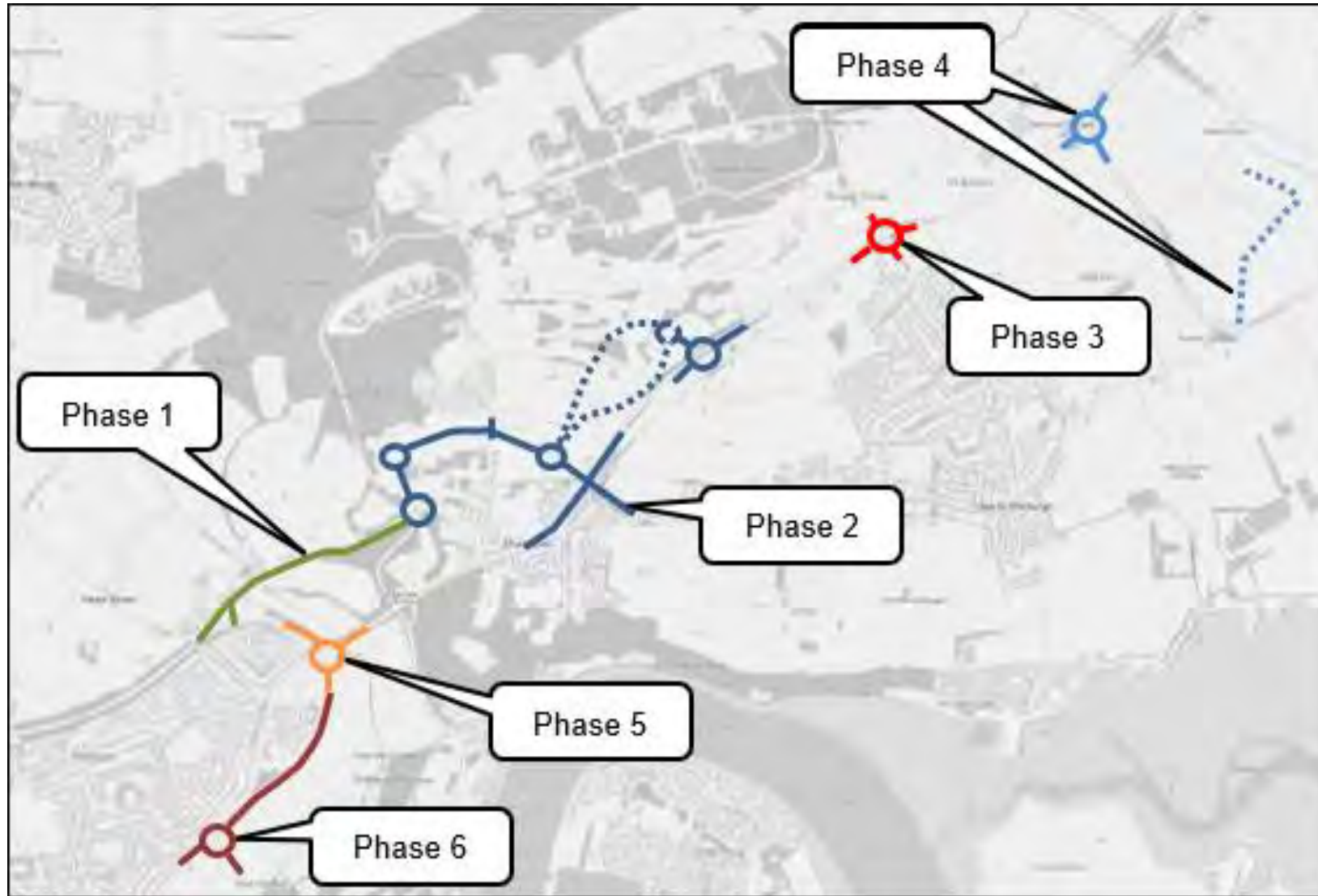
futurehoo@medway.gov.uk

The Road Scheme

Janet Elliott and
Stacey McGregor



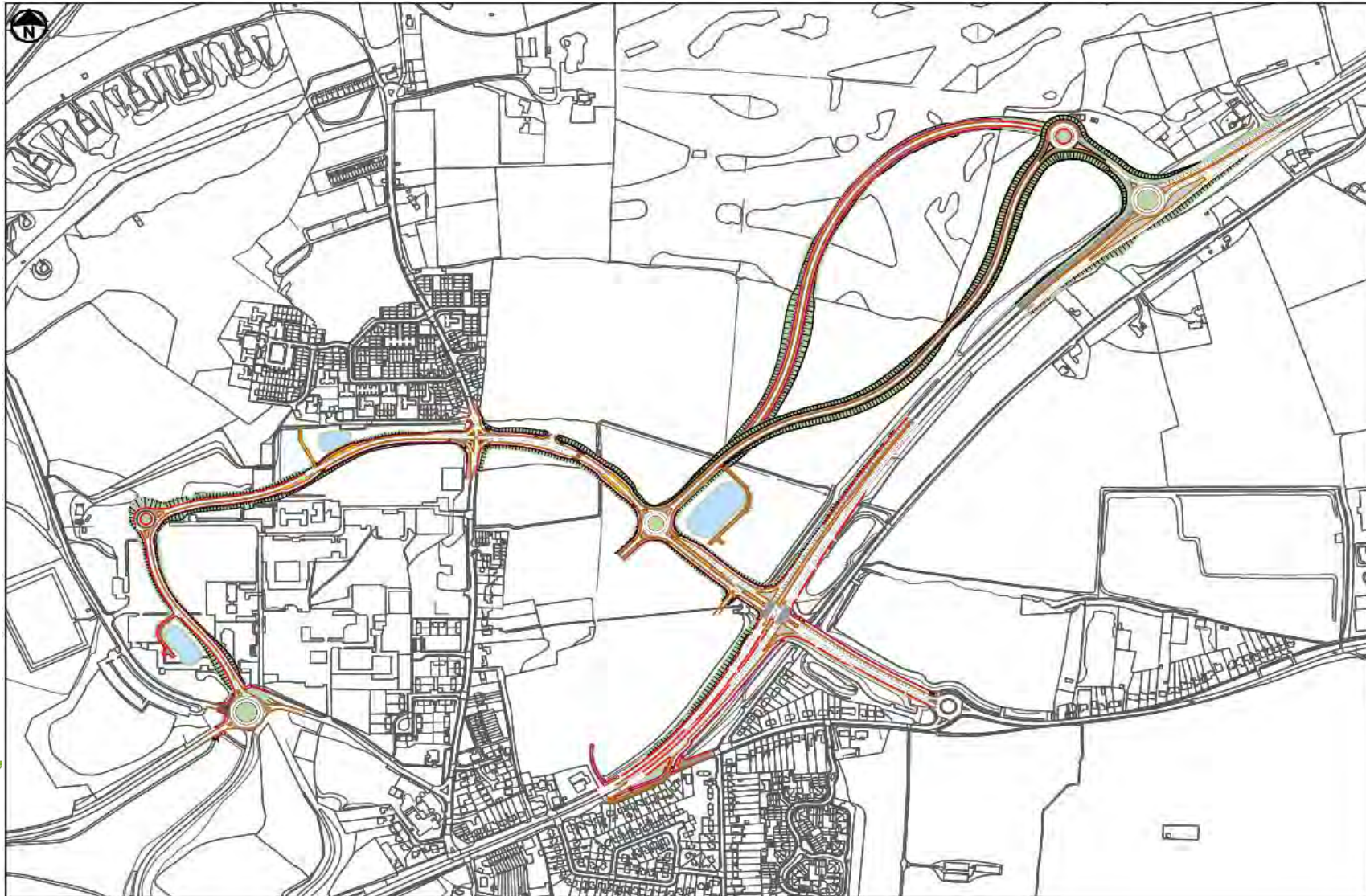
Location of the Phases of the highway improvements



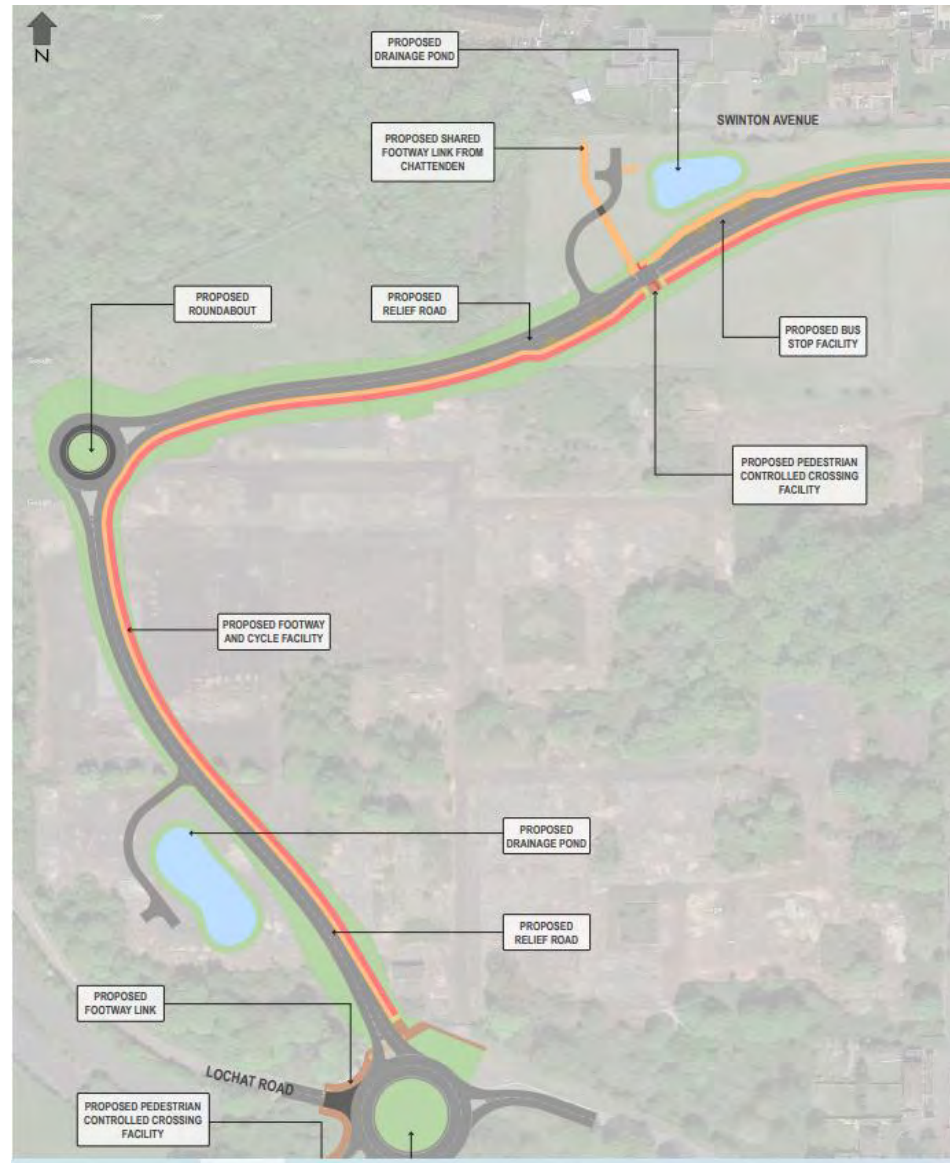
Phase 1 - Signalised T-junction



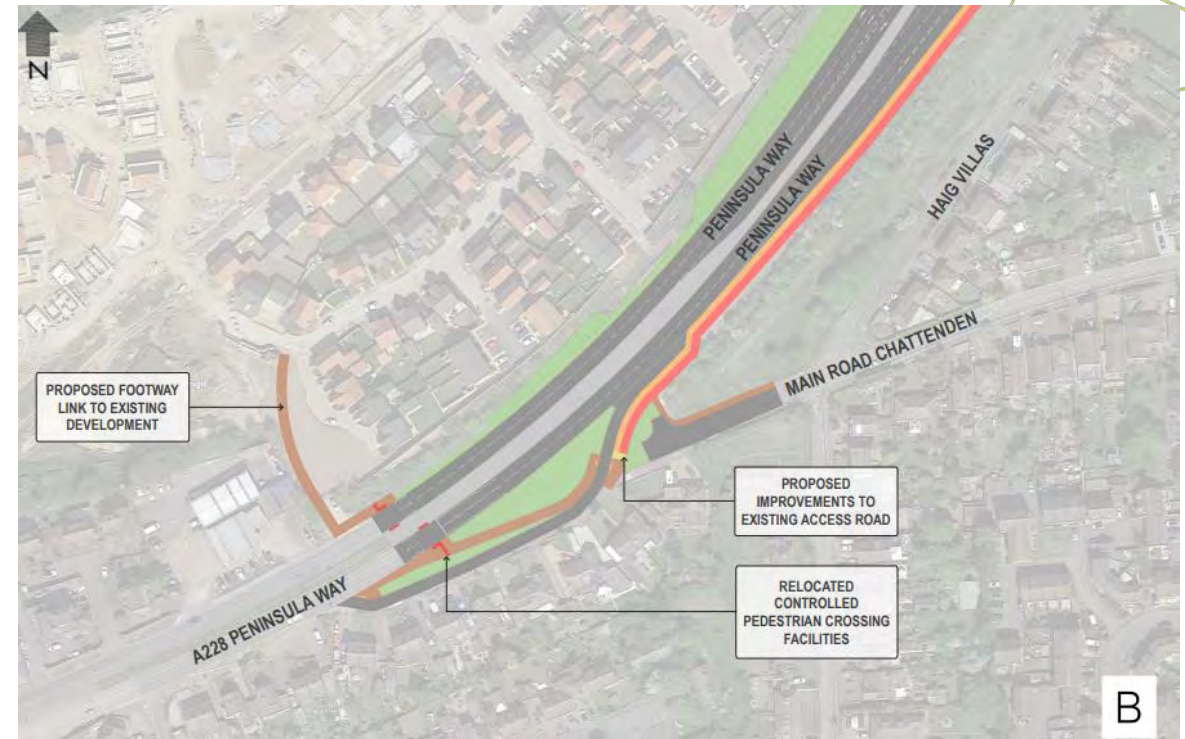
Phase 2 - overview displaying both alignments



