



**STATEMENT OF COMMUNITY INVOLVEMENT
OUTLINE PLANNING APPLICATION
MARCH 2021**

PREPARED BY BARTON WILLMORE ON BEHALF OF UNIPER

Desktop Publishing and Graphic Design by
Barton Willmore Graphic Communication

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WILLMORE**



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1. Introduction

This Statement of Community Involvement (SCI) has been prepared by Barton Willmore on behalf of Uniper. This SCI provides a clear record of the pre-application consultation carried out for the proposed development from May 2020 through to the beginning of March 2021.

It sets out details of both the public and stakeholder engagement that has been undertaken and aims to give a clear overview of all the consultation activity prior to the planning application submission. It also aims to demonstrate that Uniper has actively informed and involved the local community about the proposed development, in accordance with relevant planning guidance for community involvement.

This SCI should be read in conjunction with the suite of documentation which forms Uniper's Outline Planning Application to Medway Council as the local planning authority for the following proposed development:

"Outline planning application, with all matters reserved except access (to be taken from Eschol Road), for the erection of flexible EG(iii)/B2/B8 use class buildings, sui generis uses for energy uses and a lorry park, together with servicing, parking, landscaping, drainage, remediation, demolition and earthworks."

1.1 Site information and location

MedwayOne (the site) refers to the redevelopment and regeneration of the former Kingsnorth power station site on the Hoo Peninsula, Medway in Kent. For ease of reference please refer to the red line boundary plan when referring to the site shown in figure 1.

The site 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 Eschol 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.

Uniper's proposals will enable the redevelopment of the site for a broad range of uses and occupiers. The site covers an area of approximately 279 acres (113 hectares), with just over half of the site, 152 acres (62 hectares) being readily developable land.

MedwayOne comprises mainly of brownfield land, that was previously part of the former coal-fired power station and the area of grassland to the north of the site, which was formally the Royal Naval Air Service (RNAS) Kingsnorth airfield.

There are two jetties on the site, but these are not within the red line planning application site boundary and therefore do not form any part of this Outline Planning Application.

Long Reach jetty, was a bespoke facility designed to move coal to serve the former Kingsnorth power station. The Oakham Ness jetty was built to supply oil to the former Grain A power station.

The MedwayOne masterplan has been specifically designed to maintain access to them, enabling their possible reuse in the future but any potential reuse of the jetties will be subject to a separate planning application.



Figure 1: Uniper land ownership boundary and proposed development site location showing Long Reach jetty

1.2 History and background

The former Kingsnorth Power Station site has an extensive industrial history. Prior to its use as a power station, it was previously an airship development facility during the First World War. In 1920 and following the closure of the airship facility the site was used as a wood pulping factory.

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 site provided 450 jobs with an additional 700 during outages and contributed £3 million per annum in business rates.

The power station ceased operation in 2012 and decommissioning and demolition was completed by Uniper by the end of 2018. The only buildings retained on site are the existing National Grid substations, which lie outside of the proposed development area.



Figure 2: Historic images of the former Kingsnorth Power Station site

1.3 Proposed development opportunity

The National Planning Policy Framework (NPPF) seeks to drive inward investment, regeneration, economic development and innovation. The current adopted Medway Local Plan (2003) allocates the majority of the site for industrial development. The emerging Local Plan, Future Medway, also identifies the Kingsnorth site as an appropriate area for more intensive commercial activities, whilst also offering opportunities for energy uses.

Uniper's proposals for MedwayOne support Medway Council's ambitions for future economic development in the District, as part of its emerging Local Plan to 2037. The proposals could also enable the development of a lower carbon future for the peninsula, which is a high priority for Medway.

With the potential to generate significant inward investment and create new employment opportunities, Uniper strongly believes that MedwayOne would complement and support future planned growth in Medway. Further, the proposals are equipped to support the UK Government's 'Industrial Strategy' which promotes the UK as a leader in the industries of big data and clean growth. Any development at MedwayOne would also be in line with Government legislation, including Net Zero 2050 for greenhouse gas emissions.

To date, Uniper has invested in excess of £37 million in the regional economy, using local contractors to prepare the site for redevelopment. The project team have been working closely with local and national stakeholders including 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 proposals consulted on seek to deliver an attractive scheme to meet market demand, including a mixture of commercial, manufacturing and industrial uses along with storage and distribution, data centre and energy uses. 330,000sqm of new high quality employment space is included, that

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

In terms of revenue, the proposals seek to generate at least £48m per annum as economic output once fully occupied, which equates to a business's wage bill and annual profit. An economic output of £35 million per annum is also estimated during the construction phase, which roughly equals a business's wage bill plus the amount of profit made per year.

