

# 1. Welcome

Thank you for taking the time to visit our online exhibition where you can find more information on Uniper's proposals to enable the redevelopment and regeneration of the former Kingsnorth power station site on the Hoo Peninsula, Medway, Kent - known as MedwayOne.

Leading international energy company Uniper, owns the site which covers a total area of 279 acres (113 ha).

Uniper plans to submit an outline planning application, with all matters reserved except for access. The outline application will look to establish the principles for the development of part of the site shown within the red line boundary on the plan below.

We ask that you please take a few minutes to read through the information on the following boards and then complete the [feedback form](#). Your feedback is very important to us and all of the comments received will be carefully considered before the submission of an outline planning application later this year.

## Site location

MedwayOne is located approximately three miles east of the community of Hoo St Werburgh and approximately nine miles north east of the town of Chatham. The site is accessed off Eshcol Road and it is nine miles to Junction 1 of the M2 motorway, and just 18 miles from Junction 2 of the M25 motorway.

The southern and eastern boundaries of the site are met by the mouth of the Medway River estuary, where there is a flood defence system in place. To the west of the site are a number of agricultural fields.



Site location plan and surrounding context

## 2. About us

**Leading international energy company Uniper, owns the former Kingsnorth power station site, and is responsible for bringing forward plans for its redevelopment into a new employment space for Medway.**

Uniper also owns and operates Grain gas-fired power station, located on the Isle of Grain, which continues to make an important contribution to Britain's energy supply security.



Photograph taken from the centre of the site looking East

### Site history

The site is the former home of the First World War naval airship station, Royal Naval Air Service (RNAS) Kingsnorth. After the closure of the site in the 1920s, the huge airship sheds were used as wood-pulping factories. The last aircraft shed was dismantled around 1938.

Between 1963 and 1973 the Central Electricity Generating Board (CEGB) built the only dual-fired power station in Great Britain on the site. It was the largest of its type in Europe, designed to run on both oil and coal. The power station's chimney, was a prominent local landmark, standing at 200m against the Kent skyline - twice the height of Big Ben.

The power station finally closed in December 2012 and was demolished by 2018. The only building retained onsite, is the existing National Grid substation, which lies outside of the proposed development area.



Historic photograph taken from River Medway looking North at the site



# 3. Planning policy

The majority of the site is allocated for commercial and industrial uses in Medway Council's 2003 adopted Local Plan, under Policy S12 for industrial development. The policy states that:

*"At Kingsnorth, as defined on the proposals map, Class B2 General Industrial Development and Class B8 Storage and Distribution Uses will be permitted. Class B1 uses will be permitted but will be restricted to Class B1 (c) except where the development makes provision for increased accessibility by means other than the private car."*

Medway Council will prepare a development brief in association with Uniper. All development will be subject to the protection of nature conservation interests.