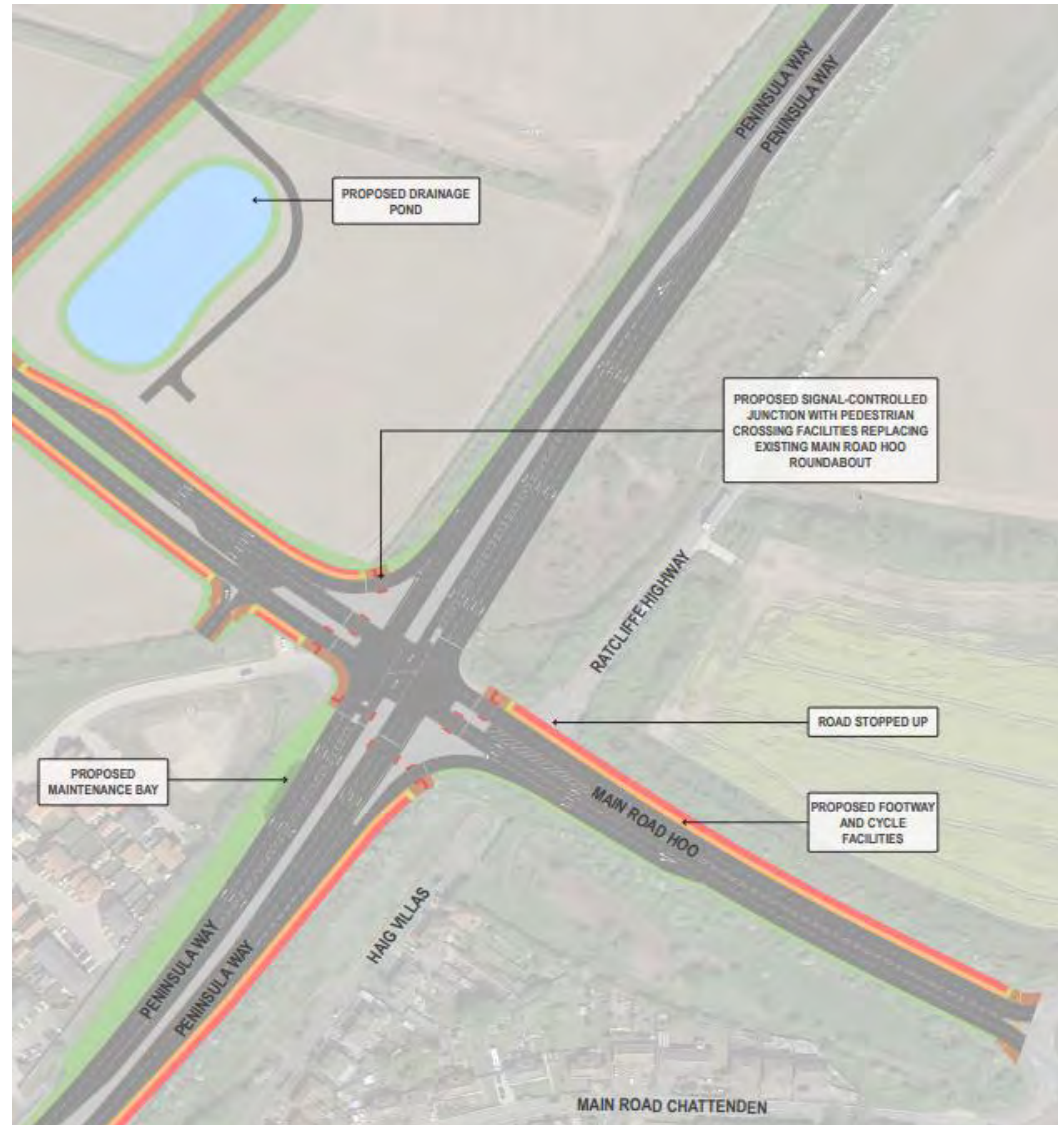
Phase 2 – Relief Road



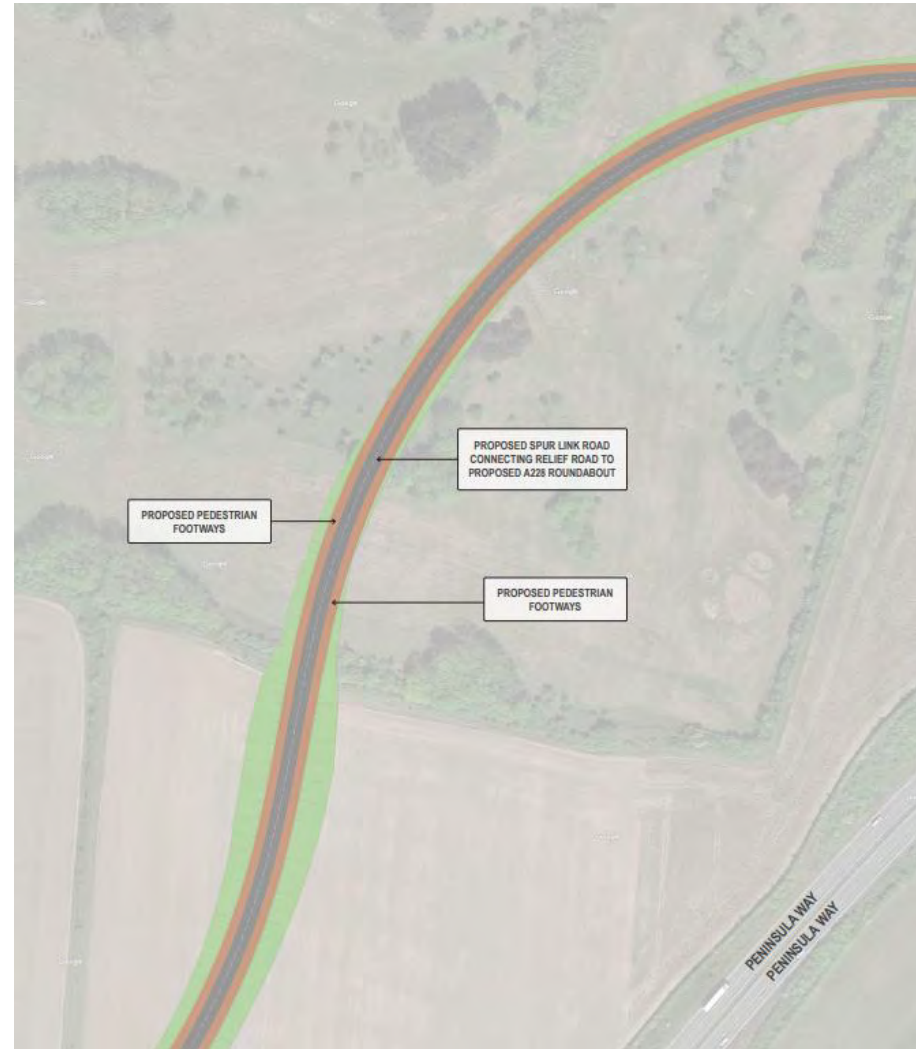
Phase 2 – Relief Road



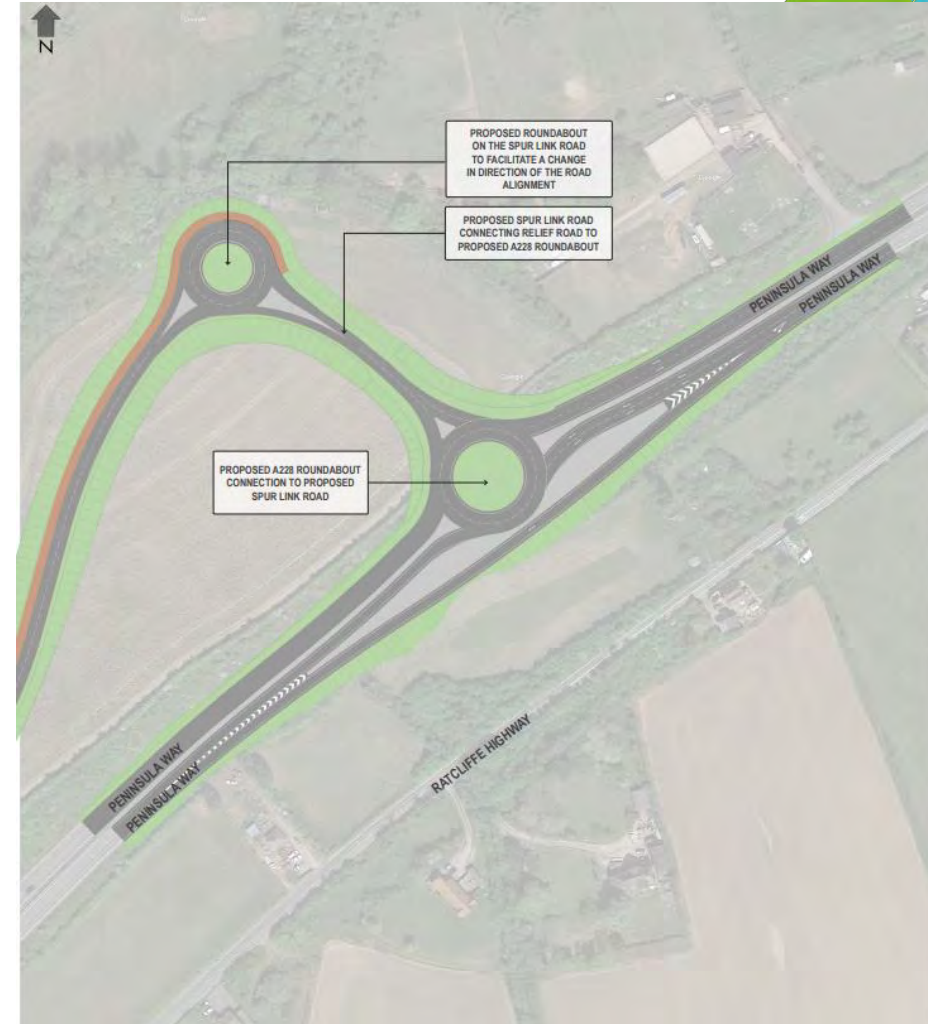
Phase 2 – Main Road junction



Phase 2 – Spur Road Alignment A



Phase 2 – Spur Road Alignment B



Phase 3 – Bell's Lane Roundabout



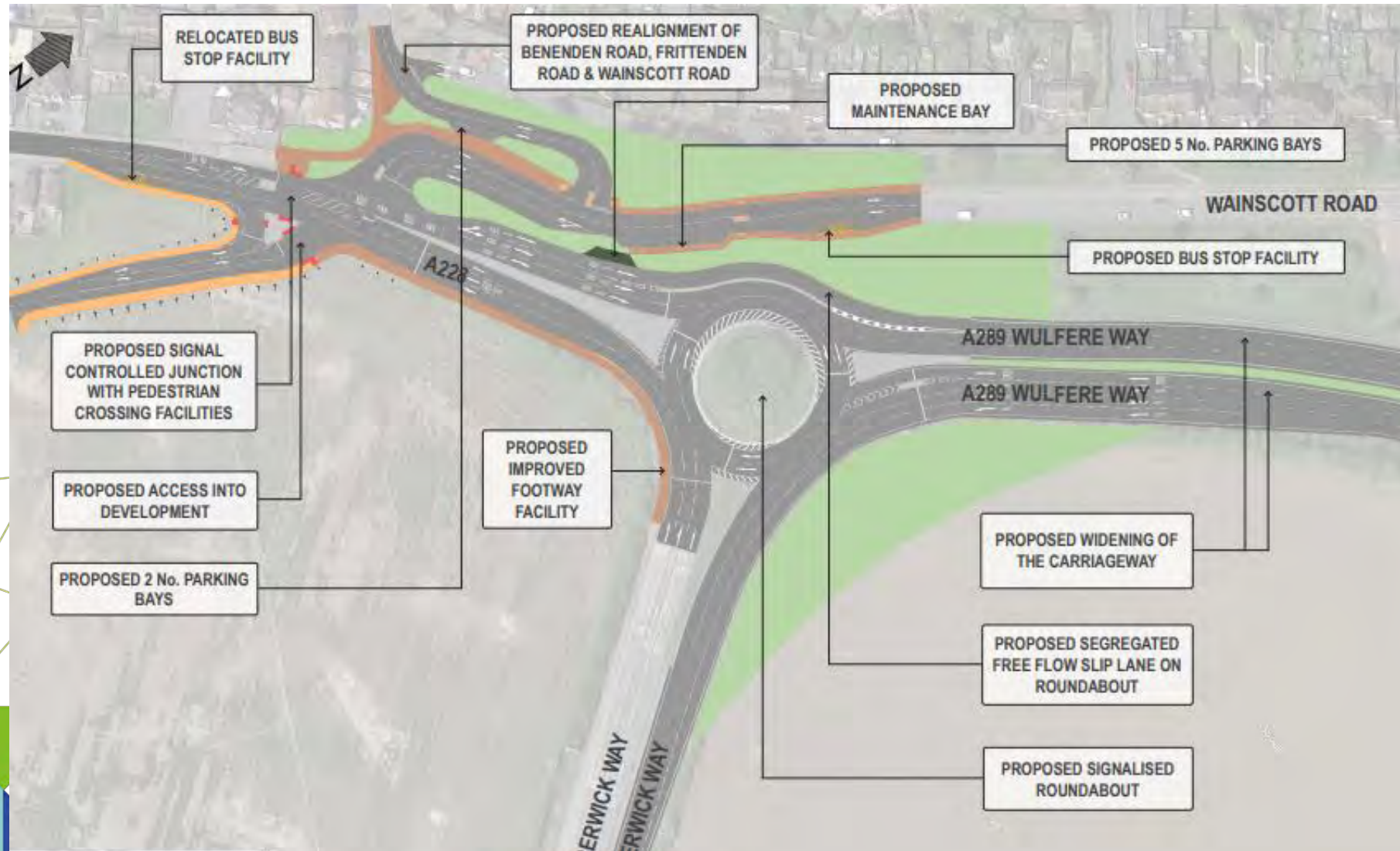
Phase 4 -Ropers Lane Roundabout



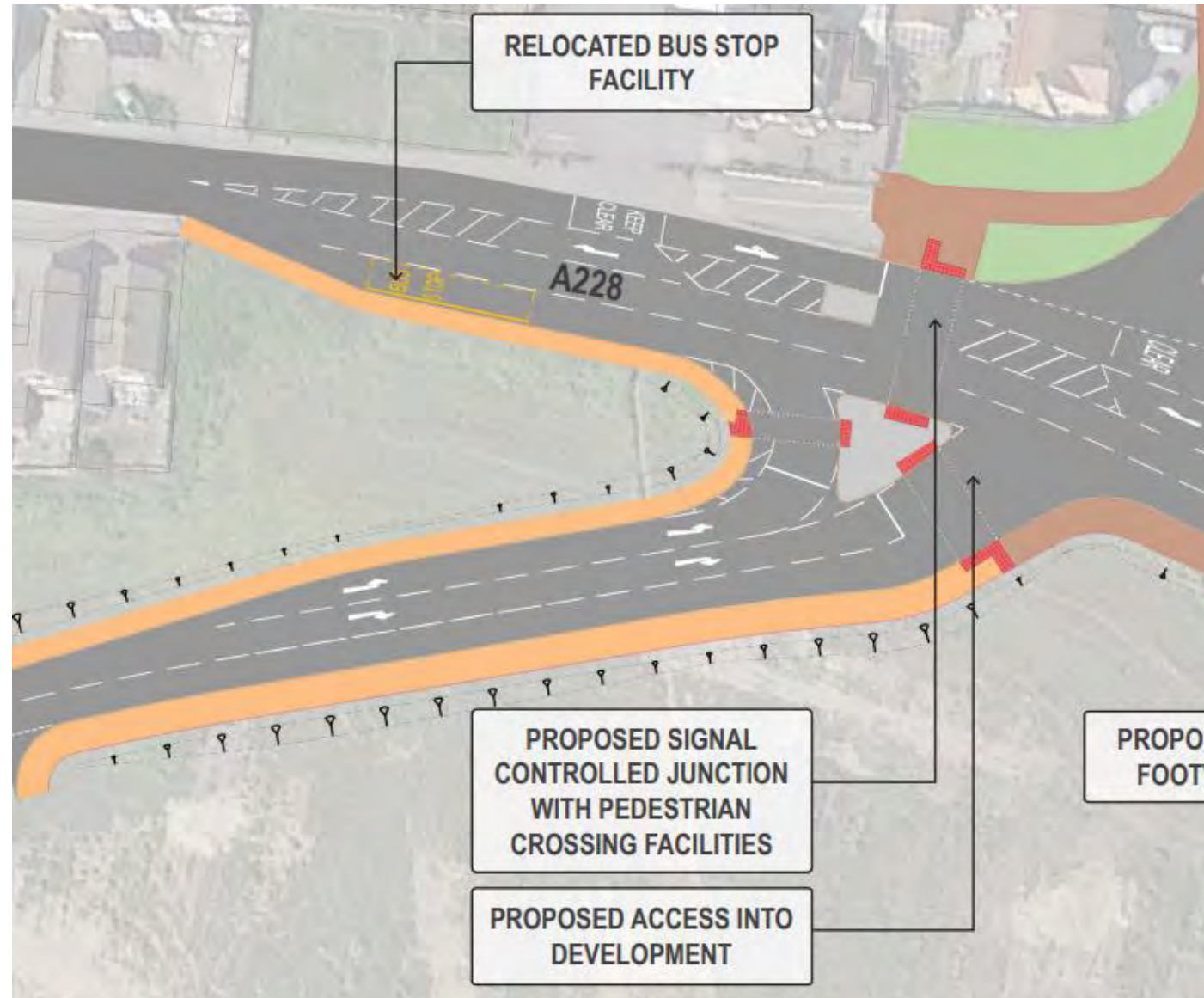
Phase 5 – Four Elms Roundabout



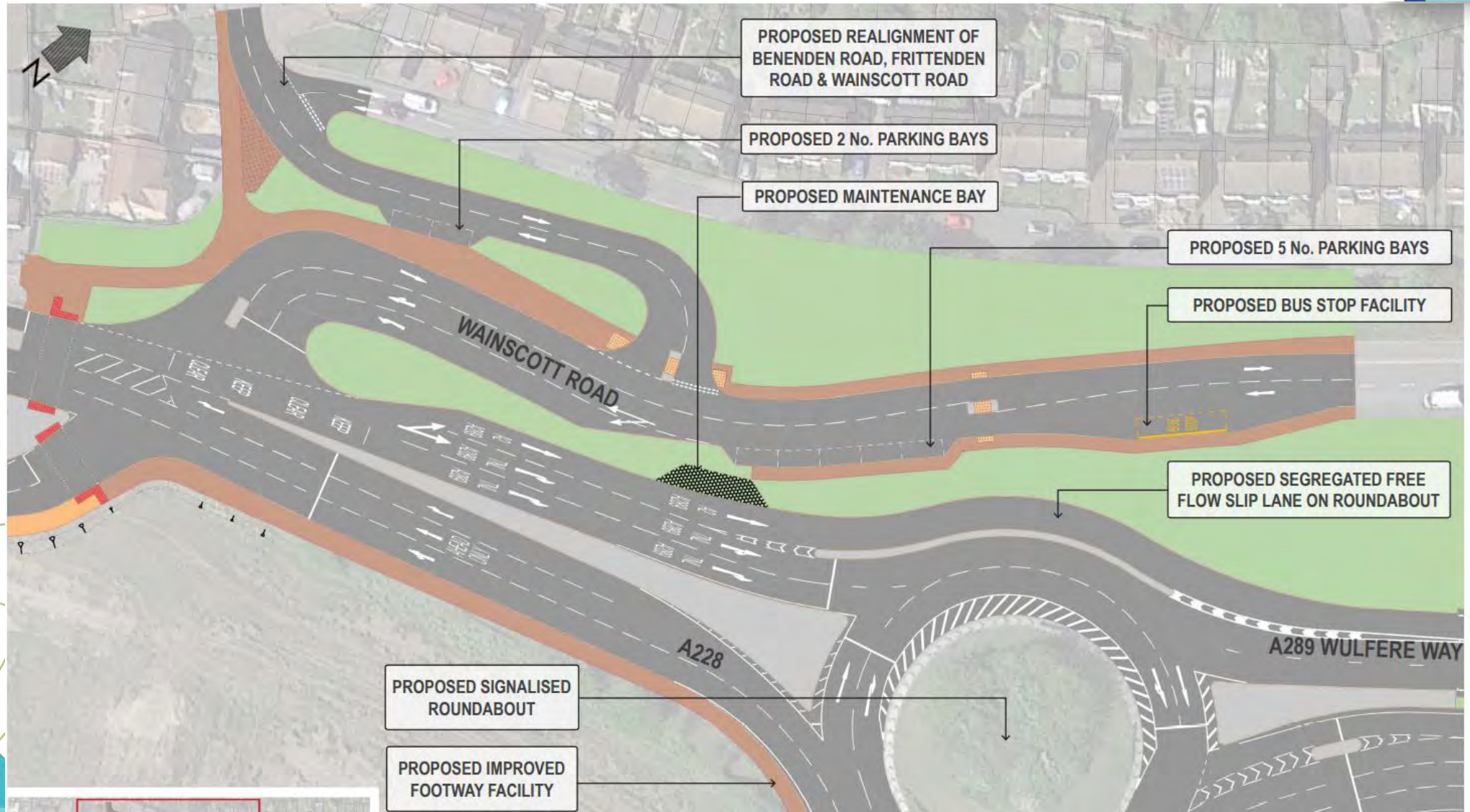
Phase 6 - Sans Pareil Roundabout



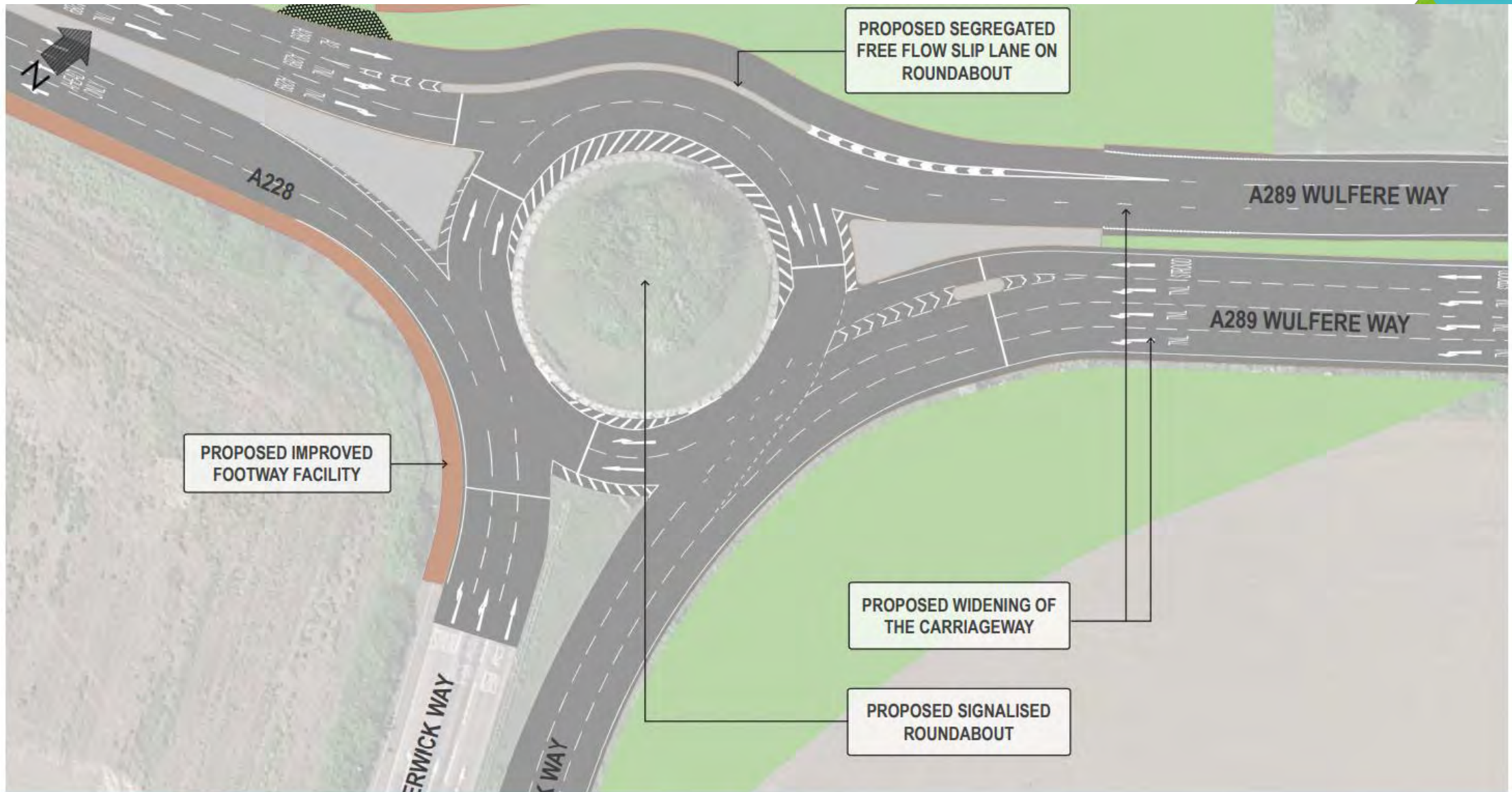
Phase 6 – Maritime Academy School access



Phase 6 – Local Roads



Phase 6 – Roundabout and A289



Road's contact:

- Janet Elliott via

futurehoo@medway.gov.uk

Get involved and have your say

Read the Brochure, visit the Virtual Platform and complete the questionnaire

Contacts:

Road: Janet Elliott

Rail: Carla Galea

SEMS: Peter Garrett

Via futurehoo@medway.gov.uk

**Consultation closes
10th January 2022**

Public Consultations

VENUE	DATE	TIME
Chattenden Community Centre, Swinton Avenue; Chattenden; Rochester; ME3 8PH	Wednesday, 15 December	2-8pm
High Halstow Hall, The St, High Halstow, Rochester ME3 8SQ	Thursday, 16 December	1-7pm
Hundred of Hoo School Hall, St Werburgh, Main Road, Hoo St Werburgh; Rochester; ME3 9HH	Wednesday, 5 January 2022	5.30-9pm
Frindsbury Extra Memorial Hall, Holly Road; Wainscott; Rochester; ME2 4LG	Friday, 7 January 2022	2-8pm

APPENDIX 23: ROUND 1 CONSULTATION QUESTIONNAIRE



Have your say
Future Hoo
New Routes to Good Growth

During 2020, Medway Council had confirmation from government that our Housing Infrastructure Fund application had been successful and that £170m has been earmarked for the building of new roads, the provision of a new train station and service and the delivery of environmental enhancements.

We are pleased to invite you to participate in the engagement and consultation on the Housing Infrastructure Fund proposals planned to improve accessibility and the environment in and around Hoo. We would like to hear your views on the proposals and this important opportunity for Hoo. Even with COVID-19 restrictions in place we are determined to make this consultation fully accessible to all.

Background information relating to this project is included on the website www.medway.gov.uk/futurehoo, including a downloadable brochure. This will provide you with an understanding of why the New Routes to Good Growth proposal has been formulated and why the government wants to invest in infrastructure in this area. It is the first opportunity that we have had to communicate fully with all residents and stakeholders on the entirety of the HIF bid.

The information covers each of the project areas and gives an overview of:

- The alignment and function of the new road on to the Peninsula
- The improvements to existing roads and junctions
- The location of the new rail station and rail passing places
- The environmental aspirations

This is just the start of the consultation on the road, rail, and environmental improvements. As the schemes move forward through their specific planning procedures, there will be further opportunities to be involved and provide your feedback.

The information is provided to enable you to engage fully with this questionnaire and to share your thoughts on the proposed new infrastructure. Whilst there is some detail included as part of this questionnaire we strongly suggest that you read the detailed information in the brochure before completing this questionnaire.

When you have completed the survey please return to us using the Freepost envelope provided.

If you would like to contact us for more information about the Future Hoo New Routes to Good Growth survey you can contact us by email at futurehoo@medway.gov.uk or in writing to Regeneration Development Team, Medway Council, Gun Wharf, Dock Road, Chatham, Kent, ME4 4TR.

This consultation will run from **11 January until midnight on 7 March 2021** and the results will be made public in Spring 2021.

Taking part in the survey

Taking part in the survey is voluntary. Before taking part you should read our privacy notice at the end of the survey as this tells you about the information we collect and what we will do with it.

Are you happy to take part in the Future Hoo New Routes to Good Growth survey?

☐

Yes

☐

No

£86 million of this fund will be used to make road improvements to support new housing on the Hoo Peninsula.

The highways proposals will accommodate future traffic growth associated with any future housing proposals for the Hoo Peninsula. They involve improvements to existing infrastructure, as well as the provision of new infrastructure including new slip roads, junctions and interchanges on the A228 and A229, a relief road via Woodfield Way i.e. a second road access to the peninsula, and wider highway improvements. These changes will help to maximise the use of existing infrastructure whilst also creating additional capacity to facilitate future Hoo growth.

We'd like to get your views about the highways proposals and each of the different phases.

These proposals are described in detail on the road webpage and in section 3 of the consultation brochure.

Q1 Thinking about the following statements, how much do you agree or disagree that:
(Please tick one box per row)

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
Improving road links on and off the Hoo Peninsula is important to me	☐	☐	☐	☐	☐	☐
Improving road links on and off the Hoo Peninsula is important to the local area	☐	☐	☐	☐	☐	☐

Q2 Which, if any, of the following do you think are benefits of improving road links on the Hoo Peninsula? (Please tick all that apply)

☐ Ensure the local area is well connected and accessible	☐ Create new jobs locally
☐ Provide new opportunities to access employment, education and social destinations	☐ Improve journey times
☐ Improve the local economy	☐ Improve air quality by reducing bottlenecks on Four Elms Hill / Four Elms Roundabout
☐ Provide a faster, more extensive and reliable transport network	☐ Improved safety
☐ Improve local public transport	☐ Improved footways
☐ Reduce reliance on a single main road on and off the Hoo Peninsula	☐ Improved cycle ways
☐ Make it easier to access the national transport network	☐ None of these
	☐ Other

Other, please state

Q3 Which, if any, of the following concern you about improving road links on the Hoo Peninsula? (Please tick all that apply)

- | | | |
|---|---|--|
| ☐ Noise associated with the improvement works | ☐ Lack of public transport | ☐ Ability of other local roads to cope with traffic |
| ☐ Noise associated with traffic | ☐ Construction work associated with improving road links | ☐ Loss of rural feeling |
| ☐ Increased traffic | ☐ Safety of new road links | ☐ Over development of the area |
| ☐ The environmental impact of improving the road links | ☐ Increased air pollution | ☐ None of these |
| ☐ Increased HGV lorries | | ☐ Other |

Other, please state

Q4 Is there anything else we should consider about improving road links on the Hoo Peninsula?

Highways Proposals - Phasing

Construction of the highways proposal is to be split into six phases to avoid impacting the existing highway network.

During the construction period, traffic flows will be maintained where possible. Any road closures required will be restricted to night-time only and suitable diversion routes will be provided. Residential access will be maintained throughout construction. Consultation with key stakeholders such as Police and emergency services will be conducted to agree phasing, traffic management and suitable diversion routes.

- Phase 1 includes a new signalised junction to link the A289 with Islingham Farm Road, plus improvements to Higham Road and Woodfield Way.
- Phase 2 includes a new relief road, connecting Upchat roundabout to the A228. A new spur link road and roundabout will also be introduced to ease congestion.
- Phase 3 entails improvements to the existing Bells Lane roundabout to accommodate traffic growth.
- Phase 4 shows the measures to be implemented at Ropers Lane roundabout to accommodate the new rail station.
- Phase 5 consists of improvements to Four Elms Hill roundabout.
- Phase 6 involves upgrading the existing A289 Wulfere Way and Sans Pareil roundabout to ease network congestion.

A walking, cycling and horse-riding assessment and review (WCHAR), a process that is undertaken on major highways projects, will be undertaken at each phase, and this will inform any further design requirements relating to the provision of walking, cycling and horse-riding facilities. Interested groups will be consulted on WHCHAR, including Medway Local Access Forum and others.

The proposals for Phase 1 include Modifications to the A289 including providing new slip roads to Higham Road and widening and improvements to Islingham Farm Road and Woodfield Way. This will mean that drivers on the A289 will be able to leave at this junction to access Hoo rather than continue on to the Four Elms Roundabout. When travelling towards the M2/A2 drivers will be able to use the new road rather than continue down to the Four Elms Roundabout.

There will be no substantive works to Woodfield Way (Phase 1) within the vicinity of the SSSI area.

Shared footways have been provided on Islingham Farm Road and Woodfield Way. Users of the public rights of way (RS119 – Granary Cottage to Hoo Road) at Woodfield Way will be accommodated as part of the road improvements to maintain the route. All other existing public rights of way across the road improvements are not impacted by the works.