There will be new opportunities for local businesses during the construction phase and in the supply chain, and the scheme would be flexible, in order to offer a range of opportunities that would be able to respond to future need and market demand.

There are 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.

The proposals have also considered the current issues with HGV parking on the peninsula and provide the potential for an HGV layover area for around 40-50 HGVs to park overnight with wash and canteen facilities for hauliers serving both MedwayOne and other nearby facilities.

The scheme proposes a landscaped setting with a focus on sustainability, creating an attractive place to work, whilst being sensitive to the surrounding environment and nature conservation areas. Protection of ecological assets within the site is also an important part of the proposals, which seek to enhance its ecological value, whilst also considering those on the wider peninsula.

1.4 Overview of the proposed development

MedwayOne is an exceptional opportunity to deliver diverse new employment opportunities through the delivery of commercial and energy generating uses. It will attract significant new investment in the area and support sustainable economic growth in Medway.

The illustrative masterplan shared throughout the consultation supports an Outline Planning Application. A design code will be included with the Planning Application to ensure that any future development would adhere to specified design requirements.

The proposals for the site could deliver the following:

- A site access
- A primary vehicular access road with proposed avenue tree planting
- Footpaths connecting through the site

- Retention and enhancement of existing trees/hedgerows
- Ponds and wetland ditches to form a network to reflect the character of surrounding marshes
- Informal landscaped spaces, naturally regenerated vegetation and marshland with reeds and ditches managed for biodiversity
- Formal landscaped spaces including amenities, grasslands, hedges and tree planting
- HGV layover area

The final development proposal has evolved since this version, in part due to feedback provided through the engagement process, and this is described fully in the accompanying Planning Statement and Design and Access Statement.



- 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

Figure 3: Illustrative masterplan for MedwayOne

1.5 Project team

For the purpose of this document, the core team members who have been involved in engaging with the community and stakeholders are:



SITE PROMOTER: Lucy Berry, Adam Archer



PLANNING: Huw Edwards, Lucy Wilford



TRANSPORT: Stuart Morse



ECOLOGY: Poppy McVail



COMMUNITY ENGAGEMENT: Georgina Chapman, Amy Clarke

2. Requirements of the consultation

The first step for preparing an engagement strategy and delivering an SCI is to carry out a review of the relevant national and local planning policy guidance on pre-application engagement. Due to the global pandemic, it has required adjustments and adaption of standard best practice measures for consultation. Additional methods employed have continued to deliver the same quality of engagement and communication, without diminishing public participation.

In March 2020, the UK Government imposed restrictions on public gatherings and on non-essential travel due to the COVID-19 outbreak. The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020. These had a key influence over our chosen methods of communication and consultation.

Whilst we had hoped to hold face-to-face events in February 2021, unfortunately the COVID-19 situation had not improved enough to allow this and the UK was in a further pro-longed lock down. On this basis, and in light of the aforementioned legal documents the decision was made, with the support of Medway Council, to hold the public consultation remotely.

Therefore, in order to establish an appropriate consultation strategy for the proposed development, a review of the relevant national and local planning policy guidance was undertaken, and then combined with a considered response to the new regulations identified above. Despite some limitations, we are satisfied that all reasonable measures have been taken to deliver a robust and measurable public consultation.

2.1 National Planning Policy

The National Planning Policy Framework, February 2019 (NPPF) sets out the Government’s planning policies for England and how these are expected to be applied. Community involvement is at the forefront of national planning policy and the Government considers that pre-application engagement, prior to the submission of a planning application, is paramount to ensuring timely decision making, reducing delays, enabling better coordination between public and private resources and improving outcomes for the community.