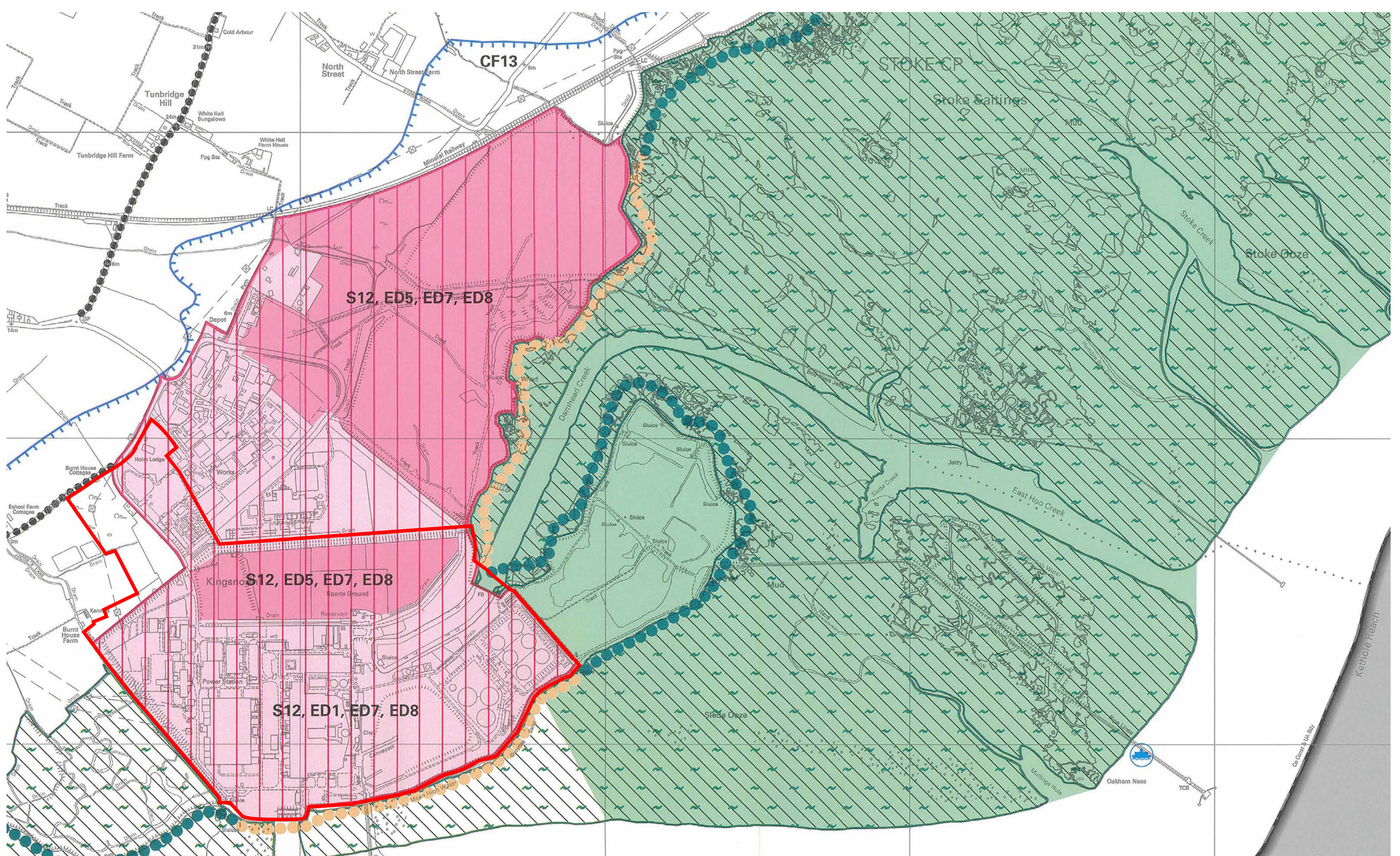
In the emerging local plan review, the site is proposed for more intensive commercial uses, whilst also offering opportunities for energy uses as part of the comprehensive growth proposals on the Hoo Peninsula.

Uniper's proposals would enable the redevelopment of this strategic brownfield site, in accordance with the Local Plan into a modern and sustainable development that would create new employment opportunities for skilled jobs and attract investment into the region. If approved, Uniper's proposals for MedwayOne would also support Medway Council's ambitions for future economic development in the District as part of its emerging Local Plan to 2037.

## Supporting national policy

The proposals are in accordance with the National Planning Policy Framework (NPPF), which seeks to drive inward investment, regeneration, economic development and innovation. The NPPF specifically references the UK Government's 'Industrial Strategy' which sets out a delivery programme for the UK to be a leader in the industries of big data and clean growth, and the proposals for MedwayOne could help to achieve this.

The proposals would also enable the development of a low carbon future for the peninsula, which is a high priority for Medway.



Kingsnorth Allocation Map (adopted Medway Local Plan 2003)

 Planning application site boundary     Existing Employment Areas     Proposed Employment Area