These proposals are described in detail on the road webpage and in section 3 of the consultation brochure.

Q5 Thinking about the proposed Phase 1 road changes, how much do you agree or disagree that: (Please tick one box per row)

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
The proposed Phase 1 works will improve access to the Hoo Peninsula	☐	☐	☐	☐	☐	☐
Once completed the proposed Phase 1 works will reduce congestion in the local area	☐	☐	☐	☐	☐	☐
The proposed layout and design will minimise impacts on the local area	☐	☐	☐	☐	☐	☐
The proposed changes improve access for other users (e.g. pedestrians, cyclists and horse riders)	☐	☐	☐	☐	☐	☐
The proposed Phase 1 works minimise disruptions during construction	☐	☐	☐	☐	☐	☐

Q6 Is there anything else we should consider about the Phase 1 road changes?

- The proposals for Phase 2 include:
- A proposed new relief road from Upchat Roundabout on Woodfield Way, connecting to an improved Main Road Hoo junction. The new relief road will also connect users to the new slip roads on the A289 from Islingham Farm Road.
 - A new junction on Peninsula Way providing access to a new road connecting to the proposed relief road.

The road improvements will include footways to provide priority for pedestrians and cyclists in terms of movement and crossing points. This will help to facilitate safe and easy pedestrian and cycling movement through the various developments in the area. Consideration is being given to a connecting footbridge as part of the walking, cycling and horse-riding assessment and review (WCHAR). Segregated cycle tracks are also proposed for the relief road and the Main Road junction.

The site of the works is not subject to any statutory or non-statutory designations but is adjacent to Chattenden Woods and Lodge Hill Site of Special Scientific Interest (SSSI). There are potential indirect impacts to the habitat within the SSSI from the relief road (Phase 2). The council will work closely with Natural England to understand any potential for disturbance and noise impacts to the nationally important nightingale population and other habitats and species, and to ensure that appropriate mitigation measures are put in place.

These proposals are described in detail on the road webpage and in section 3 of the consultation brochure.

Q7 Thinking about the proposed Phase 2 road changes, how much do you agree or disagree that: (Please tick one box per row)

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
The proposed Phase 2 works will improve access to the Hoo Peninsula	☐	☐	☐	☐	☐	☐
Once completed the proposed Phase 2 works will reduce congestion in the local area	☐	☐	☐	☐	☐	☐
The proposed layout and design will minimise impacts on the local area	☐	☐	☐	☐	☐	☐
The proposed changes improve access for other users (e.g. pedestrians, cyclists and horse riders)	☐	☐	☐	☐	☐	☐
The proposed Phase 2 works minimise disruptions during construction	☐	☐	☐	☐	☐	☐

Q8 Is there anything else we should consider about the Phase 2 road changes?

The proposals for Phase 3 include improvements to A228 Bells Lane Roundabout and Dux Court Road, including widening to increase capacity and minimise queuing.

Footway and cycling provisions have been provided on the southern side of the A228 to tie into the existing facility at Bell's Lane and Ratcliffe Highway. A signalised crossing is proposed to be situated east of the Bell's Lane roundabout and this provides a link towards a shared footway north of the A228. This provides a safer route for pedestrians as it moves them away from the roundabout.

Existing public rights of way across the road improvements are not impacted by the works.

The site of the works is not subject to any statutory or non-statutory environmental designations.

These proposals are described in detail on the road webpage and in section 3 of the consultation brochure.

Q9 Thinking about the proposed Phase 3 road changes, how much do you agree or disagree that:
(Please tick one box per row)

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
The proposed Phase 3 works will improve access to the Hoo Peninsula	☐	☐	☐	☐	☐	☐
Once completed the proposed Phase 3 works will reduce congestion in the local area	☐	☐	☐	☐	☐	☐
The proposed layout and design will minimise impacts on the local area	☐	☐	☐	☐	☐	☐
The proposed changes improve access for other users (e.g. pedestrians, cyclists and horse riders)	☐	☐	☐	☐	☐	☐
The proposed Phase 3 works minimise disruptions during construction	☐	☐	☐	☐	☐	☐

Q10 Is there anything else we should consider about the Phase 3 road changes?

The proposals for Phase 4 including improvements to Stoke / Ropers Lane Roundabout and access to the new station.

The site of the works is not subject to any statutory or non-statutory environmental designations.

These proposals are described in detail on the road webpage and in section 3 of the consultation brochure.

Q11 Thinking about the proposed Phase 4 road changes, how much do you agree or disagree that:
(Please tick one box per row)

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
The proposed Phase 4 works will improve access to the Hoo Peninsula	☐	☐	☐	☐	☐	☐
Once completed the proposed Phase 4 works will reduce congestion in the local area	☐	☐	☐	☐	☐	☐
The proposed layout and design will minimise impacts on the local area	☐	☐	☐	☐	☐	☐
The proposed changes improve access for other users (e.g. pedestrians, cyclists and horse riders)	☐	☐	☐	☐	☐	☐
The proposed Phase 4 works minimise disruptions during construction	☐	☐	☐	☐	☐	☐

Q12 Is there anything else we should consider about the Phase 4 road changes?

The proposals for Phase 5 include improvements to Four Elms Roundabout, an additional lane and a dedicated slip road from the A289 Hasted Road to northbound A228, and a dedicated slip road coming down Four Elms Hill.

As part of the new proposals, a new shared pedestrian/cycle footway and crossing facilities will be provided following collaboration, interaction, and engagement with key stakeholders. The public rights of way (RS119 – Granary Cottage to Hoo Road) at Four Elms Hill will be re-routed around the embankments to maintain the route.

The site of the works is not subject to any statutory or non-statutory environmental designations.

These proposals are described in detail on the road webpage and in section 3 of the consultation brochure.

Q13 Thinking about the proposed Phase 5 road changes, how much do you agree or disagree that:

(Please tick one box per row)

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
The proposed Phase 5 works will improve access to the Hoo Peninsula	☐	☐	☐	☐	☐	☐
Once completed the proposed Phase 5 works will reduce congestion in the local area	☐	☐	☐	☐	☐	☐
The proposed layout and design will minimise impacts on the local area	☐	☐	☐	☐	☐	☐
The proposed changes improve access for other users (e.g. pedestrians, cyclists and horse riders)	☐	☐	☐	☐	☐	☐
The proposed Phase 5 works minimise disruptions during construction	☐	☐	☐	☐	☐	☐

Q14 Is there anything else we should consider about the Phase 5 road changes?

The proposals for Phase 6 is an additional lane to Wulfere Way in each direction, and capacity improvements to Sans Pareil Roundabout.

These proposals are described in detail on the road webpage and in section 3 of the consultation brochure.

Q15 Thinking about the proposed Phase 6 road changes, how much do you agree or disagree that:

(Please tick one box per row)

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
The proposed Phase 6 works will improve access to the Hoo Peninsula	☐	☐	☐	☐	☐	☐
Once completed the proposed Phase 6 works will reduce congestion in the local area	☐	☐	☐	☐	☐	☐
The proposed layout and design will minimise impacts on the local area	☐	☐	☐	☐	☐	☐
The proposed changes improve access for other users (e.g. pedestrians, cyclists and horse riders)	☐	☐	☐	☐	☐	☐
The proposed Phase 6 works minimise disruptions during construction	☐	☐	☐	☐	☐	☐

Q16 Is there anything else we should consider about the Phase 6 road changes?

£63 million of the HIF funding will be used for rail improvements to support new housing on the Hoo Peninsula.

The proposed scheme is to reinstate a passenger service on the Grain branch line and create a new station south of Sharnal Street to open up the Peninsula for development by providing a reliable link to London and an interchange option at Gravesend to link to locations across Medway and join the HS1 to London St Pancras.

We want to know what you think about the proposals to re-introduce passenger rail services to the Hoo Peninsula, the new station, rail passing loops and crossing and managing the potential effects of the associated construction works.

These proposals are described in detail on the rail webpage and in section 4 of the consultation brochure.

Q17 Thinking about the re-introduction of passenger rail services to the Hoo Peninsula, how much do you agree or disagree that: (Please tick one box per row)

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
The re-introduction of passenger rail services to the Hoo Peninsula is important to me	☐	☐	☐	☐	☐	☐
The re-introduction of passenger rail services to the Hoo Peninsula is important to the local area	☐	☐	☐	☐	☐	☐

Q18 How likely do you think you would be to use the passenger rail service to travel to each of the following destinations? (Please tick one box per row)

	Very likely	Likely	Neither likely nor unlikely	Unlikely	Very unlikely	I wouldn't use this service
London stations	☐	☐	☐	☐	☐	☐
Stations on the Kent network, such as Gravesend	☐	☐	☐	☐	☐	☐

Q19 Which, if any, of the following do you think are benefits of re-introducing passenger rail services to the Hoo Peninsula? (Please tick all that apply)

☐ Ensure the local area is well connected and accessible	☐ Improve local public transport	☐ Increase the value of properties locally
☐ Provide new opportunities to access employment, education and social destinations	☐ Reduce reliance on cars	☐ Create new jobs locally
☐ Improve the local economy	☐ Make it easier to access the national transport network	☐ Reduce carbon emissions by moving journeys from road to rail
☐ Provide a faster, more extensive and reliable transport network	☐ Help tackle isolation and transport poverty	☐ Improve air quality by transferring journeys from road to rail
	☐ Widen access to health services	☐ None of these
		☐ Other

Other, please state

Railway Proposals

Appendices to Appendix 4

Q20 Which, if any, of the following concern you about re-introducing passenger rail services to the Hoo Peninsula? (Please tick all that apply)

- ☐ Noise associated with the trains
- ☐ Increased traffic travelling to the station
- ☐ Cost of the services
- ☐ Frequency of services
- ☐ The environmental impact of re-introducing services
- ☐ Lack of parking at the station
- ☐ Lack of public transport to get to and from the proposed station
- ☐ Construction work associated with re-introducing services
- ☐ Safety of railway line crossing points
- ☐ Anti-social behaviour
- ☐ None of these
- ☐ Other

Other, please state

Q21 Is there anything else we should consider about the re-introduction of a passenger rail service on the Hoo Peninsula?

Railway Proposals - New Railway Station

Q22 Thinking about the proposals for the new railway station, how important are each of the following to you: (Please tick one box per row)

	Very important	Important	Not important	Not important at all	Don't know
The appearance of the station reflects the character, identity and heritage of the area	☐	☐	☐	☐	☐
The station is landscaped to blend in with the local environment	☐	☐	☐	☐	☐
The station is provided with a public open space to create a 'station place' or Plaza	☐	☐	☐	☐	☐
There is car parking and drop off available on site	☐	☐	☐	☐	☐
There is secure cycle parking available on site	☐	☐	☐	☐	☐
There are good connections to local bus services	☐	☐	☐	☐	☐
There are good links to local cycle paths	☐	☐	☐	☐	☐
There are good links to local footpaths	☐	☐	☐	☐	☐

The consultation brochure includes two illustrative examples of what a future station building could look like, aiming to ensure it is in keeping with the local character and future aspirations of the area.

Illustrative example one, is a barn style station set in a station square comprising wavy lines to reflect the nautical nature of the area, and its shortwave radio heritage. This station building is expandable to provide additional facilities as the station patronage increases.

Illustrative example two, is an alternative style station to reflect the Airship heritage of the area set in a station square as before.

These are shown on the rail webpage and in section 4 of the consultation brochure.

Q23 Thinking about a future station building, which THREE of the following do you feel best reflect the local character of the area? (Please tick up to three boxes)

- ☐ Farming / Agricultural heritage
- ☐ Industrial heritage
- ☐ Airship / Aeronautical heritage
- ☐ Military heritage
- ☐ Religious heritage
- ☐ The coast
- ☐ Shortwave radio heritage
- ☐ Natural environment
- ☐ None of these
- ☐ Something else

Something else, please state

Q24 Which of the following ways would you consider travelling to the proposed railway station? (Please tick all that apply)

- ☐ By foot
- ☐ Bicycle
- ☐ Motorbike
- ☐ Car
- ☐ Taxi
- ☐ Bus
- ☐ Other

Other, please state

Q25 Is there anything else we should consider about the proposed new railway station?

Railway Proposals - Railway Passing Loops

Appendices to Appendix 4

To create a passenger service whilst maintaining the freight service dual track will be required to allow trains to pass. This will be achieved by introducing discrete lengths of track to create passing places.

The Grain Line was originally constructed with some dual track, and the footprint of the Network Rail land allows for dualling of the track and associated enhancement of track bed and embankments throughout its length without the need to acquire new land along the railway.

The location of the loops are determined by a number of factors including frequency of service and the speed of the trains as well as potential routes.

There will be dualling of the section between Hoo Junction and Cliffe Junction and a passing loop at Cooling Street. These proposals are described in detail on the rail webpage and in section 4 of the consultation brochure.

Q26 Thinking about the construction of the proposed passing loops, which, if any, of the following are concerns for you? (Please tick all that apply)

- | | | |
|---|--|---|
| ☐ Noise associated with construction | ☐ Local road closures | ☐ The impact of the construction compounds |
| ☐ Increased construction traffic | ☐ The time taken to complete the construction | ☐ None of these |
| ☐ The environmental impact of construction | ☐ Maintaining local access | ☐ Other |
| | ☐ Maintaining access to public rights of way | |

Other, please state

Q27 Is there anything else we should consider about the proposed passing loops?

Railway Proposals - Railway Crossings

A rail passenger service to Hoo will increase both the number of trains on the line, and their speed. Consequently, existing footpath and vehicular crossings of the line will need to be segregated, either by physical separation (bridges) or by diversion of the route to an existing crossing.

The proposals include a number of changes to level crossings along the route of the line. Safety is the main consideration when making changes to rail crossings. These proposals are described in detail on the rail webpage and in section 4 of the consultation brochure.

Q28 Which, if any, of the following railway crossings do you currently use? (Please tick all that apply)

- | | | |
|---|---|---|
| ☐ Church Lane Crossing | ☐ Solomon's Crossing | ☐ Creek Lane Crossing |
| ☐ Kings Crossing | ☐ Whitehall Bridleway Crossing | ☐ I don't use any of these crossings |
| ☐ Wybourne & High Halstow Crossing | ☐ Stoke Road Crossing | |

Railway Proposals - Railway Crossings

Appendices to Appendix 4

Church Lane Crossing

Kings Crossing

Wybourne & High Halstow Crossing

Solomon's Crossing

Whitehall Bridleway Crossing

Stoke Road Crossing

Creek Lane Crossing

I do not want to make any further comments

If you do not want to make any further comments about railway crossings please go to Q37; otherwise please add your comments to the relevant crossing in Q30 to Q36.

Q30

If you selected Church Lane Crossing in Q29. What else should we consider about the Church Lane Crossing?

Q31

If you selected Kings Crossing in Q29. What else should we consider about the Kings Crossing?

Q32

If you selected the Wybourne & High Halstow Crossing in Q29. What else should we consider about the Wybourne & High Halstow Crossing?

Q33

If you selected Solomon's Crossing in Q29. What else should we consider about the Solomon's Crossing?

Q34

If you selected Whitehall Bridleway Crossing in Q29. What else should we consider about the Whitehall Bridleway Crossing?

Railway Proposals - Railway Crossings

Appendices to Appendix 4

Q35 If you selected Stoke Road Crossing in Q29. What else should we consider about the Stoke Road Crossing?

Q36 If you selected Creek Lane Crossing in Q29. What else should we consider about the Creek Lane Crossing?

Railway Proposals - Managing potential effects of the proposals

Q37 Thinking about the potential effects of the construction works associated with the railway proposals, how much do you agree or disagree that:
(Please tick one box per row)

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
The proposals to manage construction works help to minimise the impact on local residents	☐	☐	☐	☐	☐	☐
The proposals to manage construction works help to minimise the impact on the environment	☐	☐	☐	☐	☐	☐
The proposals to manage construction works help to minimise the impact on users of public rights of way (e.g. pedestrians, cyclists, and horse riders)	☐	☐	☐	☐	☐	☐

Q38 Is there anything else we should consider about managing the potential effects of the railway proposals?

Strategic Environmental Management Scheme

Appendices to Appendix 4

£14.35 million of the HIF funding will be used for protecting wildlife and ecology.

The aspiration is for the Strategic Environmental Management Scheme (SEMS) to create a connected network of wildlife friendly habitats and community parklands, which will support new meadows, hedges, marshes and woodlands. Where appropriate, these areas will also have new footpaths and cycleways providing safe recreational opportunities.

These changes are all about the environment and more specifically, biodiversity. The SEMS will be actively managed to maximise the benefits for biodiversity alongside access and health and safety interests. As a scheme, SEMS will be planned and designed to address the indirect impact of possible growth on the Peninsula's protected habitats.

These proposals are described in detail on the environment webpage and in section 5 of the consultation brochure.

Q39 Thinking about the enhancement and protection of the natural environment on the Hoo Peninsula, how much do you agree or disagree that: (Please tick one box per row)

[illegible]

Q40 Do you have any other comments about how proposed green spaces could enhance and protect the natural environment on the Hoo Peninsula?

Q41 Thinking about how green space should be developed on the Hoo Peninsula, how much do you agree or disagree that:
(Please tick one box per row)

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
There should be areas of green space close to Hoo which encourage wildlife	☐	☐	☐	☐	☐	☐
There should be areas of green space close to Hoo that people can freely enjoy without disturbing wildlife	☐	☐	☐	☐	☐	☐
Green spaces should be connected to help people and wildlife move safely around	☐	☐	☐	☐	☐	☐
Green spaces should allow me to meet others from the local community	☐	☐	☐	☐	☐	☐
There should be planned paths to allow different types of users to enjoy the green space	☐	☐	☐	☐	☐	☐
There should be information boards and signage to allow people to enjoy the green space	☐	☐	☐	☐	☐	☐
There should be visitor facilities to allow people to enjoy the green space e.g. toilets, visitor centre, car parking, etc	☐	☐	☐	☐	☐	☐

Q42 Do you have any other comments about how green space should be developed on the Hoo Peninsula?

We will be asking for input from community and user groups, in addition to statutory stakeholders, to help us define the location and nature of new access routes, including opportunities for multi-user paths.

We would like to hear about your suggestions for new access routes and paths. Please give us as much information as possible, this could include:

- location; e.g. giving the start and end points and links to existing pathways
- who the path is going to be used by e.g. walkers, cyclists, horse riders, etc
- the type of surface that should be used e.g. tarmac, gravel, grass, etc

Q43 Do you have any suggestions about the location and type of new access routes and paths that could be developed on the Hoo Peninsula?

Q44 Is there anything else we should consider about green spaces on the Hoo Peninsula?

Future Hoo - New Routes to Good Growth Proposals

Q45 Is there anything else we should consider about the road, rail and environmental proposals on the Hoo Peninsula?

About You

Q46 Are you responding as:

- ☐ An individual
- ☐ An organisation
- ☐ An elected representative

An organisation

Q47 If you answered 'organisation' in Q46. Please state the name of the organisation you are responding on behalf of:

An elected representative

Q48 If you answered 'elected representative' in Q46. As an elected representative, are you:

- ☐ A ward member for Strood Rural or Peninsula ward
- ☐ A ward member for a ward elsewhere in Medway
- ☐ A Member of Parliament
- ☐ A parish councillor for a Parish on the Hoo Peninsula
- ☐ A parish councillor for a Parish elsewhere in Medway
- ☐ Other elected representative

Other, please state

About You

Only answer Questions 49 to 53 if you are responding as an individual

Medway is committed to consulting with all its residents and interested parties so, to ensure that all groups within the community have the opportunity to participate, we would appreciate it if you could provide us with the following information. The information provided will remain private and confidential and will not be used for any other purpose. You are under no obligation to provide the following information and it will not affect your response if you choose not to.

Q49 Are you?

- ☐ Male
- ☐ Female
- ☐ I prefer not to say

Q50 In which of the following age bands do you fall?

- ☐ Under 16
- ☐ 16-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75+
- ☐ I prefer not to say

Q51 Do you have any long-standing health problem or disability? Long-standing means anything that has lasted, or is expected to last, at least 12 months.

- ☐ Yes
- ☐ No
- ☐ I prefer not to say

Q52 What is your ethnic group?

- ☐ White - English/ Welsh/ Scottish/ Northern Irish/ British
- ☐ White - Irish
- ☐ White - Gypsy or Irish Traveller
- ☐ Any other White background
- ☐ Mixed - White and Black Caribbean
- ☐ Mixed - White and Black African
- ☐ Mixed - White and Asian
- ☐ Any other mixed / multiple ethnic background
- ☐ Black / Black British - African
- ☐ Black / Black British - Caribbean
- ☐ Any other Black / African/ Caribbean background
- ☐ Asian / Asian British - Indian
- ☐ Asian / Asian British - Pakistani
- ☐ Asian / Asian British - Bangladeshi
- ☐ Asian / Asian British - Chinese
- ☐ Any other Asian background
- ☐ Other - Arab
- ☐ Any other ethnic background
- ☐ I prefer not to say

If Other, please state below:

Q53 What is your postcode sector? This is the first part of your postcode along with the number from the next part e.g. ME3 8 or ME14 1

Your Response

Thank you for completing this questionnaire, the results of which will be considered and used to help shape the proposals and applications for the highways, rail and SEMS consents.

Please reurn your completed surveys by 7 March 2021 using the Freepost envelopes provided.

Medway Council is consulting on the New Routes to Good Growth proposals as part of the Housing Infrastructure Fund. This notice is about Medway Council and the collection of personal information for the Future Hoo - New Routes to Good Growth survey. In this notice, Medway Council will be referred to as 'we', 'us' or 'our'. Medway Council is the data controller (contact details below) for the information you provide when completing the Future Hoo - New Routes to Good Growth survey. This means it decides how your personal data is processed and for what purposes.

By taking part in the survey you will be agreeing to us processing your personal information in the analysis of your response. The types of activity this includes is: processing your survey, grouping and analysing the results by different characteristics e.g. sex, age group, ethnicity or if you have a long term illness or disability, sharing aggregated results with other parts of the council, partners, consultants and other stakeholders working on the HIF and sharing non-aggregated results with other parts of the council, partners, consultants and other stakeholders working on the HIF.

If you are responding as an individual we will collect and process the following personal information about you: your sex, your age group, your ethnicity, if you have a long term illness or disability and your postcode sector - this is the first part of the postcode and the first number from the next part e.g. ME1 1 or ME14 1.

If you are responding as an elected representative we will ask you what type of elected representative you are. If you are responding as an organisation we will ask you for your organisation name.

When completing the survey you will provide information about who you are (demographics) and where you live. We provide more detail below about how we use each category of information. Where sharing aggregated results would not provide sufficient detail to develop the New Routes to Good Growth proposals your information may be shared as non-aggregated survey data with other parts of the council, partners, consultants and other stakeholders working on the HIF. No individual responses will be included in reports and outputs as a result of this sharing. Your information will not be passed to any other third parties unless we are required to do so by law.

If you are responding as an individual the information you provide will not be used to report on individual responses in the public domain. We will combine your response with all the other responses we receive to create statistical reports of the results of the survey to allow us to identify trends in responses between different groups of users. We may use quotes from comments provided by respondents but these will not be linked to any other information provided. The information below explains how we use each of the categories of data.

Who you are: The demographic information (age group, sex, ethnicity and if you have a long term illness or disability) you provide is used to: understand the profile of respondents and how it compares to Medway as a whole, and help us understand the demographics (age group, sex, ethnicity and long term illness or disability status) of who has responded to the survey and if there are any differences between groups. The information you provide is pseudonymised; that means that the personal information we ask for is grouped by a field which makes it harder to identify a person for example instead of using your month and year of birth we ask your age group.