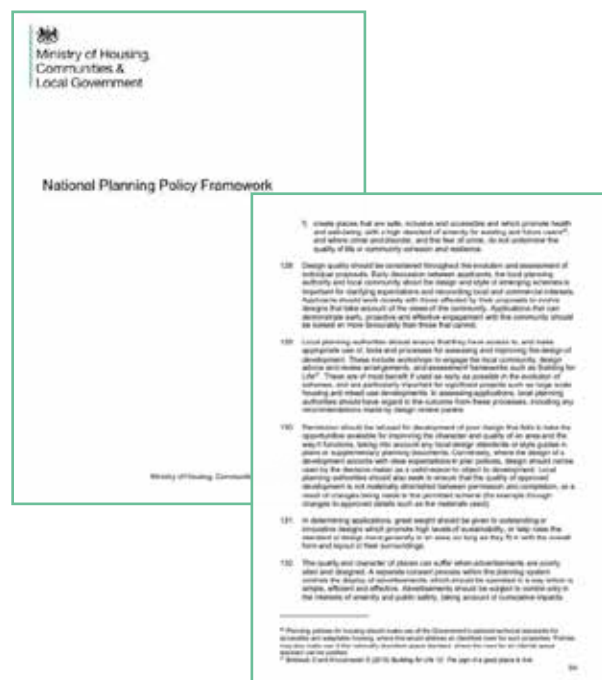
The NPPF (paragraph 40) states that Local Planning Authorities (LPA’s) have a significant role to play in community engagement, by encouraging applicants to utilise pre-application services and engage with the local community and any statutory consultees, prior to submitting their application.

The level of engagement should be proportionate to the nature and scale of the proposed development. Early engagement by applicants, before an application is formally submitted, is encouraged so that the Council can give informal comments and help overcome any potential difficulties that may arise. Paragraph 41 encourages statutory consultees to engage and respond at an early stage to ensure that the planning process is not unnecessarily delayed.

Paragraph 128 states specifically that:

“Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.”

By virtue of the Planning and Compulsory Purchase Act 2004, Local Planning Authorities (LPA’s) are required to prepare a Statement of Community Involvement (SCI) to set out their policy on involving their community in preparing local development documents and on consulting on planning applications. The Planning Policy Guidance (PPG) also identifies the steps which LPAs must take in involving the public with planning applications.



2.2 Local Planning Policy

In line with National Guidance, Medway Council strongly encourage applicants to involve the local community at pre-application stage and state that undertaking consultation is a fundamental part of the planning process. Medway Council is committed to giving a clear role for people to have their say in planning matters.

Medway Council has an adopted SCI, which was updated in August 2020, to take into account of the restrictions introduced as a result of public health measures to address coronavirus (COVID-19).

The Council also published a Coronavirus update in August 2020.

The updated text within Medway Council's COVID-19 update and the amended SCI states:

"Due to the unprecedented situation caused by COVID-19 the Planning Service has had to implement a number of temporary measures to facilitate publicity and consultation activities in a safe manner. This is to respect social distancing guidance and to ensure that public health considerations are observed in all planning matters. As a result, consultation activities will vary from the guidelines outlined in the current Statement of Community Involvement. This follows updated government guidance to local planning authorities.

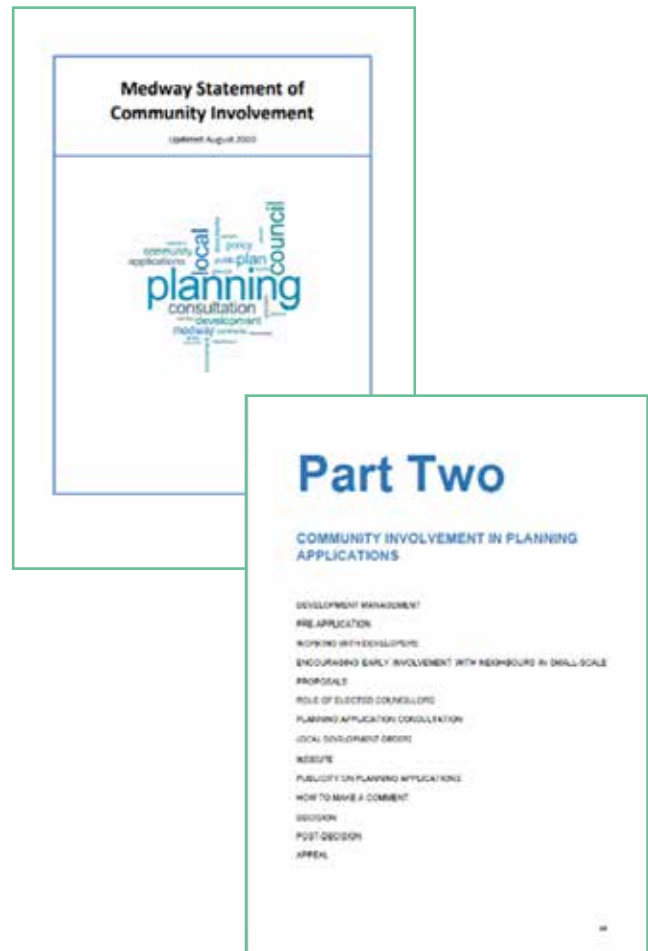
Owing to the closure of community hubs, libraries and Council offices to the public at the current time, the Council cannot publicise consultations in these locations, therefore physical copies of documents cannot be viewed at the present time. For the foreseeable future, in view of the current restrictions, the Planning Service will not be able use public exhibitions, meetings or workshops for consultation purposes. Stakeholder engagement will be conducted via email, online and through our website."