# 4. Growth & investment

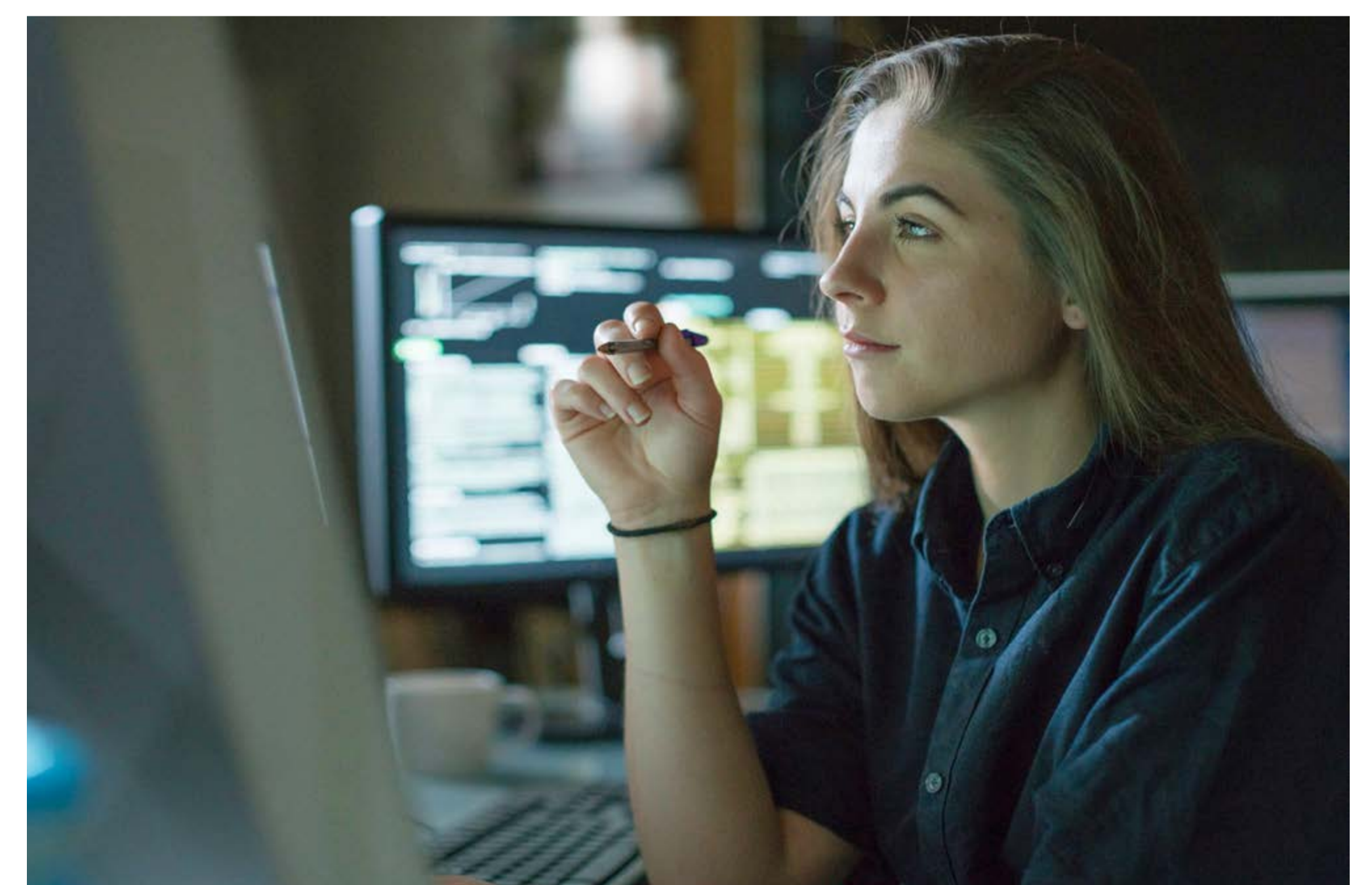
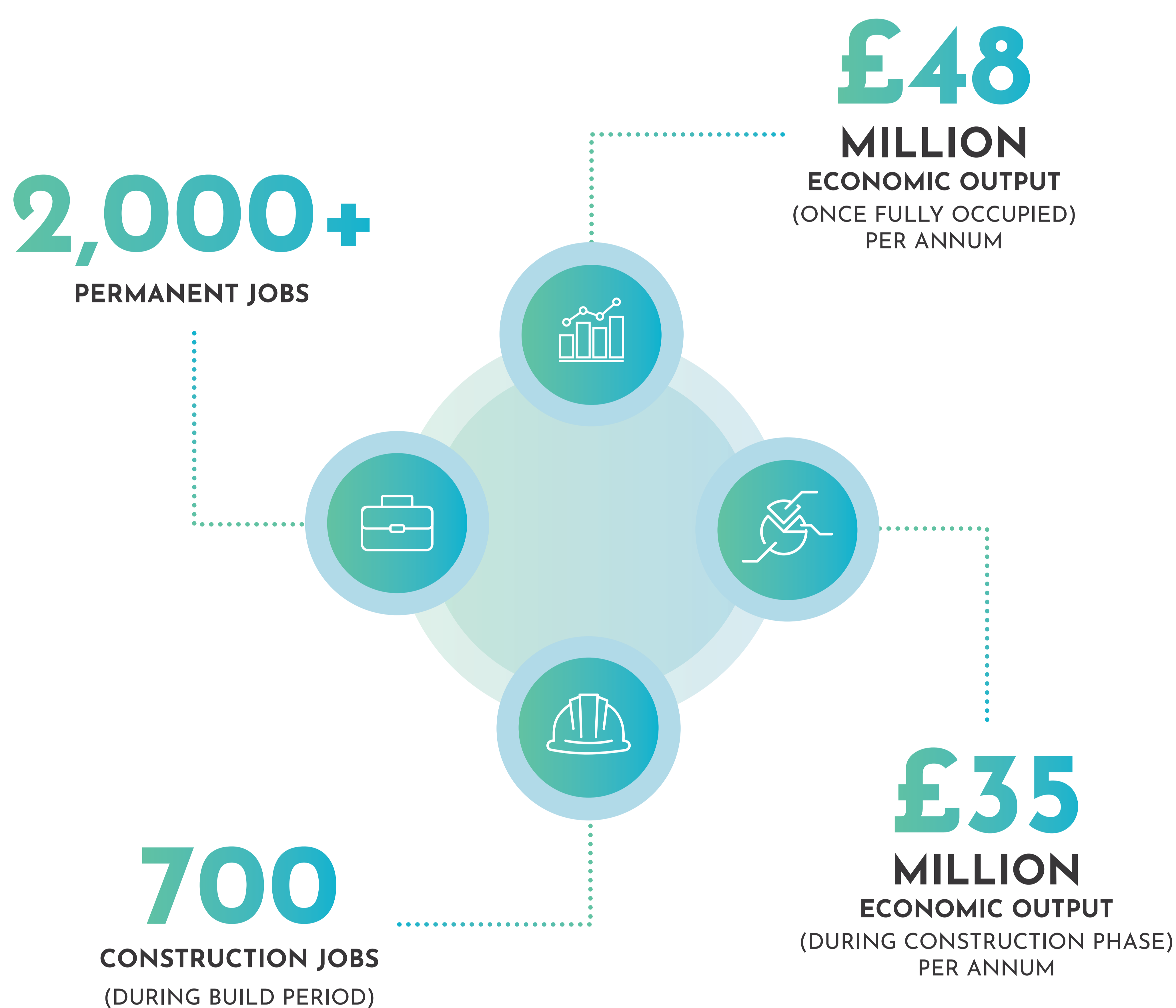
MedwayOne is a strategic site in the South East region, which benefits from access to pre-existing strategic infrastructure making it an attractive place to work and locate a business.