Where you live: The postcode sector you provide is used to: understand the profile of respondents and how it compares to Medway as a whole, and help us understand the location of respondents. We ask for your postcode sector as it makes it harder to identify individuals.

Your organisation: If you are responding on behalf of an organisation you will be asked to provide your organisation name. We may use quotes from comments provided by you and attribute them to the organisation responding to this survey. *Elected representatives:* If you are responding as an elected representative we will ask what type of elected representative you are. We will group and report on responses from different types of elected representatives. We may use quotes from comments provided by you and attribute them to the broad groups of elected representatives.

We will keep the completed surveys for 5 years after the close of the survey. We will process your data as you have given your consent to complete the survey. After you have submitted the survey we have a legitimate interest in the processing of your personal data for the specific purposes outlined in the 'how we use your information' section. We will ask you for your consent for aspects which are not vital for the running of the survey at each relevant point of the survey and you can choose to leave questions unanswered.

If you would like to contact us for more information about the Future Hoo New Routes to Good Growth survey you can contact us by email at futurehoo@medway.gov.uk or in writing to Regeneration Development Team, Medway Council, Gun Wharf, Dock Road, Chatham, Kent, ME4 4TR.

If you have any queries or complaints about this privacy notice please contact us: Data Protection Officer; Gayle Jones on 01634 334329, by email at GDPR@medway.gov.uk or write to the Data Protection Officer, Medway Council, Gun Wharf, Dock Road, Rochester, ME4 4TR.

You can use these pages to as extra space when answering free text questions. Please make sure you refer to the question number for the issue you are writing about. Responses without question numbers might not be able to be included when reviewing the responses to the survey.

You can use these pages to as extra space when answering free text questions. Please make sure you refer to the question number for the issue you are writing about. Responses without question numbers might not be able to be included when reviewing the responses to the survey.

APPENDIX 24: ROUND 2 CONSULTATION QUESTIONNAIRE

Have your say:

Future Hoo

Consultation 2021

Second round questionnaire

Introduction

In 2020, Medway Council secured £170m funding, from the Housing Infrastructure Fund (HIF), to deliver the building of new roads, the provision of a new train station and service, and the delivery of environmental enhancements.

In early 2021, we held a public consultation on the HIF proposals to improve accessibility and the environment in and around Hoo. Following that consultation, further work was undertaken by the project and technical teams, and we are now consulting on the updated proposals.

We would like to hear your views on changes to the proposals and this important opportunity for Hoo.

Consultation and about this questionnaire

This consultation will run from Monday 29 November to midnight on Monday 10 January 2022.

We strongly recommend that you read the information in the consultation brochure before completing this questionnaire.

Following on from the first round of consultation, and now we're also at a later stage of the project, we have changed the structure of this questionnaire to allow you, the community, to give us clear feedback on the areas that matter to you.

On this basis, we have simplified the format and provided fewer questions, but all of these are now

- open and related to the specific phases, elements
- or features of the proposals. We hope that this will
- allow you to comment on those areas that are most
- important to you, whilst also providing you with an
- opportunity to tell us what you think of the revisions
- more generally.

- Many thanks for taking the time to complete this
- questionnaire.

Further information

- Background information relating to this project is
- included on the website.

- www.medway.gov.uk/futurehoo, including
- documents used in the first round 2021
- consultation. This will also provide you with more
- detail and understanding of why the New Routes to
- Good Growth proposals has been formulated and
- why the government wants to invest in infrastructure
- in this area.

Contact us

- If you would like to contact us for more information
- about the Future Hoo Consultation 2021, Second
- Round, you can contact us by:
- email at futurehoo@medway.gov.uk
- writing to Regeneration Development Team,
- Medway Council, Gun Wharf, Dock Road, Chatham,
- ME4 4TR
- phone: 01634 331166

[illegible]

Revised rail proposals

See chapter two of the consultation brochure for details of the revised rail proposals.

£63 million of the HIF funding will be used for rail improvements to support new transport options on the Hoo Peninsula, for current and future residents.

The proposed scheme is to reinstate a passenger service on the Grain branch line and create a new station south of Sharnal Street. This will improve connectivity and help to support sustainable growth on the peninsula by providing an interchange option at Gravesend to link to locations across Medway, as well as providing a reliable link towards London.

Q4) Rail - general comments - Do you have any general comments about the REVISIONS to the rail proposals presented?

[illegible]

Q5) Rail - specific comments - Do you have any specific comments about the REVISIONS presented, on any of the four areas listed as follows?

The station surroundings

[illegible]

Level crossings – which one/s?

- Kings Crossing
- Church Street Crossings
- Wybournes Farm and High Halstow Restricted Byway
- Solomon's Crossing
- Whitehall Bridleway, Stoke Road Crossing and Creek Crossing

[illegible]

Passing places/ loop – which one/s?

- Hoo Junction
- Cooling Street

[illegible]

Service provision

[illegible]

Revised road proposals

See chapter three of the consultation brochure for details of the revised road proposals.

£86 million of the HIF will be used to make road improvements to support the Hoo Peninsula in meeting its future traffic requirements and providing greater connectivity.

The highways proposals will accommodate future traffic growth associated with any future housing proposals for the Hoo Peninsula. They involve improvements to existing infrastructure, as well as the provision of new infrastructure including new slip roads, junctions and interchanges on the A228 and A289, a relief road via Woodfield Way i.e. a second road access to the peninsula, and a range of associated highway improvements.

These changes will help to maximise the use of existing infrastructure whilst also creating additional capacity to facilitate and accommodate future Hoo growth.

Q6) Road - general comments - Do you have any general comments about the REVISIONS made to the road proposals as presented?

Q7) Road - specific comments - Do you have any specific comments about the REVISIONS made to the individual road phases as presented?

Phase 1 - A289 junction/ link road plus Woodfield Way and Islingham Farm Road

[illegible]

Phase 2 - New telfer road and associated spur link road

Phase 3 - Improvements to A228 Bell's Lane Roundabout and Dux Court Road (widening and link road)

Phase 4 - Improvements to Ropers Lane Roundabout and modifications to the existing highway network to facilitate access to the new station

Phase 5 - Four Elms Roundabout

Phase 6 - Wulfere Way and Sans Pareil Roundabout

About you

Q8) Are you responding as:

- ☐ An individual
- ☐ An organisation, please specify....
- ☐ An elected representative, please specify....
- ☐ A business, please specify....
- ☐ Other, please specify...

.....

.....

.....

We'd like to ask some questions about you to better understand the people who are completing this feedback form. All of this information is anonymous and cannot be linked to individuals.

Medway is committed to consulting with all of its residents and interested parties so, to ensure that all groups within the community have the opportunity to participate, we would appreciate it if you could provide us with the following information. The information provided will remain private and confidential and will not be used for any other purpose. You are under no obligation to provide the following information and it will not affect your response if you choose not to.

Q9) How did you hear about this consultation? Please tick all that apply.

- ☐ Leaflet through your door
- ☐ Email
- ☐ Future Hoo e-bulletin
- ☐ Poster
- ☐ Medway Matters magazine
- ☐ Village Voice
- ☐ Word of mouth
- ☐ Community event
- ☐ Press
- ☐ Council website
- ☐ Social media
- ☐ Other, please specify...

.....

.....

.....

.....

Q10) What is your postcode sector? This is the first part of your postcode along with the number from the next part e.g. ME3 or ME14

.....

.....

Q11) Are you? Please tick the appropriate box

- ☐ Male
- ☐ Female
- ☐ I prefer not to say

Q12) How old are you? Please tick the appropriate box

- ☐ Under 16
- ☐ 16 to 18
- ☐ 19 to 24
- ☐ 25 to 34
- ☐ 35 to 44
- ☐ 45 to 54
- ☐ 55 to 59
- ☐ 60 to 64
- ☐ 65 to 74
- ☐ 75 and over
- ☐ I prefer not to say

Q13) Do you have any long-standing health problem or disability? Long-standing means anything that has lasted, or is expected to last, at least 12 months. Please tick the appropriate box:

- ☐ Yes
- ☐ No
- ☐ I prefer not to say

If yes, what is the nature of your health problem or disability? Please tick the appropriate box(s):

- ☐ Health Diagnosis
- ☐ Hearing Impairment
- ☐ Learning Disability
- ☐ Mental Health
- ☐ Physical Impairment
- ☐ Sight Impairment
- ☐ I prefer not to say
- Other, please state

.....

.....

Privacy policy

Why we use your data

We use your data for:

- statutory requirements such as reporting to Government, waste management, burials
- service delivery
- service improvement and planning
- regulatory, licensing and enforcement functions
- prevention and detection of crime
- financial transactions
- research including consultations
- communications and marketing
- equality monitoring

Why we can use your data

We can use your data if it is a legal obligation or public task under various UK laws including but not limited to:

- The Town & Country Planning Act 1990
- The Planning Act 2008
- The Housing & Planning Act 2016
- The Planning (Listed Buildings & Conservation Areas) Act 1990
- Traffic Management Act 2004
- The Taking Control of Goods (Fees) Regulation 2014
- The Localism Act 2011
- The Highways Act 1980
- The Traffic Management Act 2004
- The Road Traffic Regulations Act 1984
- The Transport Act 2000
- The Local Transport Act 2008
- The Environment Act 1995
- The Environmental Protection Act 1990
- The Bus Services Act 2017
- The Wildlife and Countryside Act 1981
- The Countryside and Rights of Way Act 2000
- The Equality Act 2010
- The Building Act 1984
- The Building Regulations 2010 (as amended)
- The Building (Local Authority Charges) Regulations 2010
- Local Government (Miscellaneous Provisions) Act 1976

We can also use your data if you've given consent by taking part in consultations.

Who we can share your data with

We can share your data with:

- elected members
- the general public (via public registers)
- contractors or partners providing services on our behalf
- funding bodies
- The Environment Agency
- LLEP

When computers make any decisions about you

Not applicable.

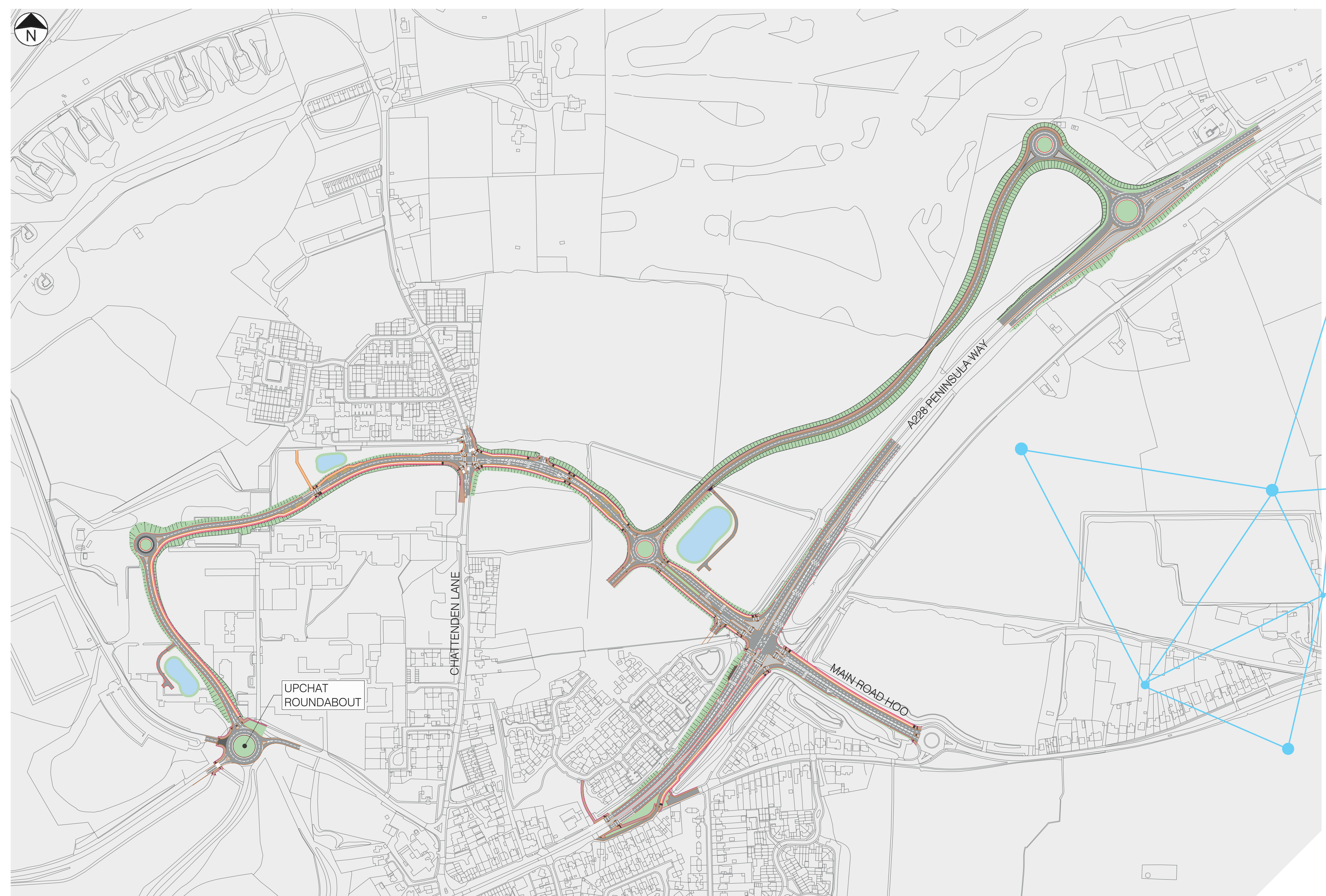
When your data gets sent to other countries

Not applicable.

APPENDIX 25: ROUND 3 PHASE 2 AND 4 PLANS

Roads: Phase 2 update

Upchat Roundabout to A228 Main Road



This is an overall map of phase 2 of the Roads scheme, which shows a new relief road from Upchat Roundabout. The road travels north and then east, crossing Chattenden Lane and continues east to join the A228 at the Main Road Junction. Between Chattenden Lane and Main Road is a roundabout where a spur road travels north to join the A228 at the new proposed roundabout between Main Road Junction and Bell's Lane Roundabout.

[medway.gov.uk/
futurehoo](https://medway.gov.uk/futurehoo)



MEDWAY

Medway
COUNCIL
Serving You

Roads:

Phase 4 update

Stoke Road Roundabout

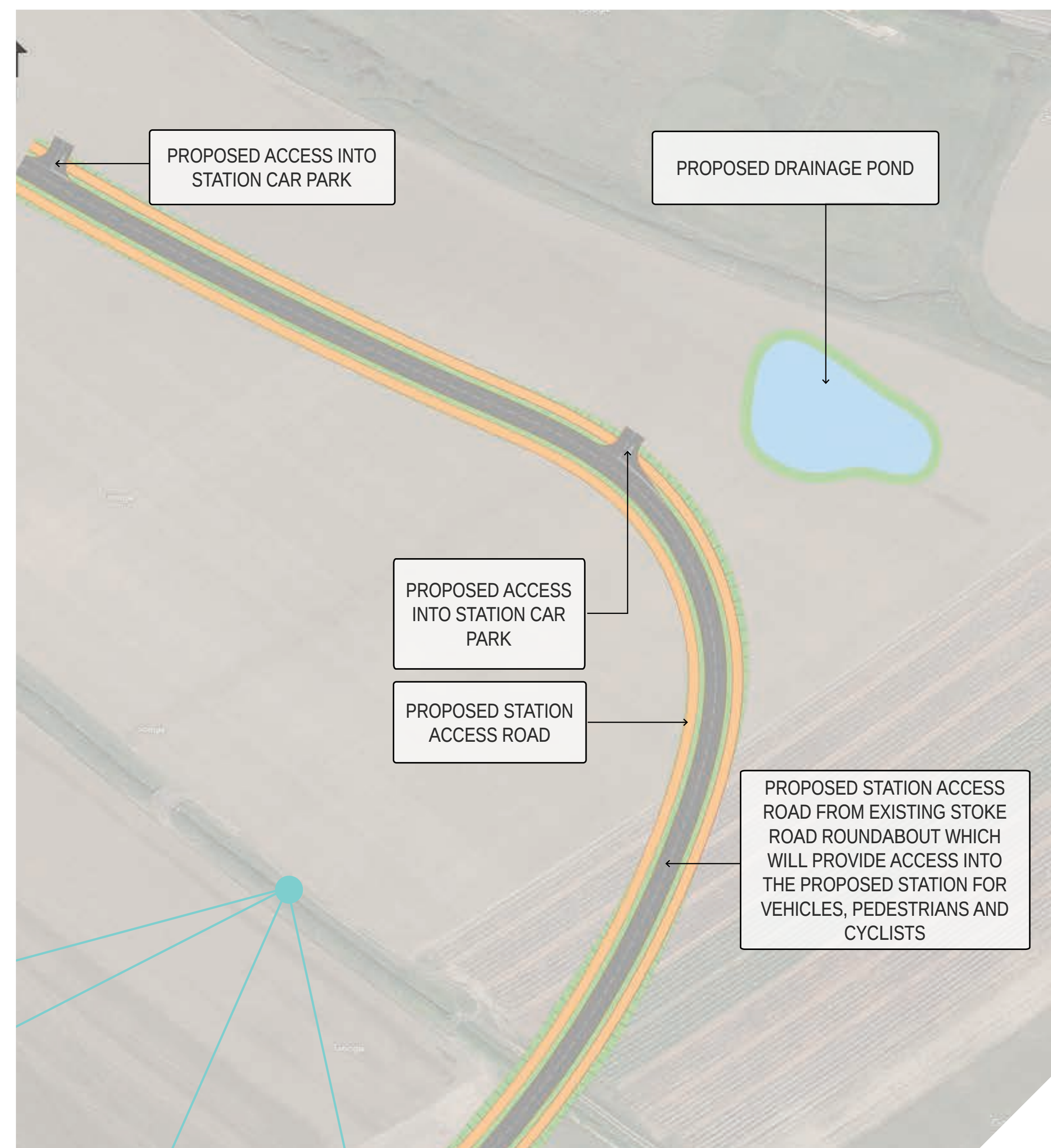


Image 1 shows the road alignment to the proposed Railway Station. The alignment has been developed with consideration to proposed development areas and future access into these sites.

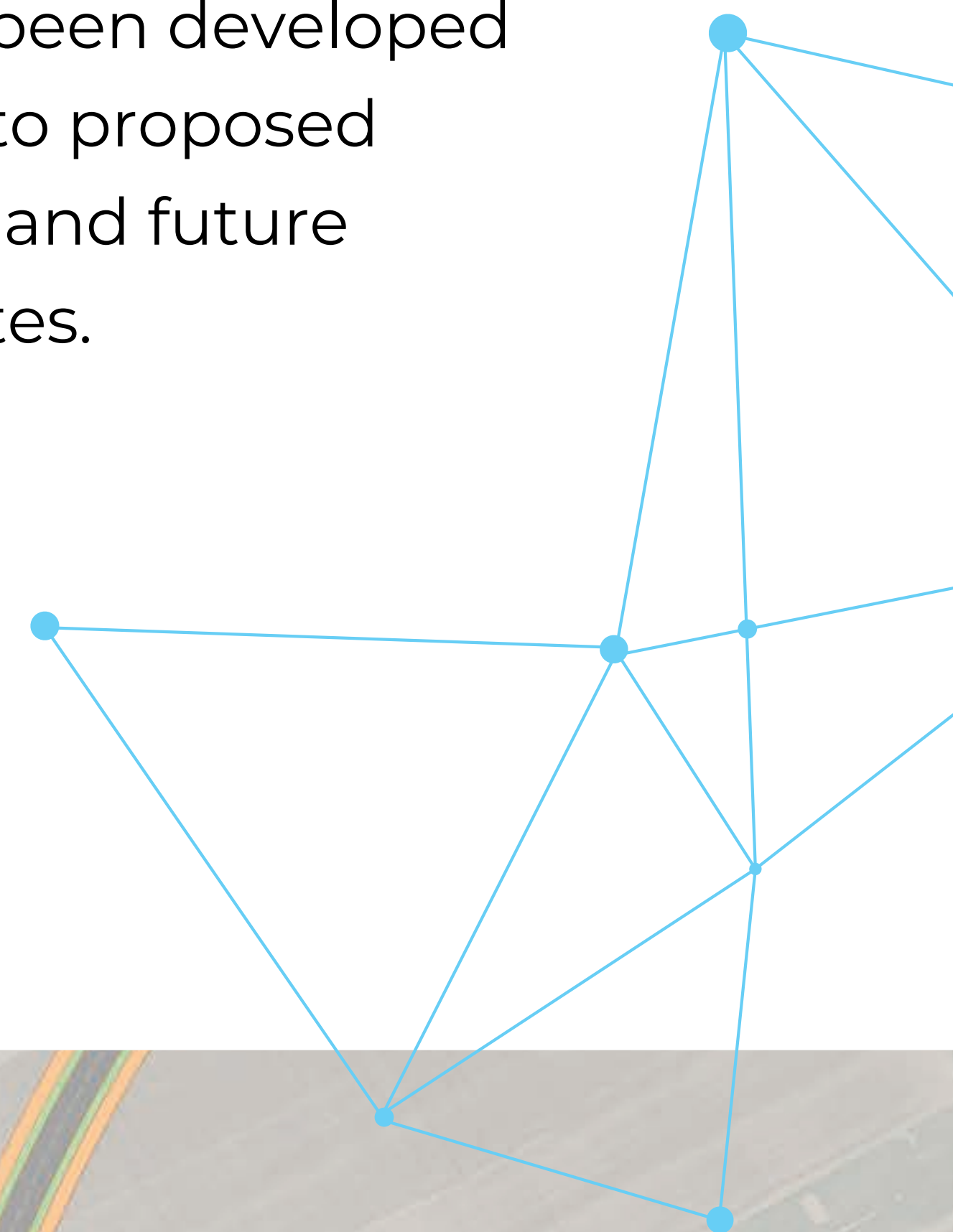
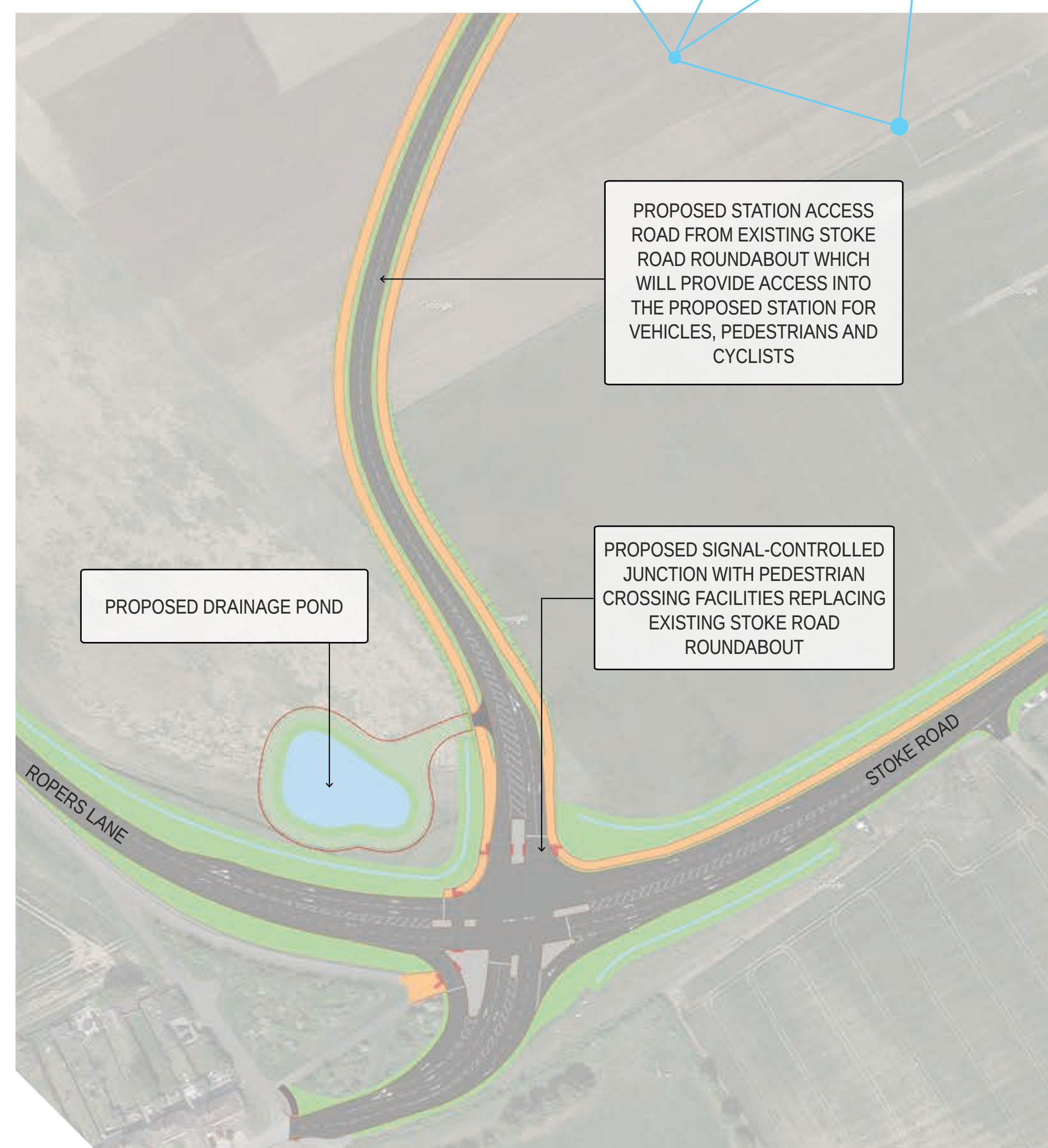


Image 2 shows the proposed signal-controlled junction improvements at the Stoke Road/Ropers Lane Junction. The reconfiguration from the existing roundabout arrangement will address both the existing congestion issues and provide further capacity to accommodate future growth. Signal-controlled crossings are also provided to improve pedestrian and cycling provision.