Medway Council's adopted and amended SCI clearly identifies the following key principles of engagement:

- Empowering communities through supporting localism, neighbourhood planning and other community-related planning activities.
- Ongoing community involvement throughout the plan preparation process, so it is not a 'one off' activity.
- Committing to engaging with a wide range of 'hard to reach' or 'seldom heard' groups by making allowances where there may be obstacles in the participation process.
- Managing consultations primarily through the website, increasing the use of digital tools to publicise planning consultations and publish key documents.
- Promoting other consultation activities, such as workshops and public exhibitions, to reach the broadest audience.
- Supporting variation in timing of events and arranging of some activities at evenings or weekends.
- Supporting the use of consultation activities, such as workshops and public exhibitions, in reaching different audiences and providing opportunities for people to engage in different ways.

Medway Council's adopted SCI encourages developers to:

- Engage the community and stakeholders in the early stages of plan-making
- Informally engage with neighbours near the development site at the early stages, allowing them input before a planning application is submitted
- Undertake pre-application discussions with officers
- Engage with and present plans to councillors at the early stages, which are useful to advise members and raise any key issues
- Provide clear development materials and models in the consultation process
- Undertake meaningful and ongoing consultation before submission of planning applications
- Provide a full SCI to be submitted with all major or sensitive planning applications, explaining how engagement has been built into the development process





2.3 Statutory requirements

The development proposal will be determined on the basis that it comprises a Major Planning Application, on account of square metres of floorspace that are being proposed. As such, the following publicity will be given by Medway Council when the application is submitted to the local planning authority, satisfying the requirements of the The Town and Country Planning (Development Management Procedure) (England) Order 2015:

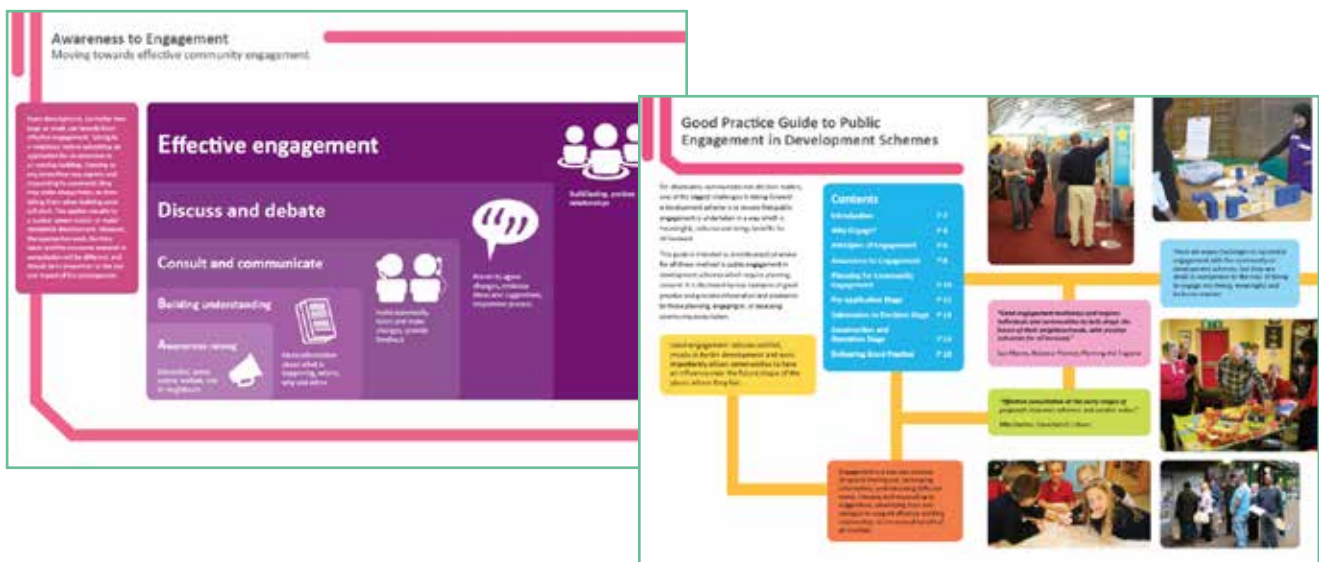
- A site notice will be displayed in at least one place, on or near the development site for at least 21 days;
- Notice will be served on adjoining landowners and occupiers as relevant; and
- An advertisement in the local newspaper.