Uniper plans to submit an outline planning application for a mix of commercial, manufacturing, industrial, distribution, data centre and energy uses. MedwayOne would deliver new employment opportunities and support continued economic growth in Medway.

To date, Uniper has invested in excess of £37 million in the regional economy, using local contractors to prepare the site for redevelopment. We have been working closely with stakeholders across the region and nationally, such as Medway Council, the Department of International Trade and Locate in Kent, to understand how MedwayOne can be part of and support continued economic growth in the region.

The site has the potential to create a wide range of employment opportunities to support growth in Medway, including:

- Creating around 2,000 to 2,500 permanent full-time equivalent jobs once the site is fully occupied, with at least a further 900 jobs created in the wider Medway area.
- Generating at least £48m per annum as economic output once fully occupied, which equates to a business's wage bill and annual profit.
- Creating around 700 temporary construction jobs over the lifetime of the build.
- An estimated economic output of £35 million per annum during the construction phase. This roughly equals a business's wage bill plus the amount of profit made per year.



In addition, Uniper is already engaging with potential investors to explore ways to maximise the development potential of this strategic brownfield site to meet the needs and ambitions of the local authority, businesses and the neighbouring communities.

Uniper has already received significant interest from a range of businesses looking to locate to MedwayOne. The most advanced is "Gridlink Interconnector Limited", which is looking to develop a 1,400 MW electricity interconnector between the UK and France. The proposals are subject to a separate planning application, submitted by Gridlink to Medway Council in October 2020.



# 5. Design opportunities

The site covers a total area of approximately 279 acres (113 ha). Just over half of the site, 152 acres (62 ha), is readily developable land.