APPENDIX 26: ROUND 3 MEDWAY MATTERS EMAILER

Round 3- Medway Matters emailer



Future Hoo: An update on our next community engagement

As part of the housing infrastructure fund (HIF) for Future Hoo, the next consultation activity will be on the latest designs for our Community Parklands programme.

This will be taking place from Monday, 13 June. This will run for six weeks and provide residents with the opportunity to have their say on the latest designs across this key phase of environmental improvements on the peninsula (via an online survey).

Road alignment update: During the same period, we will also be sharing the designs for the Roads Phase 2 and Phase 4 schemes (this will include sharing the final alignment option we will be pursuing for Phase 2 following previous feedback, along with the Phase 4 decision for Stoke Road Roundabout following traffic modelling outcomes).

Find out more ahead of the start of this next update with local residents.

[Find out more](#)

APPENDIX 27: ROUND 3 PROJECT WEBSITE

Round 3- Updates to Future Hoo project website



What are you looking for?


Our services


Logi

[Home](#) > [Business, licensing and regeneration](#) > [Regeneration](#) > **Future Hoo**

Future Hoo

View first phase consultation results >

View the second phase consultation results >

View the virtual exhibition >

New local plan >

Our next consultation: Community Parklands

The next consultation activity, as part of the Housing Infrastructure Fund (HIF) for Future Hoo, is the Community Parklands phase 2 consultation.

This takes place from 13 June 2022. It will run for 6 weeks.

It will give residents the opportunity to have their say on the latest designs across this key phase of environmental improvements on the Hoo Peninsula.

[Find out more about the Community Parklands consultation](#)

Roads phase 2 and phase 4 schemes

During the same period, we will also be sharing the designs for the roads phase 2 and phase 4 schemes.

[Find out more and view the phase 2 and phase 4 designs](#)



About the future of Hoo

If more homes are built on the Hoo Peninsula there will need to be improvements to roads, transport and environment to support this.

It is essential that the necessary road, rail and environmental infrastructure in and around the Hoo Peninsula is put in place for residents.

Medway's bid focused on significantly improving the Hoo Peninsula's transport connections, environmental infrastructure and having these in place first.

If you have a question about Future Hoo please email futurehoo@medway.gov.uk or leave a message on 01634 331 166.



Work is already underway

We are working with the government to agree the legal and project management arrangements, so that we can move quickly with getting the projects underway.

We are also continuing to develop the project timelines and budgets.

We will also prepare to secure planning permissions for the road, rail and environmental investments.

[Read our latest update on the Hoo Peninsula](#)

Funded improvements

Rail
Road
Environment

£63 million
for rail infrastructure
upgrades

£86 million
to improve roads

Latest news: have you seen our water level monitors?

Over on the Hoo Peninsula, you may notice some small blue tubes in the ground. These have been placed in several green space locations across the Hoo Peninsula to monitor water levels and flood potential as part of our work to improve the local environment through the Future Hoo programme.

We have seen some reports of these monitors being removed. If you come across these monitors, please do not remove them.

If you find damaged monitors, please let us know by emailing futurehoo@medway.gov.uk

Thank you for your support.



Sign-up to our monthly Future Hoo e-bulletin

Get the latest news on the Future Hoo programme.

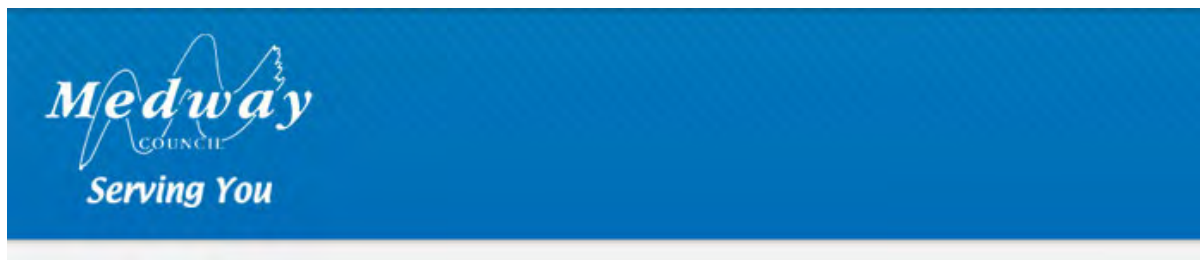
Sign up >

Read our previous Future Hoo e-bulletins

- June 2022 >
- May 2022 >

APPENDIX 28: ROUND 3 JUNE FUTURE HOO E-BULLETIN

Round 3- June Future Hoo e-bulletin



Future Hoo: Your June update

Medway Council sent this bulletin at 14-06-2022 10:25 AM BST

Future
Hoo



June edition

Hello and welcome to your June update. Coming up this month...

- **Details on our latest consultation for the Future Hoo programme**
- **We share the latest updates on our Roads schemes**
- **Highlighting the key outtakes from our 2nd consultation on Future Hoo**
- **An exciting announcement on a new project for the Hoo Peninsula**
- **A site visit update from our project team**

Got a question? Get in touch with us via email: futurehoo@medway.gov.uk or leave us a message on 01634 331 166 and we'll get back to you.



Community Parklands: Our next consultation

As part of the Housing Infrastructure Fund (HIF) for Future Hoo, the next consultation activity will be the **Community Parklands Phase 2 consultation**.

The consultation is now live and will run for six weeks until Sunday, 24 July. The consultation provides residents with the opportunity to have their say on the latest designs across this key phase of environmental improvements on the peninsula (via an online survey). This includes two areas:

-Hoo Wetland Reserve: Hoo Wetland Reserve will provide a new open space as part of a Strategic Environmental Management Scheme (SEMS), and improve connections between Hoo's public pathways and creating new and better connected habitats for Hoo's wildlife.

See the proposals

-Lodge Hill Countryside Site: this site will provide new habitats for nightingales and access to countryside walks as part of a Strategic Environmental Management Scheme (SEMS). Our proposals will create new and better connected habitats for Hoo's wildlife and providing seasonal permissive access

See the proposals

Help shape these exciting projects by giving us your thoughts and opinions on the designs and proposals via our online survey.

[Find out more](#)



Roads update

During this same period as the Community Parklands consultation, we are also sharing the outline designs for the Roads Phase 2 and Phase 4 schemes for you to see. This includes:

Phase 2: The final alignment option we will be pursuing for Phase 2 following previous feedback. This phase is around Upchat Roundabout to A228 Main Road.

Take a look at the plan

Phase 4: The decision for Stoke Road Roundabout following previous feedback and traffic modelling outcomes.

Take a look at the plan

You can take a look at the designs now via our Roads update webpage

[Find out more](#)



Public events in June and July

Come out and meet our Future Hoo Project Team as part of our latest engagement activity, where you can see the proposals for our Community Parklands consultation and see the outline designs for our Roads phase 2 and 4 schemes. The team will be happy to answer any queries you have on these proposals.

The event details are as follows: you don't need to book (just pop down on a day and time that's convenient for you)

Thursday, 16 June:

- Hoo Parish Church: 1pm – 4pm
- Hundred of Hoo School: 6pm – 9pm

Friday, 17 June – Friday, 24 June:

- Hoo Library: (from 10am) - Friday, 24 June (until 5pm): The exhibition boards will be on display at this location (our project team won't be present, but printed questionnaires will be on-hand for residents to complete)

Tuesday, 5 July:

Hoo Parish Church: 2pm – 7pm

Wednesday, 13 July:

Chattenden Community Centre: 4pm – 7pm



Results from our 2nd consultation

Earlier this winter we gave residents and stakeholders the opportunity to review our 2nd round of designs for the Future Hoo programme (covering infrastructure improvements across roads, rail and the local environment). We wanted to say a big thank you to everyone who took the time to contribute and have their say on the various designs we asked for feedback on.

We've gone through all of the comments, and we're pleased to share the key themes which came out from the 2nd consultation. Here's a few of the outtakes:

- **Very supportive of the proposals to provide more green safe spaces to the public.**
- **Very supportive about the removal of the Wainscott Flyover following our first consultation.**
- **There was some positive feedback provided about the plans and design for rail.**
- **You would like more information on train timetables/services/impacts on freight operations (when available).**
- **You would like more information on our proposals and the protection of key designated sites. We're now consulting further**

on two community parkland proposals at Hoo Wetland Reserve and Lodge Hill Countryside Site

You can read more of the key feedback across our Road, Rail and Community Parklands proposals via our [webpage](#)

The full report will be published in July

[Find out more](#)



Whose Hoo unlocks funding from The National Lottery Heritage Fund

A North Kent partnership project has received initial support* from The National Lottery Heritage Fund for The Whose Hoo project. Made possible by National Lottery players, the project aims to help residents discover and celebrate the heritage and habitats of the Hoo Peninsula.

Development funding of £260,000 has been awarded to help create an initial integrated programme of heritage schemes and events with a view to progress plans to apply for a full National Lottery grant at a later date.

Whose Hoo brings together a wide range of community, wildlife and environmental groups, to work in partnership with Medway Council, Gravesham Borough Council, Kent County Council and parish councils.

One aspect of the Whose Hoo project is designed to replace part of the lost treescape of the peninsula, especially those lost to diseases such as Ash Dieback, planting 500 new disease-resistant elm trees on public and private land.

The habitat theme has already identified a series of partnership projects that could help improve the many unique sites on the Hoo Peninsula, including treatments to increase invertebrates at Northward Hill and efforts to ensure Shorne Marshes realises its full ecological potential. The team will be partnering with the RSPB to protect lapwing populations and other wading birds.

We'll be sharing more details of the project in our summer editions of the Future Hoo e-bulletin. Watch this space

[Find out more](#)

Site visit



Last month, the Future Hoo Project Team went on a nightingale walk at Lodge Hill. With the nightingale season in full swing, it was a perfect opportunity to learn even more about this really important species of bird (which migrates to Hoo from Africa!). They have the most diverse range of sounds and tunes of any bird, and thanks to our Community Parklands proposals, our work over the next few years will help to expand the nightingale habitat.

It's one of our key objectives for the Lodge Hill Countryside Site.



Future Hoo:
Community Parklands
medway.gov.uk/futurehoo

Starts Monday, 13 June
Tell us what you think
about the latest designs

MEDWAY

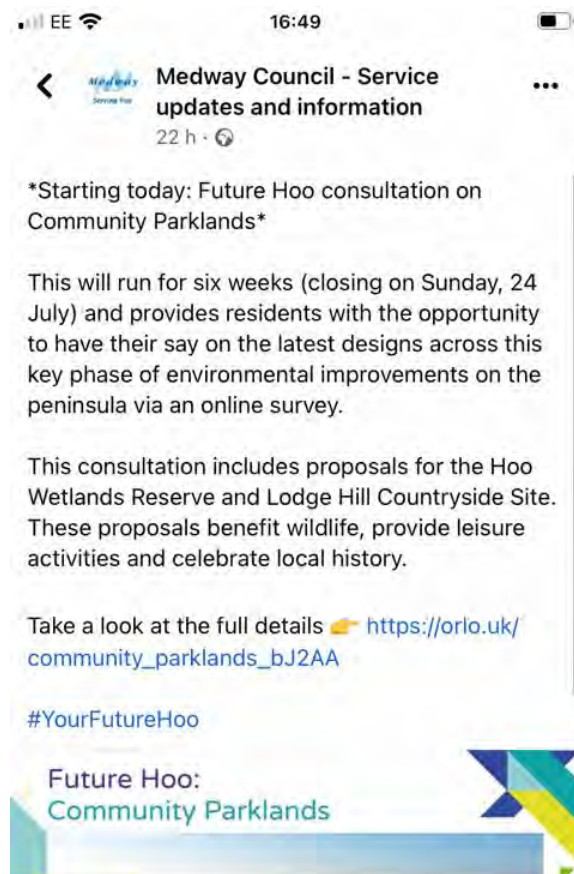
Medway
Serving You

If you're interested in knowing more about the HIF project and following future progress, sign up to receive the Future Hoo updates direct to your inbox:



APPENDIX 29: ROUND 3 SOCIAL MEDIA PROMOTION

Round 3- Social media promotion



APPENDIX 30: ROUND 3 SEMS FOUR-PAGE LEAFLET

Have your say

Have your say - how to contribute

Visit: medway.gov.uk/futurehoo to
find out more about the proposals.

Complete the online questionnaire by
24 July 2022.

If you are unable to access the
internet and would like to participate,
please phone: **01634 333333**

MEDWAY

medway.gov.uk/regeneration

Medway
COUNCIL
Serving You

Future Hoo: A new Wetland Reserve and a Countryside Site on the Hoo Peninsula

Help shape these exciting projects by giving
us your thoughts and opinions

[medway.gov.uk/
futurehoo](https://medway.gov.uk/futurehoo)

MEDWAY

medway.gov.uk/regeneration

Medway
COUNCIL
Serving You

Medway Council has two proposals to benefit wildlife, provide leisure activities and celebrate local history

Come along and learn about the proposals



Hoo Church

Attend an informal drop-in session to view and comment on the proposals at Hoo St Werburgh Parish Church on these dates:

Thursday 16 June 2022: 2pm - 7pm

Tuesday 5 July 2022: 2pm - 7pm

Location:

Hoo St Werburgh Parish Church, Church Street, Hoo St Werburgh, Rochester, Kent, ME3 9AL

Hoo Library

Display boards explaining the proposals will be available to view at Hoo Library from **17 to 24 June 2022**.

Opening hours:

Monday - 9am to 6pm / **Tuesday** - 2pm to 6pm

Wednesday - closed / **Thursday** - 2pm to 6pm

Friday - 9am to 6pm / **Saturday** - 10am to 4pm / **Sunday** - closed

Location:

Hoo Library, Church Street, Hoo, Kent, ME3 9AL

Road alignment update: During the same period, we will also be sharing the designs for the Roads Phase 2 and Phase 4 schemes.

Hoo Wetland Reserve



- Planning boundary
- Potential pedestrian routes for seasonal use only
- Proposed & enhanced entrances
- Proposed pedestrian routes
- Proposed viewpoints
- Existing Public Rights of Way

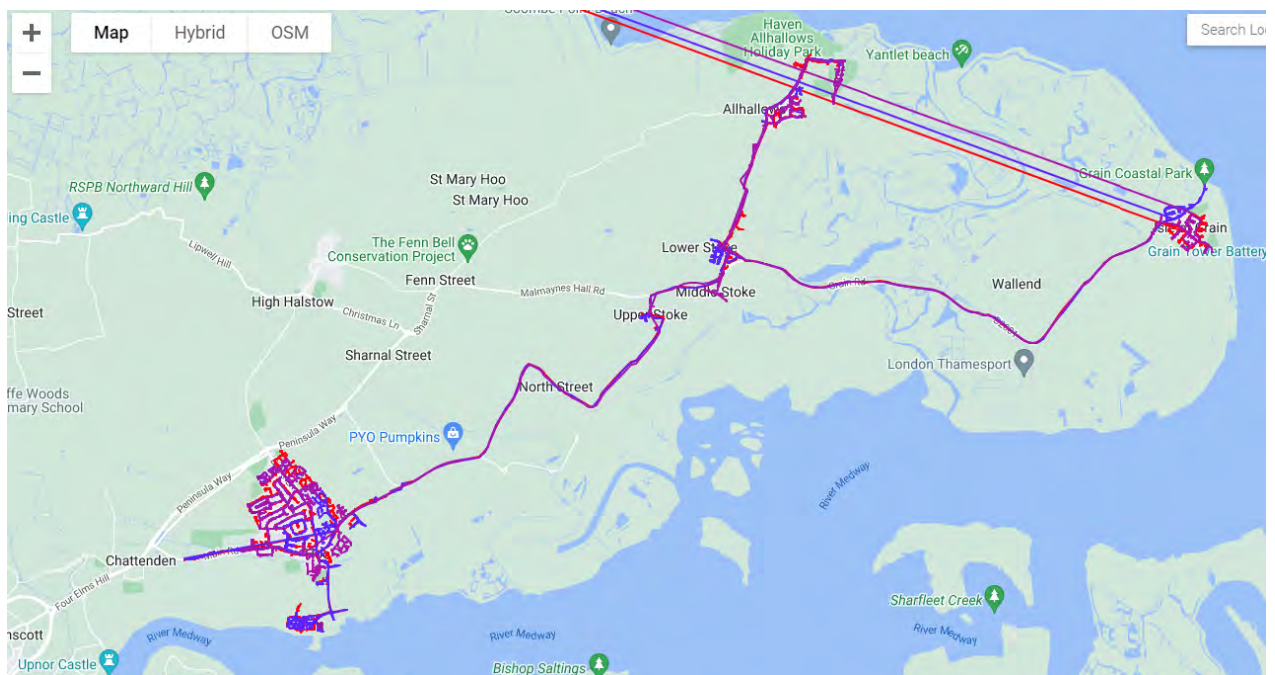
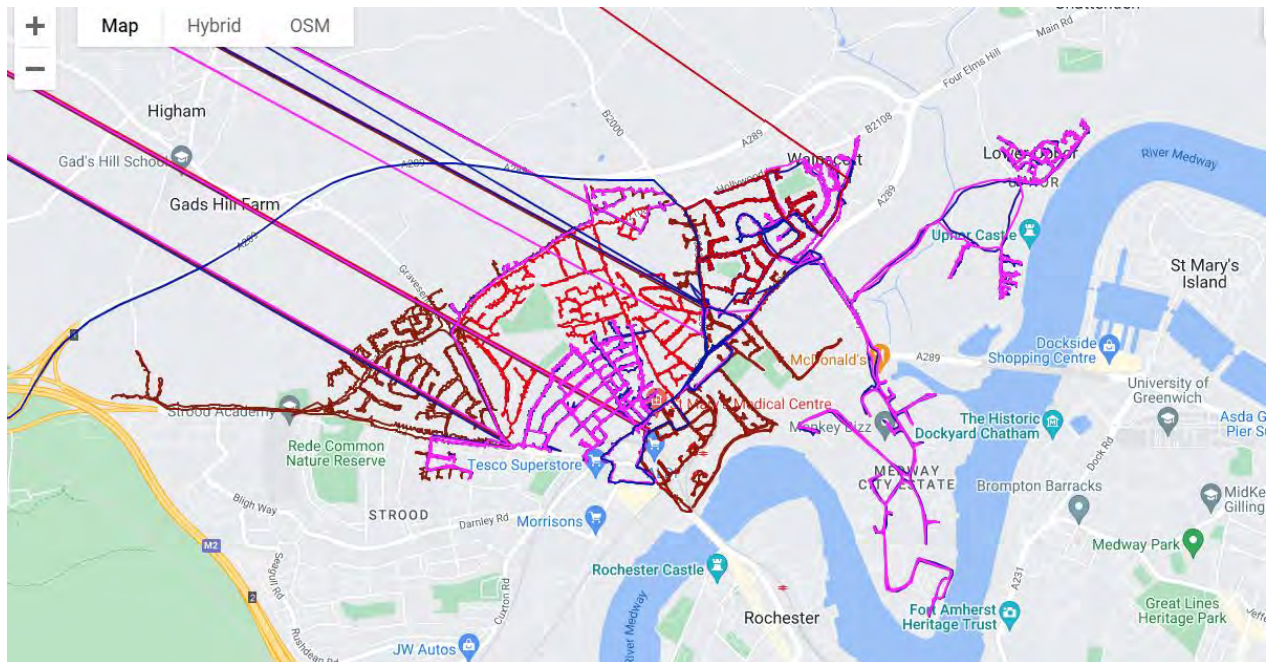
Lodge Hill Countryside Site

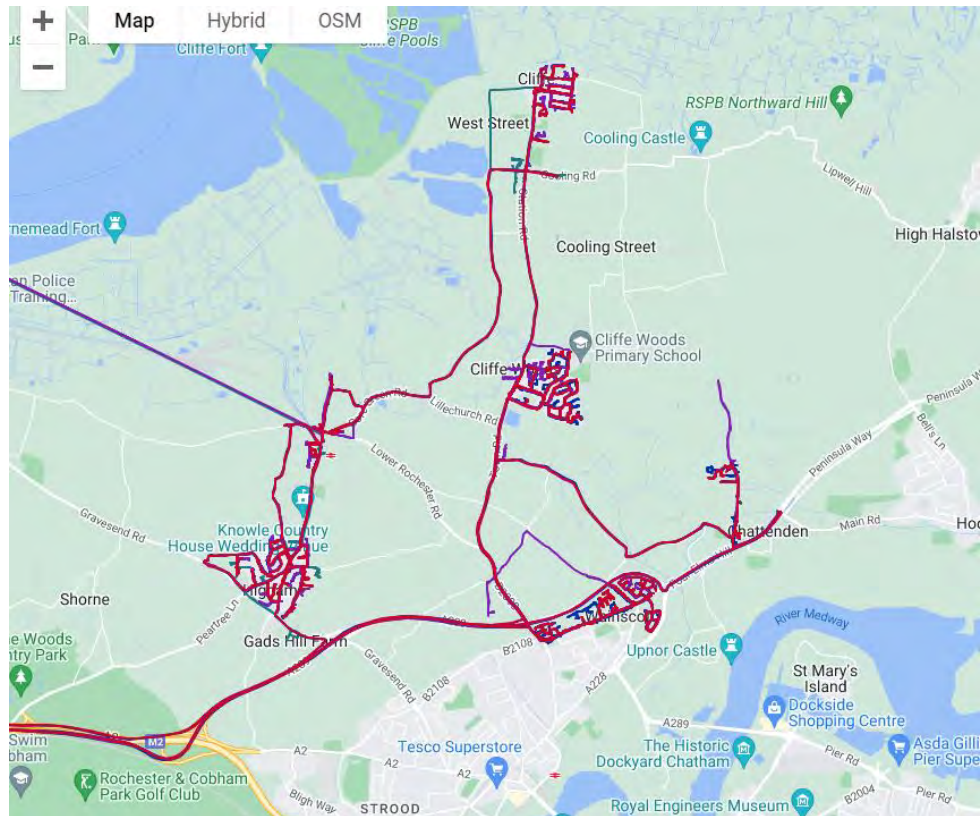


- Site boundary
- Proposed pedestrian routes mown path
- Proposed & enhanced entrances
- Proposed viewpoints
- Existing Public Rights of Way
- Potential future connection
- Proposed pedestrian routes
- Scheduled monument

APPENDIX 31: ROUND 3 SEMS CONSULTATION SCOPE

Round 3- SEMS consultation scope





APPENDIX 32: FAQs FOLLOWING ROUND 1

HIF responses from consultation

1. Further opportunities to comment on HIF

There will be future opportunities to comment on HIF.