Uniper introduced the proposals to the local planning authority at pre-application stage and discussed the level of community involvement that would be required and the preferred methods of consultation. The strategy for the consultation process was subsequently agreed by Medway Council planning officers.

2.4 Best practice

It is generally considered that the normal means of consultation should be either an exhibition or public meeting at a suitable public venue, or by letter with accompanying plans as appropriate.

A report of the consultation exercise (SCI) should be submitted as part of the planning application process, which sets out details of the events held; the range of information and visual material that was shared and offered for comment; the nature of questions and concerns raised by the community together with any responses given and details of any proposed changes to the design of the pre-application version of the proposed scheme arising from feedback from the consultation process. This document provides information on these matters.



3. Consultation Process

The purpose of the programme of early engagement with the local community has been to ensure that local people were given the opportunity to inform the proposals prior to the submission of a planning application.

The aim of our community consultation has been to engage with local residents, stakeholders and other interested parties; inform them of the investment that is being made in their community; identify any significant local issues or concerns and ensure these are addressed in an inclusive manner.

Comments were invited to be submitted by midnight on Wednesday 24th February 2021, to allow sufficient time for Uniper's team to consider all received comments ahead of the submission of the planning application. Although a high volume of feedback responses had been received when approaching the initial consultation period end date, Uniper took the decision to extend the website consultation period by two days, until 5:30pm on Friday 26th February 2021. This decision was taken in light of the circumstances at the time, with the highest national COVID-19 lockdown restrictions in place. Uniper's Community Engagement Team considered that this extra time was reasonable to allow members of the community to respond. Postal responses were also considered until Thursday 4th March. This was to allow for any delays in the postal service due to the COVID-19 restrictions.

Uniper's Community Engagement Team identified a range of local stakeholders who were likely to be interested in the proposals and contacted each of them directly, to share information on the emerging proposals and offer an opportunity to meet with the Uniper project team to talk through any particular matters that were of interest or concern to them. Whilst comments were still encouraged to be shared by Wednesday 24th February 2021, engagement continued with interested parties throughout March 2021, to ensure that the fullest range of views and feedback could be captured and considered by Uniper's team.

3.1 Consultation aims

The objectives throughout the process of consultation have been to:

- Research and identify all relevant interest groups and parties
- Encourage as much input as possible from the local community, including residents, interest groups, Councillors and businesses
- Provide the community with genuine and well-publicised opportunities to provide feedback on the proposed scheme
- Ensure that people can put forward their own ideas and feel confident that there is a process for considering those ideas
- Identify and address where possible any issues or concerns highlighted by the community and stakeholders
- Be clear about what can be changed and what cannot, and explain why
- Be inclusive, accessible, transparent and engaging
- Clearly communicate all feedback from the local community to the wider project team
- Make provisions to ensure that interested parties are kept informed about progress and outcomes



3.2 Methods of engagement

A variety of methods of engagement were applied to raise awareness of the proposed development and encourage feedback from the local community.

Consultation boundary

A consultation area was identified during the early stages of the project and was agreed by the Head of Planning at Medway Council.

The final consultation area comprised 4,857 addresses, made up of 4,718 residential addresses and 139 business addresses, and was used as a distribution area for the consultation material. The consultation boundary included all addresses of the neighbouring businesses to the Kingsnorth site on the peninsula, and addresses within the settlements of Hoo St Werburgh, High Halstow, Upper Stoke, Middle Stoke and Hoo Marina Park.



Figure 4: Consultation area boundary

Website

A project website went live on Wednesday 3rd February 2021, dedicated to the consultation and engagement process. The website contained key information on the proposals, detailed images and a fly through video of the proposal.