In drawing up the plans for the site, the design team has undertaken a range of technical studies to inform the proposals. The location of the site means it is ideally suited to deliver a range of different uses. In developing the scheme, we have taken into account the following:

- A desire to create a flexible, attractive and high quality commercial scheme, that can host a range of different types and uses of space to meet market demand. A mixture of commercial, manufacturing, industrial, distribution, data centre and energy uses.
- The ability to create opportunities for local businesses during the construction phase and in the supply chain, ensuring widespread economic benefits.
- The existing flood defence wall at the southern and eastern boundaries of the site, which would ensure flood protection for MedwayOne from the River Medway.
- The benefits of remediating the site from its previous use to remove hazardous materials which could pose a danger to humans and other wildlife.
- The opportunity to help provide a space for HGVs to park overnight to reduce pressure on local roads.
- Options to create an Energy Hub that could potentially provide power, steam and heat for neighbouring businesses, as well as a district heating scheme for the proposed housing development - Hoo Rural Town.
- Improving the landscape by enhancing the ecological assets within the site, whilst also considering those on the wider peninsula.
- Delivering an attractive development in a landscaped setting with a focus on sustainability and the importance of creating a desirable place to work, which is also sensitive to the surrounding environment and nature conservation areas.
- The importance of creating a safe environment for all those working on or visiting the site, and ensuring the design discourages antisocial activity.
- Any development at MedwayOne would be in line with Government legislation, including Net Zero 2050 for greenhouse gas emissions.



Illustrative CGIs showing how the site could look



# 6. Illustrative masterplan

The Illustrative Masterplan shows how the site could look, should an outline planning permission be granted by Medway Council.



Illustrative Masterplan for MedwayOne

- 1 Site access
- 2 Proposed footpaths connecting through the site
- 3 Retain and enhance existing trees/hedgerows
- 4 Ponds and wetland ditches to form a network to reflect the character of surrounding marshes
- 5 Informal landscaped spaces, naturally regenerated vegetation and marshland with reeds and ditches managed for biodiversity
- 6 Formal landscaped spaces including amenities, grasslands, hedges and tree planting
- 7 Indicative layout showing one way the site could be developed
- 8 Primary vehicular access road with proposed avenue tree planting
- 9 Secondary vehicular access road
- 10 Kingsnorth Substation to be retained
- 11 HGV layover area

# 7. Layout

If granted, the outline planning permission will establish the principle of the redevelopment of the site and set the parameters for any future development onsite.

Our aim is to be flexible with the types of uses envisaged for the site so that innovative and sustainable technologies can be accommodated at MedwayOne as the site's redevelopment progresses.

The exact layout of the different uses on-site would be determined by the individual companies who choose to locate at MedwayOne. In the future these companies would be responsible for seeking a reserved matters approval which would provide more details about the final built design for their respective developments.

The following uses are examples of the industries and operations which could occupy the buildings on the site if an outline planning permission is granted by Medway Council.

It is expected that building heights would vary across the site. The buildings closest to the site entrance would be limited to 15 metres in height. In the centre of the site, building heights would





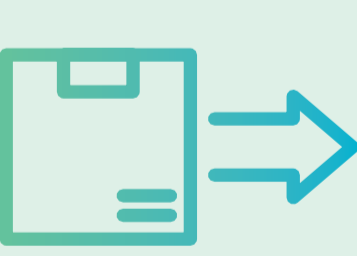
be limited to 45 metres, with the potential for a chimney stack of up to 100 metres. In the south east of the site this land has been identified as suitable for buildings up to 25 metres.

A 40 metre wide ecological no-build zone is proposed along the eastern edge of the build area to ease the transition to the adjacent open space. In addition, a 20 metre wide green corridor would separate the different parcels of land in the south of the site. It is envisaged that buildings would be positioned to make the best use of views across the River Medway.

A primary access road would run through the site with new planting to create an attractive tree lined avenue. A network of secondary roads would feed off the primary access road providing access to all areas of the site.

The existing Kingsnorth substation, owned by National Grid, is located in the south west of the site and will be retained under the proposals.