As the HIF project moves forward there will be further opportunities for engagement and feedback through consultation including once the consent applications have been submitted.

2. Why the Housing Infrastructure Fund works are needed

The Housing Infrastructure Fund (HIF) was established by the government to create a funding source to bring forward essential infrastructure as an essential part of considered growth and well-planned and designed future development of new housing. With the support of all three Medway MPs at the outset we were successful in our bid for £170 million of this funding because the infrastructure to be delivered with these funds is to support the delivery of 10,600 new homes which are proposed to be allocated in the new Medway Local Plan. **The government target for population growth in Medway tells us that 28,000 new homes will be required** to accommodate this growth within the Medway area.

People living and working on the Hoo Peninsula have experienced journey delays and congestion due to there being only one way on and off the peninsula and lack of road capacity and alternative transport options. The HIF funding is targeted at increasing the capacity of the existing peninsula by providing a new link road to divert some traffic away from Four Elms Hill and its roundabout and improving other capacity hotspots on the peninsula. The rail provision provides an alternative travel option for those needing to head towards London. We recognise that development in the area needs to take account of the important habitats and species that exist on the peninsula. HIF therefore also delivers environmental benefits through the creation of extensive wildlife-rich spaces which will wrap around any new development proposals.

3. How the funding is allocated

- road: £86 million
- rail: £64 million
- environment: £14 million
- delivery costs: £6 million



4. Why there is a need to build new houses on Hoo

The government target for population growth in Medway tells us that 28,000 new homes will be required to accommodate this growth within our area.

Medway's emerging Local Plan guides the locations for these new homes looking at all opportunities, particularly the urban centres as well as on the Hoo Peninsula.

The HIF is important for Hoo as it provides an opportunity to more closely manage the development and deliver the new transport, environmental and community infrastructure required to ensure that sustainable development can be delivered.

5. New homes are needed for a growing population

Population growth targets are across all ages of the population. Therefore, there will be policy requirements in the new Local Plan for a full range of houses and apartments on the peninsula to reflect the diverse needs of buyers and occupiers.

6. You can get involved in the development of the HIF proposals

You can:

- sign up to our project update newsletters at: [Future Hoo Updates](#)
- send your questions or feedback to futurehoo@medway.gov.uk

Keep an eye on the Future Hoo webpage for news and updates of events and meetings.

(As with all projects of this nature there will be times when there will be a lot of activity happening and news to share, however, there will also be times when most of the work is behind the scenes such as work on modelling, surveys and designing, at these times there will likely be fewer direct meetings or updates).

Further information can be seen in the consultation route map.

Your [Ward Councillors](#) and your [Parish Councillors](#) are also a source of information and their contact details can be found on the [your council page](#).

7. Who to contact if you have further questions about the HIF works

The most efficient way to get answers to your questions is to either email us at futurehoo@medway.gov.uk or to call on 01634 331 166

You can also contact your [Ward Councillors](#) who will pass on your questions to the Future Hoo team.



8. The HIF planning permissions process

There will be different planning approaches for each of the individual parts of the HIF proposals. Different planning permission and other consents are needed for the different parts of the HIF infrastructure.

Rail

We will submit a Transport and Works Act Order (TWAO) application to the Secretary of State for Transport for consideration. The Secretary of State will be the decision-maker for the TWAO which would authorise the Medway rail proposals.

Road

For the highways works, planning application(s) will be made to Medway Council in its capacity as local planning authority, and these will be determined by the Planning Committee.

Environment – Strategic Environmental Management (SEMs)

The Planning Committee will be the decision maker for the planning applications that would be made as part of the HIF proposals.

9. The supporting evidence for HIF (Alternative proposals)

The HIF proposals have been developed further to the options set out in the Regulation 18 (Development Strategy) consultation on the Local Plan, the 2020 consultation on Planning for Growth on the Hoo Peninsula and the ongoing development of the upcoming Regulation 19 version of the Local Plan.

Assessments were also undertaken to inform our application for HIF funding for the proposals including high-level appraisals of potential transport and environmental impacts (including air quality) arising from the infrastructure. The results of these assessments were included in documents which accompanied the HIF bid.

10. HIF provides supporting infrastructure for housing

Whilst HIF will deliver essential strategic transport and environmental infrastructure, there is a need for the growing community to have access to a range of other facilities such as schools, health centres, local parks, and allotments.

The non-HIF infrastructure requirements for development on the peninsula will be set out in the new Local Plan and Hoo Development Framework and will be evidenced in the Infrastructure Delivery Plan (IDP) accompanying the new Local Plan.

The Hoo Development Framework and the Infrastructure Delivery Plan (IDP) will form part of the evidence base for the Local Plan. The IDP will inform the level of expected future contributions to the funding of this community infrastructure by developers via what are called section 106 agreements.

Section 106 payments are made by developers once they have planning permission and as the new homes come forward. These S106 contributions will be combined to deliver infrastructure priorities



as set out in the documents referred to.

11. HIF traffic and transportation assessments

The development of the HIF road proposals has been informed by local traffic modelling that informed the HIF bid.

These models tested how the new road designs accommodate the potential growth on the Hoo Peninsula. If the modelling demonstrated unacceptable queuing and delays, then the road design was revisited to see how it could work better to reduce queues. It was such modelling that demonstrated the need to create a spur road linking the A228 and A289. It also influenced the design of key junctions and roundabouts.

As the projects develop, they will be informed by the higher level, Medway-wide traffic modelling – called the Strategic Transport Assessment. The applications for the road and rail elements of the HIF project will be accompanied by their own transport assessments.

12. Pollution and environmental impact

A full assessment of air quality impacts, alongside other environmental considerations, will form part of the environmental impact assessment (EIA) and Habitats Regulations Assessment (HRA) that will be carried out for the proposals. The results of the EIA and HRA will be submitted alongside the planning and Transport and Works Act Order (TWAo) applications that are submitted.

Air quality will also be a consideration within the strategic environmental assessment (SEA) and Habitats Regulations Assessment (HRA) which support the Local Plan.

13. What we're doing to protect the environment

Protection of the environment is an important part of HIF planning and for us.

The first stage of protecting the environment is to ensure an understanding of the impacts on the environment. We have undertaken Environmental Impact Assessment Scoping Opinions for both road and rail. As part of this scoping process statutory consultees were consulted and their feedback will inform the undertaking of the EIA process.

Numerous ecological, noise, lighting, archaeology, drainage, and landscape surveys are being undertaken during 2021 and the results will inform the avoidance and mitigation measures to be set out in the Environmental Statements that will record the results of the EIA and be submitted with the planning and Transport and Works Act Order (TWAo) application.

Mitigation measures that are being considered include use of advanced lighting technology to reduce light spill and the impact on ecology, landscaping and noise barriers, sustainable drainage, creation of wildlife habitat; and use of more sensitive construction materials and methodology.

The mitigation measures will also be informed by the results of the recently completed Cumulative Ecological Impact Assessment (CEIA), which has sought to determine the nature and extent of the impact of potential growth arising from the Local Plans proposals (including the HIF works) on local ecology, and to then set out a high-level response to how impacts will be avoided, mitigated, compensated and how local ecology can be enhanced.

The findings of the CEIA are also informing the development of the HIF's Strategic Environmental



Management Scheme (SEMS) environmental projects and the master-planning of potential developments. For example, the proposed Cockham Community Parkland is 50 hectares of farmland that, subject to planning approvals, will see the creation of new flower-rich meadows, hedges, wet grassland and over five kilometres of new paths. There will be no access to the adjacent woodland to ensure the woods can continue to mature without impact.

The Four Elms Hill Air Quality Management Area (AQMA) has been established due to local air quality issues for those living in this area. The HIF road improvements are designed to reduce queuing traffic which, in combination with other measures, contribute to improvements in air quality in the AQMA.

14. New houses and HIF proposals

HIF is proposed to support the infrastructure needs for the delivery of 10,600 homes **by 2037** across:

- Chattenden
- Hoo St Werburgh
- High Halstow
- Allhallows.

However, if HIF projects are not delivered, **the government's housing targets** will still need to met, therefore it is still possible for developers to submit planning applications, which could be granted via appeal, particularly if they can demonstrate that the council is unable to show that a 5-year supply of housing on alternative sites across the council's area is able to be delivered.

15. New housing is not dependent on HIF

The most sensible planning route to secure both the potential 10,600 new homes and the infrastructure required to support them is for HIF's road, rail, and environmental proposals to be in place first. We are committed to being able to deliver the **government's housing targets** for Medway in a proactive and structured way, that is why we applied for and secured the government funds in advance of housing development.

However, if HIF projects are not delivered, **the government's housing targets** will still need to met, therefore it is still possible for developers to submit planning applications, which could be granted via appeal, particularly if they can demonstrate that the Council is unable to show that a five-year supply of housing on alternative sites across the Council's area is able to be delivered.

It is, therefore, possible that piecemeal housing is delivered without the supporting HIF infrastructure.

Medway has a housing target set by the government designed to meet a housing need that should be managed in a sensible proactive manner with consideration given to housing options on the peninsula and elsewhere. Without a Local Plan in place, developers are more likely to be able to bring forward development on appeal in a manner that we cannot control to ensure the best outcomes for Medway residents.



16. Why HIF not been shown on searches when buying a house

Local searches such as CON29 which are undertaken when buying a new home are the result of a particular set of local 'searches', which bring up results relating to a specific set of topics, for example covering matters which have been subject to a planning decision or statutory notice, such as a Compulsory Purchase Order (CPO).

The HIF proposals do not meet the criteria for the matters to be included in these search results as they are not yet the subject of a planning application, decision, or making of a CPO.

17. Why public funds are used in advance to support infrastructure and not initially paid for by developers

The government sets housing targets for each local authority based on the forecasted need for housing in that area, and therefore each local authority is obligated to deliver that housing.

The local authority planning system must then determine what is needed to make housing growth sustainable, including the supporting infrastructure needed; **developers are expected to contribute** towards the cost of that infrastructure as and when they deliver the homes. However, to ensure that the new housing does not create an unacceptable burden on existing communities, the government provides public money to local authorities to put in place infrastructure before the housing is built.

18. Why some properties were highlighted in red in the Jan 21 New Routes to Good Growth brochure

This was a design feature to help provide bearings and identify the area, it does not signify any impact, interest, or purpose for those buildings.

There are no HIF related compulsory purchase orders planned for any entire property.

We are seeking to avoid any compulsory purchase orders, however, under the current proposals where it is absolutely essential and only as a last resort, there may be a need to acquire a few small strips of land to aid the construction of the roads. Where this is the case any affected landowner or resident has been contacted directly.



19. Financial compensation available to residents and businesses impacted by the HIF proposals

There are occasions when claims (Part 1 of the Land Compensation Act 1973) can be made to compensate for the impact of a development. If you believe that you may need to make such a claim, then you should speak to an independent professional advisor. In the event of a successful claim, you will be able to claim for the professional surveyors' and legal fees.

To find out more about Part 1 of the Land Compensation Act 1973 and whether you can make a claim visit:

The [GOV.UK guide to part 1 claims](#)

We are not permitted to make recommendations on which professionals to use but can offer these links for guidance:

- [RICS firms](#)
- [GOV.UK compulsory purchase system guidance](#)

20. The impact of any of the highway proposals being rejected

The highway proposals are being developed as a package of measures to deliver the most benefit for the community, with the expectation that a single planning application will be submitted for all phases.

The implications of only part of the highway proposals being approved would have to be considered very carefully and what impact this would have on the effectiveness of the total road proposals and any potential negative consequences, as this could vary depending on what individual elements were rejected.

21 Potential for restrictions for vehicles as part of highways developments (for example: no lorries)

In normal circumstances, the only section of the road proposals to have any vehicle restrictions will be the new link connecting the Peninsula Way (A228)

to Hasted Way (A289). Here signage and other forms of enforcement will stop lorries using this route.

Except in exceptional circumstances, lorries and buses will not be permitted to use Woodfield Way, Islingham Farm Road, or the proposed overbridge and on and off slips.

In exceptional circumstances, such as the closure of Four Elms Hill, all restrictions will be removed until the incident has been addressed.

We propose to have signage with weight restrictions to mitigate movement of these vehicles.

22. New facilities for pedestrians and cyclists

Improvements to walking and cycling is a key component of HIF and the Hoo Development Framework, and important documents such as the Medway Rights of Way Improvement Plan will be informing the nature of new paths to be created.

Within the HIF proposals, new pavements and cycleways will be provided along the new link road and Woodfield Way and Islingham Farm Road.

A green bridge is being considered crossing the Peninsula Way just north of the Main Road.

The signalisation of Four Elms, Main Road and Bells Lane roundabouts will significantly improve accessibility for walkers and cyclists.

The new open spaces such as Cockham Community Parkland will also create over five kilometres of access routes for a range of users.

23 Noise and light management

Work is still underway to determine what impact HIF proposals could have on the levels of noise and light pollution. These findings will be made available in the Environmental Impact Assessment (EIA)

Any building work has an impact on the local environment; however, our priority is to minimise any negative impact and put in place mitigation proposals to address the changes in noise and light levels.

The EIA process will enable us to determine counter measures to off-set any impact, including tree planting, hedge planting, scrub and grassland planting on engineered embankments associated with the slip lanes, and four levels of noise mitigation measures in the shape of:

- 1) Retaining structures
- 2) Dual-purpose structures serving both as a vehicle restraint system (crash barrier) and environmental barrier
- 3) Landscaping
- 4) Upgraded acoustic barriers

Also, as part of the proposed Hasted Way A289 junction works, the speed limit on the existing A289 is likely to be reduced from 70 MPH to 50 MPH. This will support significant noise reduction from the traffic on this road.

Lighting engineers are working on mitigating light pollution and potential lighting solutions. More detail will be provided as it becomes available.

24. Managing Four Elms Roundabout congestion

Our modelling shows that the proposals will improve access from Hoo Road, reducing queue lengths and delays for vehicles entering the junction.



25. Proposed changes to speed limits on selected roads

- The Woodfield Way speed limit is to remain at 20 miles per hour (mph)
- Islingham Farm Road will be 30 mph
- The A289 Hasted Way speed limit will be reduced from 70 to 50 mph

26. Easing congestion when there is a serious road incident

The HIF proposals are designed to address the issue of there being only one way on and off the peninsula.

The new link road will provide an alternative route for vehicles and HIF will be building a series of new emergency cross-over points in the central reservations and barriers. These will increase access for emergency vehicles and will also allow controlled opportunities for the traffic to escape from blocked roads.

27. Why the HIF proposes improvements to roads

Each part of the road improvements contributes to ensuring that traffic related to existing houses, the 10,600 new homes and commercial traffic can be accommodated.

There are no elements of the proposals which are not necessary – each part is important to the overall delivery of a system that is fit for purpose.

The improvements along the Peninsula Way are designed to work together to reduce congestion and queuing.

28. New train station at Hoo

We are in ongoing discussions regarding potential timetables with stakeholders such as Network Rail, the Department for Transport and train operating companies.

The current proposals are that there will be two trains per hour during peak times connecting Hoo to London.

29. Why the Higham curve has been removed from the proposals

The Medway Curve was originally considered as a way of connecting the Freight line to the North Kent Line, and would enable trains to run between Hoo and the Medway stations. It was removed when further studies by Network Rail identified that the numbers of passengers likely to use this new line are likely to be insufficient to justify the operational subsidy required from the council to the train operator.

However, this will be kept under review, and if, in the future there are sufficient changes for



either passenger or freight traffic, then new funds could be explored to deliver the rail curve.

30. Train power source

The new passenger trains using the Hoo Line will be powered via battery.

31. Parking at Hoo train station

There will be parking at the new Hoo station and this will be chargeable. At present the charges have not been set but when operational they will reflect the station's rural location.

There will be approximately 300 spaces including disabled bays.

32. Electric Vehicle (EV) Charging Points at Hoo train station

It is extremely likely that the provision of EV charging points will be part of the planning conditions for the new rail station.

2 new EV charging points are also planned for the car park for Cockham Community Parkland.

33. The HIF plans for open spaces and recreational areas

The HIF budget allocates just over £14 million for the creation and management of new key ecological areas – such as Cockham Community Parkland.

The HIF open spaces to the north of the Peninsula Way will have a strong focus on habitat for breeding birds – such as the Nightingale, alongside access management. Open spaces to the south of the Peninsula Way will look to provide high value spaces for wildlife and for people, with a view to broadening the open space offer and complementing the access to the sensitive estuary landscape. The function and location of these spaces will be informed by the Cumulative Ecological Impact Assessment (CEIA).

Other community open spaces, such as allotments, parks, play areas and outdoor sports pitches will be planned and delivered alongside potential housing development as opposed to by HIF. The Local Plan and Hoo Development Framework will help determine the location of these new community open spaces.

34. How the new open spaces will be looked after

We are going to be working with a number of possible long term management partners who will have the responsibility of maintaining the HIF created ecologically focused open spaces. Other community open spaces (parks etc) could be managed either by us or by a management company that would be set up by developers.



35. Protecting open spaces may include some access restrictions

Most of the HIF open spaces will be free to use, however, local restrictions (for example seasonal restrictions) might be in place to reduce disturbance during sensitive times of year, this might include breeding bird seasons or winter roosts for wetland birds.

The existing ancient Cockham Woods is to be kept free of new access routes to enable the trees to continue to mature and decay without being compromised by health and safety linked to public access.

36. Open spaces to support wildlife and for residents to enjoy

The new HIF funded ecologically focused open spaces which are designed to encourage wildlife will be for everyone to enjoy, particularly local residents and wildlife enthusiasts.

These spaces will add to the array of beautiful areas across Medway including the well-used country parks at Riverside, Capstone and Ranscombe Farm.

37. New foot paths and cycleways

One of the key aims of the HIF environmental strategy is to provide alternative ways of travel, with this in mind there will be new footpaths and cycleways. These will also be included in the design of the new open spaces which will provide links for local journeys to schools, community centres and the station.

The hope is that the spaces can be enjoyed on a daily basis by everyone in the community.

38. Wildlife protection

Ecological surveys are being undertaken to support the design and future planning requirement of the HIF road, rail, and environmental proposals. This detailed analysis will ensure the design and associated mitigation measures, such as appropriate lighting and noise control, takes into account wildlife such as birds and bats.

Any works and planning will be in accordance with wildlife legislation and best practice for any translocations for example the Great Crested Newt District Level Licences.

The assessment will also be informed by the Cumulative Ecological Impact Assessment (CEIA). All schemes will also be subject to policies linked to Biodiversity Net Gain.

39. When HIF construction is planned to start

We are currently in the process of developing the high-level programme of activity setting out the key milestones for the HIF infrastructure for delivery within the next few years. Once completed this will be available to view on our website.



40. Local flooding risk mitigation

The HIF road and rail proposals will have to include drainage measures to ensure they do not cause flooding; and will be subject to a flood risk assessment as part of their applications.

We will be following good practice with a range of sustainable measures being developed. At present this will include the use of attenuation ponds

– these are large ponds close to the road infrastructure that will fill when heavy rain occurs and will slowly discharge back into the water courses over a longer period.

41. Why the HIF proposals are based on Hoo

The spend of the £170 million HIF is focused on the areas that require improvements and which will have the greatest benefit in supporting the needs of a growing community.

For road improvements this relates to the more southerly areas of the peninsula – from the Ratcliffe Highway to Four Elms Hill, along with the need to create an alternative way on and off the peninsula.

The rail design is concentrated on improvement to the current freight line and the provision of a new station south east of the existing historic station at Sharnal Street. Which will be created on existing Network Rail land and will provide an alternative transport option for local residents.

The environmental funds are focussed on creating new open spaces to protect and enhance the area including existing high quality ecological areas such as the Medway Estuary and the woodlands, and which will provide areas for leisure and relaxation for local residents to enjoy.







APPENDIX 33: FAQs FOR ROUND 2

Round 2- Updated FAQs

Consultation + Call to action

Where can I read about the updated proposals?

You can go online and read the proposals as outlined in our consultation brochure:
futurehoo.medway.gov.uk

How do I provide my feedback to these updated proposals?

Please let us have your feedback on the revised proposals by completing the questionnaire.
You can do this by visiting medway.gov.uk/futurehoo and completing the online questionnaire. To request a paper copy, phone 01634 331166 or email futurehoo@medway.gov.uk

Are you holding any consultation events?

If you would like to talk to the project team in person and find out more about the revised proposals, we will be holding a number of drop-in events:

- Chattenden Community Centre, Swinton Avenue, Chattenden, Rochester ME3 8PH - Wednesday, 15 December, 2-8pm
- High Halstow Hall, The St, High Halstow, Rochester ME3 8SQ - Thursday, 16 December, 1-7pm
- Hundred of Hoo School Hall, St Werburgh, Main Road, Hoo St Werburgh Rochester; ME3 9HH - Wednesday, 5 January 2022, 5.30-9pm
- Frindsbury Extra Memorial Hall, Holly Road, Wainscott, Rochester ME2 4LG - Friday, 7 January 2022, 2-8pm

How can I be kept up to date with the proposals?

You can:

- sign up to our project update newsletters at: Future Hoo Updates
 - send your questions or feedback to futurehoo@medway.gov.uk
 - Keep an eye on the Future Hoo webpage for news and updates of events and meetings.
- (As with all projects of this nature there will be times when there will be lots of activity happening and news to share, however, there will also be times when most of the work is behind the scenes such as work on modelling, surveys and designing, at these times there will likely be fewer direct meetings or updates.

Further information can be seen in the consultation route map.

Your Ward Councillors and your Parish Councillors are also a source of information and their contact details can be found on the your council page.

Who can I contact if I have further questions about the HIF works?

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You can also contact your Ward Councillors who will pass on your questions to the Future Hoo team.

Where can I read about the first round consultation?

You can go online and read the first round consultation proposals:
<https://www.medway.gov.uk/futurehoo> [LINK TO BE UPDATED]

What type of feedback did you receive in the first round consultation?

We received over 700 pieces of feedback which was carefully considered by the team and used to inform this consultation. You can read more about the feedback online:
https://www.medway.gov.uk/downloads/download/648/hif_consultation_results

General HIF

What is the HIF?