A feedback form was available to be completed online and additional contact details including an email address, postal address and telephone number were also provided. The website was publicised through the consultation leaflet and the press.

Visitors were encouraged to submit feedback online but other methods were also available including postal, phone and email. This was to ensure that everyone had the opportunity to comment both digitally and non digitally.

The website is available at: www.medwayone.co.uk



Figure 5: Screenshots of MedwayOne project website



Figure 6: Screenshot of illustrative flythrough video

Email

A dedicated email address MedwayOne@bartonwillmore.co.uk was set up at the beginning of the project to provide a direct contact point for queries and feedback throughout the consultation period and will remain active until the Outline Planning Application is decided.



Project phone number

A telephone number **020 7446 6853** was promoted for all queries regarding the consultation and wider project. This was staffed and managed by Uniper's community engagement team. This was particularly important to enable people who do not have access to the internet to be able to find out more about the scheme and provide their own comments and opinions.



Publicity

The following methods were used to publicise the public consultation website:

- Leaflets distributed to 4,857 addresses within the consultation boundary. The leaflets arrived with residents and businesses on Wednesday 3rd February.
- Public exhibition webinar dates published on the dedicated project website.

- Press advert running for 2 weeks in the Medway Messenger newspaper.
- Press advert running for 2 weeks on the KentOnline, website.

A copy of the press advert can be found in **Appendix 1** and a complete copy of the consultation leaflet can be found in **Appendix 2**.

CGI of the proposals

YOUR VIEWS ARE IMPORTANT TO US

We recognise the importance of the redevelopment of this site to the local community. Please visit the MedwayOne website to find out more about our emerging proposals, to visit our virtual exhibition room and to view our flythrough. Our public consultation is running from **Wednesday 3rd February until Wednesday 24th February 2021**. All feedback received will be carefully considered before we submit an outline planning application to Medway Council.

We are also holding three live Q&A sessions where the MedwayOne project team will be available to answer any questions you may have. More information on how to join these sessions can be found below.

We fully appreciate that not everyone has access to the internet or is comfortable navigating websites and commenting online. A printed copy of the feedback form has also been included with this leaflet which you can return to us in the post. You can also scan or take a photograph and send it back to us via email. Please send us your comments by **Wednesday 24th February 2021**.

If you have any questions about the scheme or would like to discuss the proposals further, please do not hesitate to contact the project team who will be very happy to assist you.

020 7446 6853
MedwayOne@bartonwillmore.co.uk

MedwayOne Community Engagement Team, c/o Barton Willmore, 7 Soho Square, London, W1D 3QB

www.MedwayOne.co.uk

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.

MEDWAYONE
POWERING FUTURE GROWTH

SCAN THE QR CODE TO VISIT WEBSITE

MEDWAYONE
POWERING FUTURE GROWTH

PUBLIC CONSULTATION

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

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.

With approximately 330,000sqm 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.

Site location plan and surrounding context

www.MedwayOne.co.uk

020 7446 6853
MedwayOne@bartonwillmore.co.uk

Figure 7: Consultation leaflet



stay in St Thomas's Hospital in London.

He was discharged and allowed home for Christmas.

Mr Schembri lived with his daughter Charlotte and her partner in a home close to the restaurant on Blue Bell Hill.

But on Christmas Day, Mr Schembri became ill, and was rushed to Maidstone Hospital.

His daughter said: "We thought it was a problem with his liver again, but it turned out to be the Covid."

She spoke to him by Facetime on the morning of his death. She said: "He seemed happy and was looking better than he had for several days."

Shortly after, he deteriorated and died on December 30.

Miss Schembri said: "It was so sudden. It's been a terrible time."

Mr Schembri, originally from Malta, moved to the UK around 40 years ago, and had been involved in the catering industry ever since.

At various times he owned Weavers restaurant in St Faith's Street in Maidstone, the British Fish Bar in Gabriel's Hill and The Wine Bar in Tonbridge.

He founded Mickey's Diner on Blue Bell Hill in 2006, but although he retained the freehold to the premises, he sold the business interest to his long-time manager Adriano Santos three years ago.

At the time of his death, he still owned Mickey's Rock Cafe on the A249 at Detling.

Miss Schembri said: "He was genuinely the most loving, generous and kind person you could ever meet. He would always do anything to help others - and he was always looking for his next business venture."

"They broke the mould after they made him."

In his spare time, Mr Schembri, who had 11 grandchildren, liked to dabble in antiques and restore classic cars.