## Overview of uses which could come forward

|   |                                     |  |
|---|-------------------------------------|--|
|  | HGV layover area                    | In response to ongoing issues that the local community is facing in the wider area, the proposals include space for around 40 - 50 HGVs to park overnight with associated wash and canteen facilities.   |
|  | Energy Hub                          | The proposals include an Energy Hub to potentially provide an energy source, steam and heat for neighbouring businesses. This could also include a district heating scheme for the proposed housing development Hoo Rural Town. The Energy Hub could also act as a catalyst, attracting businesses to MedwayOne who could benefit from the availability of a reliable connection to a local energy supply. |
|  | Data centres                        | We understand there is potential demand for the provision of data centres. Data centres also generate excess heat which could be used as part of a district heating scheme. The potential Energy Hub and cooling water supply from the River Medway makes this an attractive location for a data centre.   |
|  | Modern industrial and manufacturing | Modern manufacturers that choose to locate in MedwayOne can take advantage of the power, heat, storage and distribution opportunities that are available.  |
|  | Storage and distribution            | Efficient logistics centre with adequate parking for supply and manufacture of goods.  |



# 8. Highways & traffic

**We are aware of and understand local concerns about traffic on the Hoo Peninsula. We are looking carefully at what we can do to mitigate additional traffic impacts as a result of MedwayOne.**

Uniper are undertaking a transport assessment as part of our Environmental Impact Assessment (EIA) for inclusion in our outline planning application.

The results of the assessments we have completed to date, show that when considering a worst case traffic forecast, the site may generate approximately 500 - 600 two-way vehicle (cars and HGVs combined) movements at peak hours in the morning and evening. A Servicing and Management Plan would be developed to manage the routes that the largest of vehicles would take to access the Strategic Road Network. This would ensure HGVs use the A289 corridor towards Junction 1 of the M2.

Although the nature of workplaces such as warehousing is such that shift patterns generally avoid peak periods, we have identified that junctions such as the Four Elms Roundabout could experience some additional delays.

Any improvement works to the public highway which may be required as a result of this development would be determined by Medway Council. We are aware that the Council is bringing forward new plans to deliver additional road infrastructure and consideration would be given to these improvements when assessing traffic mitigation for the site.

The outline planning application will include a Framework Travel Plan, detailing how future occupiers may use sustainable forms of transport to travel to MedwayOne. Future employers who occupy the site would be encouraged to use car share schemes amongst staff, provide cycle parking facilities and staff shuttle services to key areas. A cycle link on Eshcol Road connecting to the existing cycle network would also ensure cycle access and help to reduce travel to the site by private vehicle.



## Sustainable Travel Strategy





# 9. Ecology & environment

A full range of surveys are being carried out to understand the potential environmental impact of our proposals.

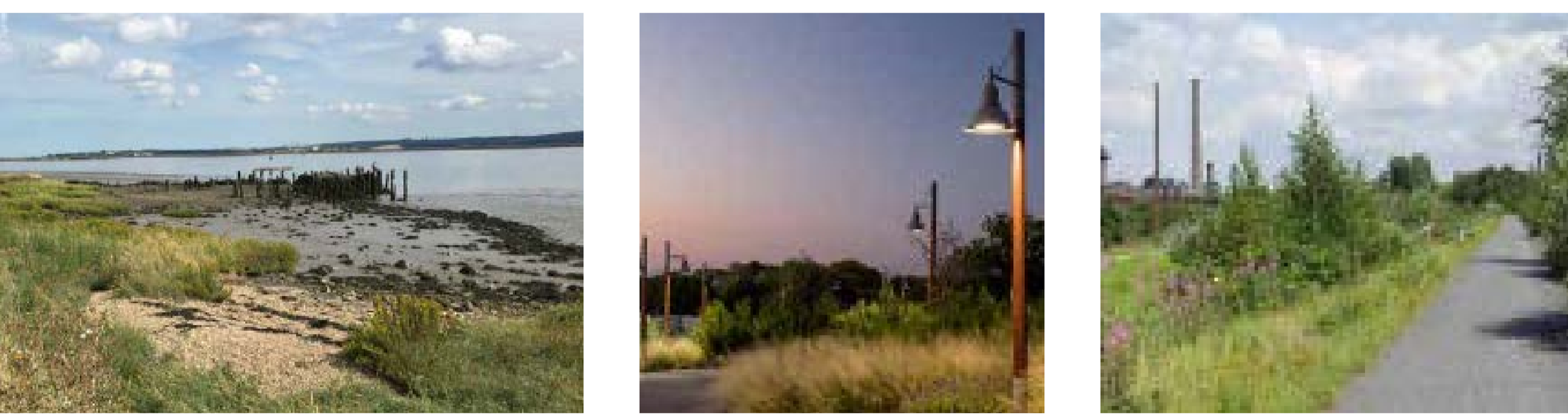
These surveys will inform our full Environmental Impact Assessment (EIA), which will be submitted as part of the outline planning application.