HIF stands for Housing Infrastructure Fund (HIF) which was established by the government to create a funding source to bring forward essential infrastructure as an essential part of considered growth and well-planned and designed future development of new housing. In 2020, Medway was allocated £170 million funding for the Hoo project.

Why are the Housing Infrastructure Fund works needed?

The Housing Infrastructure Fund (HIF) was established by the government to create a funding source to bring forward essential infrastructure as an essential part of considered growth and well-planned and designed future development of new housing.

With the support of all three Medway MPs at the outset, Medway Council was successful in our bid for £170 million of this funding because the infrastructure to be delivered with these funds is to support the delivery of new homes which are proposed to be allocated in the new Medway Local Plan.

People living and working on the Hoo Peninsula have experienced journey delays and congestion due to there being only one way on and off the peninsula and lack of road capacity and alternative transport options. The HIF funding is targeted at increasing the capacity of the existing peninsula by providing a new link road to divert some traffic away from Four Elms Hill and its roundabout and improving other capacity hotspots on the peninsula. The rail provision provides an alternative travel option for those needing to head towards London. We recognise that development in the area needs to take account of the important habitats and species that exist on the peninsula. HIF therefore also delivers environmental benefits through the creation of extensive wildlife-rich spaces which will wrap around any new development proposals.

How is the funding allocated?

The funding is divided in the following ways:

- road: £86 million
- rail: £64 million
- environment: £14 million
- delivery costs: £6 million

When is the HIF construction planned to start?

We are currently in the process of developing the high-level programme of activity setting out the key milestones for the HIF infrastructure for delivery within the next few years. Once completed this will be available to view on our website.

Why are the HIF proposals are based on Hoo?

The spend of the £170 million HIF is focused on the areas that require improvements and which will have the greatest benefit in supporting the needs of a growing community.

For road improvements this relates to the more southerly areas of the peninsula – from the Ratcliffe Highway to Four Elms Hill, along with the need to create an alternative way on and off the peninsula.

The rail design is concentrated on improvement to the current freight line and the provision of a

new station south east of the existing historic station at Sharnal Street. Which will be created on existing Network Rail land and will provide an alternative transport option for local residents.

The environmental funds are focussed on creating new open spaces to protect and enhance the area including existing high quality ecological areas such as the Medway Estuary and the woodlands, and which will provide areas for leisure and relaxation for local residents to enjoy.

Financials

Will there be financial compensation available to residents and businesses impacted by the HIF proposals?

There are few occasions when claims (Part 1 of the Land Compensation Act 1973) can be made to compensate for the impact of a development. If you believe that you may need to make such a claim, then you should speak to an independent professional advisor. In the event of a successful claim, you will be able to claim for the professional surveyors' and legal fees.

To find out more about Part 1 of the Land Compensation Act 1973 and whether you can make a claim visit:

The GOV.UK guide to part 1 claims

We are not permitted to make recommendations on which professionals to use but can offer these links for guidance:

- RICS firms
- GOV.UK compulsory purchase system guidance

Will the proposals cause a loss in my property value?

Development and infrastructure generally helps improve area's due to their connectivity and access improvements

HIF and housing on Hoo

Why is there a need to build new houses on Hoo?

The government target for population growth in Medway indicates 27,000 new homes will be required to accommodate this growth within our area.

Population growth targets are across all ages of the population. Therefore, there will be policy requirements in the new Local Plan for a full range of houses and apartments on the peninsula to reflect the diverse needs of buyers and occupiers.

Medway's emerging Local Plan guides the locations for these new homes looking at all opportunities, particularly the urban centres as well as on the Hoo Peninsula.

The HIF is important for Hoo as it provides an opportunity to more closely manage the development and deliver the new transport, environmental and community infrastructure required to ensure that sustainable development can be delivered.

Does the HIF provide supporting infrastructure for housing?

Whilst HIF will deliver essential strategic transport and environmental infrastructure, there is a need for the growing community to have access to a range of other facilities such as schools, health centres, local parks, and allotments.

The non-HIF infrastructure requirements for development on the peninsula will be set out in the

new Local Plan and Hoo Development Framework and will be evidenced in the Infrastructure Delivery Plan (IDP) accompanying the new Local Plan.

The Hoo Development Framework and the Infrastructure Delivery Plan (IDP) will form part of the evidence base for the Local Plan. The IDP will inform the level of expected future contributions to the funding of this community infrastructure by developers via what are called section 106 agreements. Section 106 payments are made by developers once they have planning permission and as the new homes come forward. These S106 contributions will be combined to deliver infrastructure priorities as set out in the documents referred to.

How do the HIF proposals support the new homes?

HIF is proposed to support the infrastructure needs for the delivery of new homes across:

- Chattenden
- Hoo St Werburgh
- High Halstow
- Allhallows.

Is the new housing dependent on the HIF?

The most sensible planning route to secure both the potential new homes and the infrastructure required to support them is for HIF's road, rail, and environmental proposals to be in place first. We are committed to being able to deliver the government's housing targets for Medway in a proactive and structured way, that is why we applied for and secured the government funds in advance of housing development.

However, if HIF projects are not delivered, the government's housing targets will still need to met, therefore it is still possible for developers to submit planning applications, which could be granted via appeal, particularly if they can demonstrate that the Council is unable to show that a five-year supply of housing on alternative sites across the Council's area is able to be delivered. It is, therefore, possible that piecemeal housing is delivered without the supporting HIF infrastructure.

Medway has a housing target set by the government designed to meet a housing need that should be managed in a sensible proactive manner with consideration given to housing options on the peninsula and elsewhere. Without a Local Plan in place, developers are more likely to be able to bring forward development on appeal in a manner that we cannot control to ensure the best outcomes for Medway residents.

Why is HIF not been shown on searches when buying a house in the area?

Local searches such as CON29 which are undertaken when buying a new home are the result of a particular set of local 'searches', which bring up results relating to a specific set of topics, for example covering matters which have been subject to a planning decision or statutory notice, such as a Compulsory Purchase Order (CPO).

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Why were some properties highlighted in red in the Jan 21 New Routes to Good Growth brochure?

This was a design feature to help provide bearings and identify the area, it does not signify any impact, interest, or purpose for those buildings.

There are no HIF related compulsory purchase orders planned for any entire property. We are seeking to avoid any compulsory purchase orders, however, under the current proposals where it is absolutely essential and only as a last resort, there may be a need to acquire a few small strips of land to aid the construction of the roads. Where this is the case any affected landowner or resident has been contacted directly.

I live in Hoo and I'm concerned about the development and the potential loss of rural feel - how can I provide feedback on this?

We are holding a consultation now and welcome feedback to ensure we maintain as much of the rural feel in the proposals - these include the train station design. For example, the station is to be based upon 'barn style' local heritage and these ideas are being further developed. You can provide your feedback via the website [\[LINK\]](#)

Planning

What are the HIF planning permissions process?

There will be different planning approaches for each of the individual parts of the HIF proposals. Different planning permission and other consents are needed for the different parts of the HIF infrastructure.

Rail

We will submit a Transport and Works Act Order (TWAo) application to the Secretary of State for Transport for consideration. The Secretary of State will be the decision-maker for the TWAo which would authorise the Medway rail proposals.

Road

For the highways works, planning application(s) will be made to Medway Council in its capacity as local planning authority, and these will be determined by the Planning Committee.

Environment – Strategic Environmental Management (SEMs)

The Planning Committee will be the decision maker for the planning applications that would be made as part of the HIF proposals.

What is the supporting evidence for HIF (Alternative proposals)?

The HIF proposals have been developed further to the options set out in the regulation 18 (Development Strategy) consultation on the Local Plan, the 2020 consultation on Planning for Growth on the Hoo Peninsula and the ongoing development of the upcoming Regulation 19 version of the Local Plan.

Assessments were also undertaken to inform our application for HIF funding for the proposals including high-level appraisals of potential transport and environmental impacts (including air quality) arising from the infrastructure. The results of these assessments were included in documents which accompanied the HIF bid.

Road

The impact of any of the highway proposals being rejected

The highway proposals are being developed as a package of measures to deliver the most benefit for the community, with the expectation that a single planning application will be submitted for all phases.

The implications of only part of the highway proposals being approved would have to be considered very carefully and what impact this would have on the effectiveness of the total road proposals and any potential negative consequences, as this could vary depending on what individual elements were rejected.

What potential restrictions are there for vehicles as part of highways developments (for example: no lorries)?

In normal circumstances, the only section of the road proposals to have any vehicle restrictions will be the new link connecting the Peninsula Way (A228) to Hasted Way (A289). Here signage and other forms of enforcement will stop lorries using this route.

Except in exceptional circumstances, lorries and buses will not be permitted to use Woodfield Way, Islingham Farm Road, or the proposed signalised T-junction.

In exceptional circumstances, such as the closure of Four Elms Hill, all restrictions will be removed until the incident has been addressed.

We propose to have signage with weight restrictions to mitigate movement of these vehicles.

Will you be providing new facilities for pedestrians and cyclists?

Improvements to walking and cycling is a key component of HIF and the Hoo Development Framework, and important documents such as the Medway Rights of Way Improvement Plan are informing the nature of new paths to be created.

Within the HIF proposals, new pavements and cycleways will be provided along the new link road and Woodfield Way and Islingham Farm Road.

A shared access bridge has been considered crossing the Peninsula Way just north of the Main Road.

The signalisation of Four Elms, Main Road and Bells Lane roundabouts will significantly improve accessibility for walkers and cyclists.

The new open spaces such as Cockham Community Parkland will also create over 10 kilometres of access routes for a range of users.

Managing Four Elms Roundabout congestion

Our modelling shows that the proposals will improve access from Hoo Road, reducing queue lengths and delays for vehicles entering the junction.

Proposed changes to speed limits on selected roads

- The Woodfield Way speed limit is to remain at 20 miles per hour (mph)
- Islingham Farm Road will be 30 mph
- The A289 Hasted Way speed limit will be reduced to 50 mph

Easing congestion when there is a serious road incident

The HIF proposals are designed to address the issue of there being only one way on and off the peninsula.

The new link road will provide an alternative route for vehicles and HIF will be building a series of new emergency cross-over points in the central reservations and barriers. These will increase access for emergency vehicles and will also allow controlled opportunities for the traffic to escape from blocked roads.

Why the HIF proposes improvements to roads

Each part of the road improvements contributes to ensuring that traffic related to existing houses, the potential 10,600 new homes and commercial traffic can be accommodated.

There are no elements of the proposals which are not necessary – each part is important to the overall delivery of a system that is fit for purpose.

The improvements along the Peninsula Way are designed to work together to reduce congestion and queuing.

What are the key changes you have made since the first round of consultation?

A summary of the key changes to proposals since the first-round HIF consultation in early 2021 is below.

Phase 1

Alternative route (from that presented in the early 2021 consultation) taken forward

Phase 2

Relief road and associated spur road

Phase 3

Changed junction to roundabout

Phase 4

Revisions to rail access being further explored

Phase 5

No changes

Phase 6

Design amendments

Will you be providing new facilities for pedestrians and cyclists?

A new footway will be provided on Islingham Farm Road which will improve connectivity and safety between Higham Road and Woodfield Way. Currently there is no footway and limited verges to allow pedestrians, dog walkers or other footway users to step out of the way of vehicles.

As outlined in the early 2021 consultation, the Public Rights of Way (RS119 – Granary Cottage to Hoo Road) at Woodfield Way will be accommodated as part of the road improvements to maintain the route. Other public rights of way

across the road will not be affected by the works; this is unchanged from the first-round HIF consultation.

Rail

Will there be a new train station at Hoo?

Yes, as part of the proposals, we are including a new train station. We are in ongoing discussions regarding potential timetables with stakeholders such as Network Rail, the Department for Transport and train operating companies. We have developed the train service proposals based upon demand forecasts and timetable modelling. We have consulted with the train operator on the service and addressed their requirements for the scheme. We have also tested these proposals with the Network Rail Built Environment Accessibility Panel (BEAP) to ensure inclusivity for users.

Our proposed railway works will reinstate a passenger service on the Grain branch line and create a new station south of Sharnal Street. This will improve connectivity and help to support sustainable growth on the peninsula by providing an interchange option at Gravesend to link to locations across Medway as well as providing a reliable link towards London.

Why has the Higham curve has been removed from the proposals?

The Medway Curve was originally considered as a way of connecting the Freight line to the North Kent Line, and would enable trains to run between Hoo and the Medway stations. It was removed when further studies by Network Rail identified that the numbers of passengers likely to use this new line would be insufficient to justify the operational subsidy required from the council to the train operator.

However, this will be kept under review, and if, in the future there are sufficient changes for either passenger or freight traffic, then new funds could be explored to deliver the rail curve.

How will the trains be powered?

The new passenger trains using the Hoo Line will be powered via battery.

Parking at Hoo train station

There will be parking at the new Hoo station and this will be chargeable. At present the charges have not been set but when operational they will reflect the station's rural location.

There will be approximately 300 spaces including disabled bays.

Electric Vehicle (EV) Charging Points at Hoo train station

It is extremely likely that the provision of EV charging points will be part of the planning conditions for the new rail station.

4 new EV charging points are also planned for the car park for Cockham Community Parkland.

What are you planning for the different level crossings?

Level crossing – Kings Crossing

Additional solutions are being developed; in particular, the upgrading of the existing cattle crossing to make it suitable for pedestrians, as recommended by consultees. This is now being explored with Network Rail and Gravesham Borough Council.

Level crossing – Church St Crossing

Existing vehicular and pedestrian crossings to be retained. The vehicle crossing will remain as existing, and the pedestrian crossing will be upgraded with new safety features.

Level crossing – Wybournes Farm Crossing

The existing pedestrian and vehicular crossings will be retained and upgraded with new safety features.

Level crossings - Whitehall / Stoke Rd / Creek

It is now considered that these crossings will not be impacted by the passenger service and the works have now been discounted from the scheme.

What have you done about the Cooling Street Loop?

The Cooling Street loop has been moved approximately 650 metres west to avoid the foot of an existing incline on the railway. You can read more about this in the brochure

Have you considered other train stations?

Additional stations at Cliffe and Church St have been considered as a result of feedback from the first-round HIF consultation. However, these have been discounted due to the proximity of Higham Station and consequentially insufficient demand for additional stations.

How will the station look?

The station is to be located within a mixed use development area and will include easy access walking and cycling routes along Ropers Green Lane. The station frontage will be simplified with the previously proposed 'wavy paving' lines removed in response to comments from mobility impaired groups. Drop-off bays will also be included close to the two proposed bus stops, and secure cycle storage will be added to the scheme to respond to demands to enhance the facilities provided for non-car travel.

Assessments

What traffic and transportation assessments will you carry out?

The development of the HIF road proposals has been informed by local traffic modelling that informed the HIF bid.

These models tested how the new road designs accommodate the potential growth on the Hoo Peninsula. If the modelling demonstrated unacceptable queuing and delays, then the road design was revisited to see how it could work better to reduce queues. It was such modelling that demonstrated the need to create a spur road linking the A228 and A289. It also influenced the design of key junctions and roundabouts.

As the projects develop, they will be informed by the higher level, Medway-wide traffic modelling – called the Strategic Transport Assessment. The applications for the road and rail elements of the HIF project will be accompanied by their own transport assessments.

Local flooding risk mitigation

The HIF road and rail proposals will have to include drainage measures to ensure they do not cause flooding; and will be subject to a flood risk assessment as part of their applications.

We will be following good practice with a range of sustainable measures being developed. At present this will include the use of attenuation ponds

– these are large ponds close to the road infrastructure that will fill when heavy rain occurs and will slowly discharge back into the water courses over a longer period.

What does the EIA mean? What is it for?

EIA is the Environmental Impact Assessment, which is the evaluation of the likely environmental impacts of a proposed project or development, taking into account socio-economic, cultural and human-health impacts, both beneficial and adverse.

Environmental Impact Assessments (EIA), resulting in Environmental Statements, will be undertaken for the rail works and the highways works to assess the potential for significant environmental impacts to arise as a result of the proposed improvements.

Each assessment will take account of the cumulative effects of the other project and other proposed developments. This EIA work will also be informed by transport assessments, which will consider the effects of the railway and highway works on the peninsula's transport network. A suite of ecological surveys (including reptiles, Great Crested Newt, Dormouse, wintering birds and breeding birds) are being undertaken to inform the assessments.

SEMS

Pollution and environmental impact

A full assessment of air quality impacts, alongside other environmental considerations, will form part of the environmental impact assessment (EIA) and Habitats Regulations Assessment (HRA) that will be carried out for the proposals. The results of the EIA and HRA will be submitted alongside the planning and Transport and Works Act Order (TWAO) applications that are submitted.

Air quality will also be a consideration within the Sustainability Assessment (SA) and Habitats Regulations Assessment (HRA) which support the Local Plan.

What we're doing to protect the environment

Protection of the environment is an important part of HIF planning and for us.

The first stage of protecting the environment is to ensure an understanding of the impacts on the environment. We have undertaken Environmental Impact Assessment Scoping Opinions for both road and rail. As part of this scoping process statutory consultees were consulted and their feedback will inform the undertaking of the EIA process.

Numerous ecological, noise, lighting, archaeology, drainage, and landscape surveys have been undertaken during 2021 and the results will inform the avoidance and mitigation measures to be set out in the Environmental Statements that will record the results of the EIA and be submitted with the planning and Transport and Works Act Order (TWAO) application.

Mitigation measures that are being considered include use of advanced lighting technology to reduce light spill and the impact on ecology, landscaping and noise barriers, sustainable drainage, creation of wildlife habitat; and use of more sensitive construction materials and methodology.

The mitigation measures will also be informed by the results of the recently completed Cumulative

Ecological Impact Assessment (CEIA), which has sought to determine the nature and extent of the impact of potential growth arising from the Local Plans proposals (including the HIF works) on local ecology, and to then set out a high-level response to how impacts will be avoided, mitigated, compensated and how local ecology can be enhanced.

The findings of the CEIA are also informing the development of the HIF's Strategic Environmental Management Scheme (SEMS) environmental projects and the master-planning of potential developments. For example, the proposed Cockham Community Parkland is 50 hectares of farmland that, subject to planning approvals, will see the creation of new flower-rich meadows, hedges, wet grassland and over five kilometres of new paths. There will be no access to the adjacent woodland to ensure the woods can continue to mature without impact.

The Four Elms Hill Air Quality Management Area (AQMA) has been established due to local air quality issues for those living in this area. The HIF road improvements are designed to reduce queuing traffic which, in combination with other measures, contribute to improvements in air quality in the AQMA.

New planting of woodland/trees will help with carbon capture.

Noise and light management

Work is still underway to determine what impact HIF proposals could have on the levels of noise and light pollution. These findings will be made available in the Environmental Impact Assessment (EIA). Any building work has an impact on the local environment; however, our priority is to minimise any negative impact and put in place mitigation proposals to address the changes in noise and light levels.

The EIA process will enable us to determine counter measures to off-set any impact, including tree planting, hedge planting, scrub and grassland planting on engineered embankments associated with the slip lanes, and four levels of noise mitigation measures in the shape of:

- 1) Retaining structures
- 2) Dual-purpose structures serving both as a vehicle restraint system (crash barrier) and environmental barrier
- 3) Landscaping
- 4) Upgraded acoustic barriers

Also, as part of the proposed Hasted Way A289 junction works, the speed limit on the existing A289 is likely to be reduced from 70 MPH to 50 MPH. This will support significant noise reduction from the traffic on this road.

Lighting engineers are working on mitigating light pollution and potential lighting solutions. More detail will be provided as it becomes available.

The HIF plans for open spaces and recreational areas

Community open spaces, such as allotments, parks, play areas and outdoor sports pitches, will be planned and delivered alongside potential housing development as opposed to by Hoo Development Framework. The Local Plan and Hoo Development Framework will help determine the location of these new community open spaces. The HIF budget allocates just over £14 million for the creation and management of new key ecological areas – such as Cockham Community Parkland.

The HIF open spaces to the north of the Peninsula Way will have a strong focus on habitat for breeding birds – such as the Nightingale, alongside access management. Open spaces to the south of the Peninsula Way will look to provide high value spaces for wildlife and for people, with a view to

broadening the open space offer and complementing the access to the sensitive estuary landscape. The function and location of these spaces will be informed by the Cumulative Ecological Impact Assessment (CEIA).

How the new open spaces will be looked after

We are going to be working with a number of possible long term management partners who will have the responsibility of maintaining the HIF created ecologically focused open spaces. Other community open spaces (parks etc) could be managed either by us or by a management company that would be set up by developers.

Protecting open spaces may include some access restrictions

Most of the HIF open spaces will be free to use, however, local restrictions (for example seasonal restrictions) might be in place to reduce disturbance during sensitive times of year, this might include breeding bird seasons or winter roosts for wetland birds.

The existing ancient Cockham Woods is to be kept free of new access routes to enable the trees to continue to mature and decay without being compromised by health and safety linked to public access.

Open spaces to support wildlife and for residents to enjoy

The new HIF funded ecologically focused open spaces which are designed to encourage wildlife will be for everyone to enjoy, particularly local residents.

These spaces will add to the array of beautiful areas across Medway including the well-used country parks at Riverside, Capstone and Ranscombe Farm.

New foot paths and cycleways

One of the key aims of the HIF environmental strategy is to provide alternative ways of travel, with this in mind there will be new footpaths and cycleways. These will also be included in the design of the new open spaces which will provide links for local journeys to schools, community centres and the station.

These spaces can then be enjoyed on a daily basis by everyone in the community.

Wildlife protection

Ecological surveys continue to be undertaken to support the design and future planning requirement of the HIF road, rail, and environmental proposals. This detailed analysis will ensure the design and associated mitigation measures, such as appropriate lighting and noise control, takes into account wildlife such as birds and bats.

Any works and planning will be in accordance with wildlife legislation and best practice for any translocations for example the Great Crested Newt District Level Licences.

The assessment will also be informed by the Cumulative Ecological Impact Assessment (CEIA). All schemes will also be subject to policies linked to Biodiversity Net Gain at 20%.

Loss of leisure facilities/asset of community value

New SEMS sites will provide far larger areas for informal recreation in and around Hoo

Congestion/ Parking issues/ HGVs

New car park at Cockham Community Parkland - 2 car parks proposed. 1 at Main Road and 1 at Vicarage Lane. This is avoid visitors parking in surrounding roads causing issues for local residents

Ensure accessibility / more footpaths/ more signage

Increased and improved footpaths across all SEMS sites of approx 10km. Cockham will have a wayfinding strategy. Also footpaths and entrances will be accessible.

What does SEMS mean?

SEMS stands for Strategic Environmental Management Scheme (SEMS) – known locally as Hoo Community Parklands.

- Strategic = Network of connected and well managed spaces (including new and improved footpaths) – for people and wildlife, designed to maximise biodiversity.
- Environmental = Landscape plans developed for each SEMS parcel of land, informed by ecological impact and landscape character studies and contributing to Medway's emerging Green (trees, hedgerows, grass etc) and Blue (rivers, streams, estuary etc) Infrastructure linking between areas network/other initiatives.
- Management = The active management/ monitoring of these spaces (including community engagement) with biodiversity, access and health and safety at the heart.
- Scheme = Planned and designed to address indirect impact of possible population growth on the peninsula's protected habitats.

What has changed since the first round?

A summary of the key changes, developments, work undertaken since the first round HIF consultation are as follows:

- Numerous studies undertaken or commissioned to inform these proposals
- A detailed Vision Document for SEMS will be produced
- Phase 1 Cockham Community Parkland – Planning permission received
- Development of Phase 2 areas to create new habitat and access opportunities:
 - Initial Landscape Plans created for Hoo Flats (2a) and Lodge Hill Community Parkland (2b)
 - Proposals developed for approximately 35 hectares of parkland at Deangate Ridge (2c)
- Feasibility underway to understand if a shared-use bridge across the A228 is possible
- New initiative to increase wildlife areas through landowner participation in a voluntary planting scheme by working with landowners, environmental charities and the local community.

APPENDIX 34: APPROACH TO CODING IN ROUND 2

Round 2 Approach to Feedback Analysis / Coding

This section provides some background on how the Future Hoo team approached the analysis of the feedback received for Round 2 as the feedback was all qualitative data.

To enable the mass of qualitative data to be more easily understood in terms of common themes and sentiments, it was necessary to create a Coding Matrix. Qualitative data ‘coding’ is the systematic process of labelling and grouping similar types of data to make the generation of themes, and the analysis of qualitative feedback, more manageable. By creating a Coding Matrix, the team was able to create and assign codes to categorise data and identify commonality across responses.

Feedback was submitted via feedback form (online or paper copy), email/ letter, or template pro forma. During the consultation period, the team reviewed all feedback received and divided it into groups; these were: technical stakeholders, political stakeholders, and the public.

The team read through all feedback and were able to identify five key sentiments, which were: positive, negative, concern, suggestion, and more information.

A coding matrix was then developed and evolved throughout the consultation analysis period. The coding matrix allowed the team first to assign a sentiment to each individual comment/ topic raised and then group this via a key category and subcategories.

Below are three examples to explain this approach (one for each intervention):

Example 1 (road): some respondents were positive about the removal of the Wainscott flyover. Therefore, we applied the sentiment “positive”, and coded the text with the category of “road” and the subcategory as “against Wainscott flyover”.

Example 2 (rail): some respondents provided suggestions for the service provision and specifically a rail link into Medway towns. Therefore, we applied the sentiment “suggestion”, and coded the text with the category of “rail” and the subcategory as “service into Medway needed”.

Example 3 (SEMS): some respondents provided negative comments about the impact on the existing wildlife as a result of the SEMS proposals. Therefore, we applied the sentiment “negative”, and coded the text with the category of “biodiversity” and the subcategory as “negative for wildlife”.

This coding system allowed us to identify key themes and comments that were made by respondents, regardless of the method of contact.

APPENDIX 35: ROUND 2 RAIL PRO FORMA

Round 2- Rail pro forma

Dear Medway Council,

This email serves as a representation to Medway Council's "Future Hoo" (HIF Project) Second Round of Consultation and should be recorded as such. This representation concerns the proposed Railway Scheme. In March 2021, Medway Council announced the removal of the rail "curve" which would have allowed passengers from Sharnal Street to travel directly to train stations in the Medway Towns.

The reason for the scrapping of the "curve" was because the council couldn't afford to do both the Medway Towns service and electrification to London. Southeastern also refused to deliver the service to the Medway Towns due to a lack of demand.

The council has now confirmed, in November 2021, that they can no longer afford to deliver electrification and a direct link to London, reducing the scheme again and further to just a shuttle service from Sharnal Street to Gravesend, using battery powered trains.

The council is still yet to release information concerning the full evaluation of operating costs, including a funding agreement with the relevant train operator to run the train service and a commitment to fund this, as well as a commitment to fund any rolling stock changes/costs, until the service breaks even.

The council is required to cover the net costs of battery upgrades for the rolling stock and there is still no mention of the cost for any upgrades to trains or any new trains if required. Southeastern, the would be operator, does not currently have any "battery" powered trains in its rolling stock.

The council is also required to cover the maintenance costs of the rolling stock up to 2025.

Overall, the council, and local council taxpayers', is liable to a whole range of costs to do with the scheme, which just demonstrate that the project is completely unviable. The council has listed a range of critical requirements and costs (outside of the £170m HIF Project budget) including £30m of subsidy, £2m for the station access road and £6.5m for additional mainline track works and signalling. The electrification and the requirement for platform lengthening (for 12-car electric trains) was listed as costing £6.5m.

Apart from potential sources of funding, such as Section 106 developer contributions, the council does not currently have a source of funding for these.

What is clear, even at this very early stage, is that the council is set to overspend its specific £63m budget for the scheme, further demonstrating the rather ridiculous un-viability of it.

The council is still yet to release information concerning timetabling, the effects of the proposed scheme on the wider railway network and demand modelling of likely passenger numbers.

Consultant Pell Frischmann recommends a reduction/restriction in train speeds when travelling adjacent to the Ramsar, SPA and SSSI designated sites due to the greater risk of wildlife mortality.

The reduction or restriction of train speeds will have a major impact on the attractiveness of the service as it will remain a quicker option to drive to Strood or Higham train stations.

Pell Frischmann also say that the scheme will have a high impact on nightingales, as areas of suitable habitat for this species will be lost, and that the scheme poses several areas of complexity, risk and sensitivity concerning operations, sustainability, safety and ecology.

The council's own business case for the HIF Project states that the railway scheme only generates a BCR (benefit to costs ratio) of +0.8. The DfT (Department for Transport), who the council will seek consent from, normally sets a threshold of +1.5, but is generally more comfortable with +2.0. The DfT usually require that the promoter can demonstrate that the operating costs are less than predicted revenue.

Homes England, the funder of the project, does not believe that the operating costs of the proposed scheme will be covered by revenue.

Experienced railway infrastructure consultant Robert Skene Consulting has said that RSC would be pleasantly surprised if the scheme were to be anywhere remotely close to either financial or economic viability.

The Hoo Consortium of developers and landowners has said that it is highly unlikely to be viable to provide a new railway passenger service on the Hoo Peninsula and a representative of Railfuture, a promoter of the scheme, is very disappointed with the project and does not believe that the limited service will be attractive to commuters and ad-hoc travellers, with a very limited impact on modal shift from car use to railway use.

Medway Council has said that the scheme, including the proposed train station and "station quarter", is a key area for the future success of the new "rural town" at Hoo. Their consultant Pell Frischmann has also said that the significant increase in traffic on the Hoo Peninsula, from the proposed allocation and development of up to 12,000 new homes, would exceed the road network's capacity even with the planned HIF highway upgrades, therefore, a shift to rail usage on the Hoo Peninsula is required.

It is very clear that the Railway Scheme is a fundamental part of Medway Council's plans for the Hoo Peninsula, yet it is fundamentally flawed and unviable.

The council is yet to publish a timetable of works for the scheme as well as to demonstrate that it can be delivered within the HIF budget, programme and deadline (2025).

For all of these reasons listed above and alone, Medway Council should scrap the HIF Project and its current draft Local Plan (including the allocation of up to 12,000 homes on the Hoo Peninsula), which the project enables to be brought forward.

The Hoo Peninsula is fundamentally an unsustainable location for this scale of housing development. The council has confirmed in various statements of common ground at planning appeals that without the HIF Project the Hoo Peninsula is an unsustainable location.

However, the HIF Project itself is fundamentally flawed, ineffective, unviable and undeliverable and will not create the sustainable community that it intends to - the council recognises a whole range of significant risks to do with the project in its latest risk register.

**APPENDIX 36: LIST OF STAKEHOLDERS WHO SUBMITTED
REPRESENTATIONS**

Round 1 and Round 2- Stakeholders who submitted representations

Round 1:

- Chattenden Primary School
- DTA / Tarmac
- Frindsbury Extra Parish Council
- Gravesham Borough Council
- Hoo St Werburgh Parish Council
- FD Attwood & Partners
- Kent County Council
- Medway Green Party
- Medway Labour and Co-operative Group
- Medway Liberal Democrats
- Metrotidal
- MP Rochester and Strood
- Natural England
- RailFuture
- RSPB
- Tetlow King
- Three residents / resident group submissions

Round 2:

- British Horse Society
- Brett Aggregates Ltd
- Church Commissioners for England
- Cliffe Woods Parish Council
- CPRE Kent
- FD Attwood & Partners
- Frindsbury Extra Parish Council
- GB Railfreight Ltd
- Gravesham Borough Council
- High Halstow Parish Council
- Higham Parish Council
- Historic England
- Hoo Consortium
- Hoo Parish Council
- Homes England
- Kent County Council
- Kent Fire & Rescue Service
- Kent Wildlife Trust
- Medway Council Environmental Protection Team
- Medway Council Paths & Promotions

- Medway councillors
- Medway Green Party
- Medway Labour and Cooperative Group
- Medway Liberal Democrats (MLD)
- Medway Local Access Forum
- MP Rochester and Strood
- Natural England
- National Highways (Highways England)
- Rail Future
- RSPB
- Shorne Parish Council
- Uniper
- Woodlands Trust

APPENDIX 37: ROUND 2 HIGHWAYS PRO FORMA

Round 2- Highways pro forma

Dear Medway Council,

This email serves as a representation to Medway Council's "Future Hoo" (HIF Project) Second Round of Consultation and should be recorded as such. This representation concerns the proposed Road Scheme.

From the outset, Medway Council has said, in their HIF Project business case in relation to the Road Scheme, that "to develop housing of such a scale, it is inevitable that there will be impacts on the wider network" and that these impacts "arise from the dependent development impacting on the immediate and downstream highway network". The dependent development being the allocation of up to 12,000 homes on the Hoo Peninsula, as part of the Local Plan.

The Council has not yet demonstrated that it has taken into account the potential effects of the proposed Lower Thames Crossing (LTC) on the A289, particularly with regards to the M2 J1.

Highways England "cannot currently support the Local Plan due to the lack of modelling work".

The Council's consultant Pell Frischmann has said that "the Hoo peninsula is connected into the main highway network along Peninsula Way which is a dual carriageway road with multiple roundabouts. Traffic density at peak times mean the road and junctions are beyond capacity and further housing could make matters worse without improvements to the infrastructure". They have also said that "there is a proposal to increase housing on the peninsula by 12,100 homes, all of which would need to be served by this highway. The resulting significant increase in traffic would exceed the road network's capacity, even with the planned (HIF) highway upgrades so a shift to rail usage is being sought."

The Council later said that "the proposed (HIF) highway package relies on all elements being in place to deliver the benefits, i.e., junction improvements on A289 would not cope on their own without the traffic relief provided by the A228 improvements." In other words, the proposed and so called "relief road" needs to be relieved by improvements made to the A228 (Four Elms Hill/Ratcliffe Highway/Peninsula Way) - a rather ridiculous situation.

The Council has also said that "local junctions on the Peninsula, most notably the Main Road junction, were shown to experience significant growth from side road arms, where housing zones would be delivered. As a result, delays were shown to increase exponentially at the existing Main Road roundabout. The capacity of this junction therefore defined the limit of growth that could be feasibly accommodated".

The increase in delays for this junction is over 500% (25 s/pcu to 126 s/pcu) when you take into account the dependent development. It is very clear, from these rather concerning statements above, that the Road Scheme is completely inadequate for the scale of growth proposed on the Hoo Peninsula (up to 12,000 homes).

When you also take into account the unrealistic prospect of the Railway Scheme, the two main infrastructure aspects of Medway Council's HIF Project are incredibly concerning and will not prove effective at all in accommodating the level of growth the Council wishes to allow to be built on the Hoo Peninsula.

Turning to the specifics of the Road Scheme. The Council has changed the design of the proposed junction on the A289 (Hasted Road/Wainscott Bypass), known as Phase 1, from a slip-road junction to a traffic-signalled junction (traffic lights). This new design will mean that traffic heading away from, and towards, Four Elms Roundabout (an exceptionally busy junction) will encounter traffic lights in order to allow traffic to head on and off the so called "relief road". Although the change in design may please some, the design change itself is a worsening of the effectiveness of the scheme - ultimately what the scheme will be judge on (effectiveness to accommodate and process traffic).

Most believe that the entire scheme is fundamentally flawed and the only course of action is to scrap the HIF Project and the Council's desire to allocate up to 12,000 homes on the Hoo Peninsula (as part of the Local Plan).

Regarding the "relief road" itself (which is not a relief road), once you head away from the proposed junction on the A289, it will be restricted to 20mph along the Ministry of Defence (MOD) section called Woodfield Way. The MOD road will also not permit buses and HGVs to use it and there is a requirement for the fencing around the MOD sites (which the road passes through) to be upgraded. The MOD also retains the right to close this section of the "relief road" at any time.

The restriction of buses is an interesting point as the Council has included various bus stops further along on the "relief road" route.

As mentioned in the latest consultation, a traffic control system is proposed to allow the safe movement of large MOD vehicles between the training centres which are currently uncontrolled. This will effectively add another traffic-signalled junction (traffic lights) so that MOD vehicles can cross over the so called "relief road". All these aspects to do with the MOD section of the route demonstrate further the rather ridiculous Road Scheme proposal.

The Council has removed the Railway Scheme station access road from the consultation, which is rather telling. They state that "the team is continuing to work on the detail of these proposals to ensure that Stoke Road roundabout and Ropers Lane can accommodate the level of predicted vehicle movements and also safely facilitate access to the new station". With the Railway Scheme being so crucial to the Council's overall plans, this may be a revelation of the further unrealistic prospect of it.

The Council has listed in its Infrastructure Delivery Plan (2021) that there is a critical requirement for "additional costs including contingency" for the Road Scheme, at a cost of £18.3m - this is outside of the specific £86m HIF Project budget and represents an overspend. The Council does not currently have a source of funding identified for this work and only points to potential Section 106 developer contributions as a source.

Taking into account that the HIF Project infrastructure is supposed to be in place before housing development is permitted, Section 106 is only obtained in stages post development.

For all of these reasons listed above and alone, Medway Council should scrap the HIF Project and its current draft Local Plan (including the allocation of up to 12,000 homes on the Hoo Peninsula), which the project enables to be brought forward.

The Hoo Peninsula is fundamentally an unsustainable location for this scale of housing development. The council has confirmed in various statements of common ground at planning appeals that without the HIF Project the Hoo Peninsula is an unsustainable location.

However, the HIF Project itself is fundamentally flawed, ineffective, unviable and undeliverable and will not create the sustainable community that it intends to - the council recognises a whole range of significant risks to do with the project in its latest risk register.

APPENDIX 38: ROUND 2 SEMS PRO FORMA

Round 2- SEMS pro forma

Dear Medway Council,

This email serves as a representation to Medway Council's "Future Hoo" (HIF Project) Second Round of Consultation and should be recorded as such. This representation concerns the proposed Environmental Scheme.

The Council has recognised the significant environmental constraints of the Hoo Peninsula, but has carefully avoided confirming the fact that the Hoo Peninsula is the most environmentally sensitive part of the Medway Council area - the Council will need to confirm this important reality at some point before or during Examination.

The last Core Strategy (Local Plan) was found unsound, not just because of the Site of Special Scientific Interest (SSSI) designation of Lodge Hill, but because the Council failed to convince the Inspector that it had objectively and fully considered other available spatial strategy scenarios, particularly those that avoid harm to designated sites.

The Council's Environmental Scheme, a very mere £14m scheme with listed critical and unallocated overspending of £7m+, is simply designed to try to mitigate the significant harm caused by allocating and dumping 12,000 homes on the incredibly environmentally sensitive Hoo Peninsula.

The Council has stated in its latest HIF consultation document that: "Contribution of SEMS proposals to the thinking on how future possible development on the peninsula could avoid/mitigate/compensate for impact on the area's species and habitats." However, the Council has misinterpreted the context - the policy is applied to, and relates to, the entire council or Local Plan area, not just a specific part of it, or the Hoo Peninsula on its own.

Firstly, "avoid" would be allocating sites in the least environmentally sensitive locations, after evidenced based and objective assessment, within the Council's area, in order to avoid harm - these least sensitive locations are not on the Hoo Peninsula.

The Council's proposals are not avoiding harm to nationally and internationally designated sites. The Environmental Scheme is a second step mitigation measure but the Council has failed the first step without explanation or justification. Indeed, the very need for the Environmental Scheme on the Hoo Peninsula weakens this spatial strategy option, when there are available and reasonable alternatives that do not require such environmental mitigation - this will be evidenced at Examination.

The Council has said that: "An evidence-based Strategic Environmental Management Scheme (SEMS) has also been developed and will be critical to the sustainable delivery of the Hoo Peninsula development." Therefore confirming that this environmental mitigation is not optional for the Council's proposals for the Hoo Peninsula.

However, the Council has said in their Natural Capital Planning Tool (NCPT) report, part of the HIF Project business case, that their proposals will have a negative impact on the Hoo Peninsula's biodiversity, air quality and local climate. The Council unconvincingly attempts to cover for this by suggesting that some environmental improvements are proposed outside of the Hoo development masterplan and that these scores (for biodiversity, air quality and local climate) would be positive

(instead of negative) if they were factored in - this is an admission by the Council that their masterplan for Hoo itself is not sustainable.

Any competent analysis of the Council's Environmental Scheme shows that the proposals are inadequate and ineffective at avoiding harm to designated sites, in fact, the Council's overall proposals will cause significant harm. Environmental information concerning the Road Scheme and Railway Scheme already shows that these schemes will also have significant negative impacts on designated sites.

Recently, the RSPB said to the Council that: "We do not consider that the Council's current approach would prevent adverse effects on the SSSI, and therefore the Council must demonstrate that there really are no alternative locations for the housing, and that the need for the development clearly outweighs the impacts on the SSSI and on the national network of SSSIs. Without this evidence, we consider that the Council faces a very real risk of history repeating itself and the Local Plan again being found unsound."

In order for the Council to have any credibility at the next Examination, they will need the support of important stakeholders such as the RSPB and Natural England - especially due to the history with Lodge Hill and the previous Core Strategy (Local Plan). Lodge Hill, and its history, will be an important subject/matter at the next Local Plan Examination, and the Planning Inspectorate is fully aware of how the Council arrogantly and foolishly pursued Lodge Hill unsuccessfully (no surprise here), following and despite the Inspector previously finding the proposals unsound during Examination.

In other words, the Council has no credibility with regards to the protection of the environment and designated sites, and their evidence base will face substantial scrutiny. It should be noted at this point that the Council's HIF Project Environmental Scheme programme manager has recently left the authority. From the very outset of the next Examination, particularly due to a more environmentally aware public, decision makers and government, the Council will find itself in an incredibly weak position/starting point and will need to provide exceptional justification and evidence for their Local Plan and spatial strategy (Hoo Peninsula proposals).

There is confidence that the Local Plan will again be found unsound on a whole range of grounds, especially concerning the environment. Indeed, the Inspector will only need to be convinced of a more sustainable and reasonable alternative spatial strategy.

Most recently, the Council attempted to obtain the approval of elected councillors to "approve, on an in principle basis only, the strategic aims of the Draft Local Plan" without presenting them with the evidence and justification to support and approve such strategic aims - quite extraordinary. Without documents such as the Sustainability Appraisal, Habitats Regulations Assessment and Air Quality Action Plan, it is remarkable how the Council has managed to decide its spatial strategy (concentrating development on the Hoo Peninsula). The Council will need to explain this episode to the Inspector at the next Examination.

For all of these reasons listed above and alone, Medway Council should scrap the HIF Project and its current draft Local Plan (including the allocation of up to 12,000 homes on the Hoo Peninsula), which the project enables to be brought forward.

The Hoo Peninsula is fundamentally an unsustainable location for this scale of housing development. The council has confirmed in various statements of common ground at planning appeals that without the HIF Project the Hoo Peninsula is an unsustainable location.

However, the HIF Project itself is fundamentally flawed, ineffective, unviable and undeliverable and will not create the sustainable community that it intends to - the council recognises a whole range of significant risks to do with the project in its latest risk register.

APPENDIX 39: ROUND 2 GENERAL PRO FORMA

Round 2- General pro forma

Dear Medway Council,

This email serves as a representation to "Medway Council's" "Future Hoo" (HIF Project) Second Round of Consultation and should be recorded as such. This is a representation concerning the HIF Project in general. A representation for the Railway Scheme, Road Scheme and Environmental Scheme has been sent.

The Council's HIF Project is simply designed to attempt to enable housing development of up to 12,000 homes on the Hoo Peninsula, to come forward as part of the Local Plan, and therefore without it, or it being judged to be effective and sustainable, such a scale of development could not take place on the peninsula. The Council has repeatedly confirmed this reality despite its leadership and cabinet members suggesting otherwise.

The Council submitted its Expression of Interest (EOI) for the HIF Project in 2017 and later published its Local Plan "Development Strategy" consultation in 2018, where all four scenarios included a concentration of development on the Hoo Peninsula.

One of the scenarios, rather bravely, still included part development of Lodge Hill - despite the previous Inspector ruling this option unsound. It's very clear that the Council has avoided including available and reasonable alternative spatial strategy scenarios for comparison that do not adhere to its preferred option of concentrating housing development on the Hoo Peninsula.

The Council's spatial strategy options and consultation to date is fundamentally flawed and does not offer a true weighing up of a range of reasonable alternatives - this will be evidenced at Examination of the Local Plan.

The Council is yet to publish evidence that it had considered a "HIF Project" for other potential development scenarios in order to discount such options and be able to come to the conclusion to pursue an Infrastructure project for the Hoo Peninsula. No specific consultation was carried out prior to the Council bidding for the project.

The Council is at serious risk of its Local Plan being found unsound on a range of issues, including not being justified and lack of consultation, as they have not taken reasonable alternatives seriously - assessing to see if infrastructure improvements are needed (and to what degree) to support other options being promoted.

The Council will at some point need to publish its HIF Project business case and supporting evidence (if any) as well as other documentation for the project, particularly during Examination. The HIF Project will continue to be watered-down, as will its effectiveness to bring forward development weakened.

There are now serious questions that need answering as to how the project was put together and costed in the first place. The project's funding is at serious risk of being withdrawn due to the incredibly strict project timetable and milestones - including specific dates for when the Local Plan has to be submitted for Examination by as well as when it has to be Adopted by (if adopted). Homes England, the funder, has various clauses and powers at its disposal including withdrawing the funding and instructing the Council to pay back drawdown sums, if any milestone is not met.

The best course of action, as has been noted by a former senior planner at the Council, is for Government Intervention in the Council's Local Plan making process - the case for this is compelling. It is unlikely that the Council's proposals for the Hoo Peninsula are going to survive the rather ruthless and lengthy Examination process in public.

The leadership of the Council greatly fears Intervention in the Local Plan process - this only shows concern that the Council's strategy (concentrateing development on the Hoo Peninsula) and the HIF Project may not survive option selection by Inspectors.

If the Council confidently believes that its statergy is the best and most sustainable option then there should be no concern at all with any possible Intervention. Indeed, the Council's proposals will face Independent Examination by the Inspector in any case.

The Council has attempted to use the awarding of the HIF Project (with conditions) as vindication of its spatial strategy, which apparently is yet to be agreed or decided, for consideration at planning appeals - sites outside of its preferred option for development (on the Hoo Peninsula). This is despite the Council repeatedly agreeing as common ground that no weight can be attached (of course) to the emerging Local Plan which is yet to be scrutinised, examined and be found sound.

The Council's not only contradicts itself at planning appeals but also at consultation of the HIF Project itself, where it has repeatedly stated that the awarding of the HIF Project does not predetermine the Local Plan and ultimately site selection, yer the Council sees the awarding of the HIF Project as vindication.

The Council has regularly contradicted its position which will be evidenced at Examination. As time has progressed the Council, as well as the actions and comments made by its leadership and cabinet members, has weakened its credibility with regards to its Local Plan.

It is clear that the Council's leadership takes a very simplistic view as to where development should take place, however, this is not how the Local Plan process actually works. It is supposed to be objective and evidence based and, as a result of independent handling, is more likely to produce the complete opposite outcome to that desired by the leadership and cabinet.