Ecological surveys have been carried out during 2019 and 2020 to identify areas for ecological enhancements and any particular areas that should be protected from development, for example important ecological networks and features. Where habitats or features might be affected, appropriate mitigation would be provided. Landscaping of the site would comprise of mainly natural planting, with more formal planting along the primary access road.

We expect that the required ground works, detailed drainage design, remediation and site maintenance would be controlled through the planning process. We envisage this information would accompany the subsequent reserved matters applications. The outline application will, however, include information on how these technical matters can be addressed.

Drainage would be managed by a mechanical pump system, similar to the current method used on the site. Surface run off would pass through a series of ponds and wetlands which would work to aid in the cleaning of the water, prior to being discharged into the River Medway.

To ensure the development remains free from flooding we are working closely with the Environment Agency to establish an appropriate flood defence strategy for the long-term protection of the site.



# 10. Thank you

## Thank you for taking the time to visit our exhibition.

Your feedback on our proposals is very important to us. All of the comments received will be carefully considered before the submission of an outline planning application.

As part of the consultation, we are also holding three live Q&A sessions where the MedwayOne project team will be available to answer any questions you may have. We very much hope you will be able to join us for one of these sessions. Please contact us to register for these by emailing or calling us.

The live Q&A sessions are being held on:

**Thursday 11th February at 19:00 - 20:00**

**Saturday 13th February at 10:30 - 11:30**

**Monday 15th February at 15:30 - 16:30**

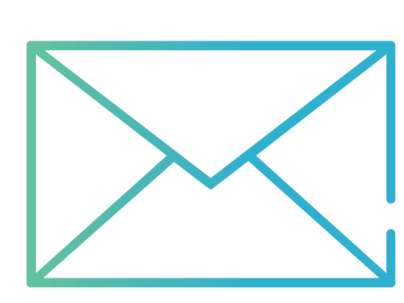
### Proposed timetable 2021

- February - Pre-application public consultation
- March - Planning application submission
- April - Statutory consultation led by Medway Council
- Summer - Determination of application expected by Medway Council

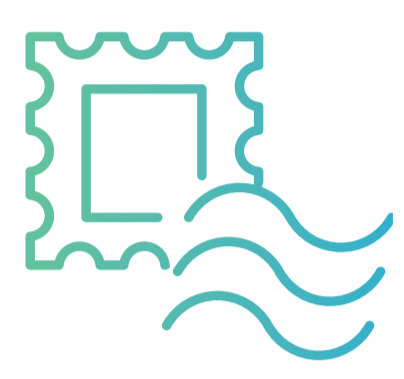
You can contact the project team directly where we will be very happy to provide more information, answer your questions and discuss the proposals with you.



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**PUBLIC CONSULTATION**

MedwayOne is the proposed redevelopment and regeneration of the former Kingsnorth power station site on the Hoo Peninsula, Medway, Kent. A strategic brownfield site, MedwayOne is in a unique position to deliver new employment opportunities and support continued economic growth in Medway.

With approximately 150,000sqm of employment space the development could create around 2,000 to 2,500 permanent, full-time equivalent jobs once MedwayOne is fully occupied. In addition, around 700 construction jobs could also be created as a result of the proposed redevelopment, predominantly on the site and over the lifetime of the build.

Engaging with the community is very important to us as we prepare a planning application for the site. We would really like to hear your views on the proposals, and we are holding a public consultation from **Wednesday 3rd February until Wednesday 24th February 2021**. More information on our proposals for MedwayOne and the benefits they could deliver, along with details of the consultation can be found on the following pages.

Leading international energy company Uniper, owns the site, which comprises a total area of approximately 279 acres (113 ha). Uniper plans to submit an outline planning application later this year to establish the principles for the development of part of the site, which covers the area within the red line boundary on the plan below.

Site location plan and surrounding context

**VIRTUAL EXHIBITION**

The virtual exhibition room will be available on the project website from **Wednesday 3rd February until Wednesday 24th February 2021**.

**LIVE Q&A**

We also hope you can join us at one of our three online live Q&A sessions taking place on:

**Thursday 11th February at 19:00 - 20:00**  
**Saturday 13th February at 10:30 - 11:30**  
**Monday 15th February at 15:30 - 16:30**

To register to attend one of these sessions, email or call us using the details found in this leaflet.

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