He was cremated last Thursday during a small ceremony, but his family plan to hold a service of remembrance when the pandemic has eased.

Michael Schembri set up Mickey's Diner in Blue Bell Hill in 2006 and his empire grew to a number of other eateries

Peter Tungate photo apology

In last week's edition of the Messenger, we reported on the death of former Labour councillor Peter Tungate.

Unfortunately, the wrong photograph was used with the tribute.

This was down to incorrect captions being added to pictures placed in our archive in 2014.

The image was actually of North Durham MP Kevan Jones who was visiting the Towns at the time.

Mr Tungate, who served as Medway's first deputy mayor when the council became a unitary authority, died last month after catching Covid-19.

Former Labour councillor Peter Tungate died last month

Current deputy Labour group leader, Cllr Teresa Murray, paid tribute to her former colleague.

She said: "Pete was a loving, kind and generous man.

"Above all else, he loved his family and our thoughts are with his wife Marion, his two sons Jon and Matt, and all the family.

"Pete was hard-working, funny and popular, a man at ease with himself, his values, and his politics, who took modest pride in all he did."

The Medway Messenger would like to apologise for any upset and confusion caused by the error.

We would also like to thank Mr Tungate's family for their understanding.

FREE LOCAL COLLECTION IF IT'S EASIER JUST RING
0800 408 0510 01322 383363 / 07789 950655

MEDWAYONE
 POWERING FUTURE GROWTH

PUBLIC CONSULTATION

MedwayOne is the proposed redevelopment and regeneration of the former Kingsnorth power station site on the Hoo Peninsula, Medway, Kent.

Leading international energy company Uniper owns the site and plans to submit an outline planning application to Medway Council later this year, which will establish the principles for the development of part of the site.

Uniper is holding a public consultation from **Wednesday 3rd February until Wednesday 24th February 2021**.

Please visit the MedwayOne website, www.MedwayOne.co.uk to find out more about the emerging proposals, to visit the virtual exhibition room and leave your feedback.

Uniper is also holding three live Q&A sessions on:

Thursday 11th February 2021 7pm - 8pm	Saturday 13th February 2021 10.30am - 11.30am	Monday 15th February 2021 3.30pm - 4.30pm
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To register for these sessions, please contact the team using the details below.

We fully appreciate that not everyone has access to the internet or is comfortable navigating websites and commenting online. You can also contact the project team or send your feedback to us using one of the methods listed below:

020 7446 6833 | MedwayOne@bartenwillmore.co.uk

MedwayOne Community Engagement Team, c/o Barten Willmore, 7 Soko Square, London, W1D 3QB

Please send us your feedback by **Wednesday 24th February 2021**.

www.MedwayOne.co.uk

Figure 8: Medway Messenger newspaper advertisement

Online advert campaign

The online advert for MedwayOne appeared in various sections of the KentOnline website. The digital adverts were served 94,469 times generating 108 clicks which is a conversion rate of 0.08% (the national average is 0.04%) which was a positive result.



Figure 9: Screenshots of Kent Online impressions

Project database

A project database was built by the Barton Willmore Community Engagement Team and was used to keep a record of people who expressed an interest in remaining involved or being informed about the project. The database was populated by:

- People who directly contacted Uniper’s community engagement consultation team via the project email or phone line;
- People who complete online feedback forms on the proposals requesting to be kept informed about the progress of the project; and
- Representatives of local groups and associations contacted directly by Uniper and community engagement consultant teams.

The database was used to send any updates or relevant information regarding the project, to those who registered and gave their permission to be informed.

We take data protection seriously. Personal details were only supplied to Uniper’s Community Engagement Team for the purposes of research in connection with this project and to be able to contact those choosing to be registered to receive updates on the progress of the project. All personal details were treated as confidential and were not shared, passed on to or used by any third parties. They will only be retained until the end of the planning process for the project, after which time they will be deleted.

4. We have responded to the requirements of consultation by

4.1 Involving local representatives

We sought to involve local Councillors, groups and organisations in the consultation process and will ensure that this engagement continues beyond submission to help further support the application. We recognised it was important to engage early with local political representatives as part of the consultation process.

Uniper have been communicating with Medway Council about the former Kingsnorth Power Station site since March 2019, when Uniper's project team responded to the Council's Strategic Housing Land Availability Assessment (SHLAA) update. Initial engagement with Medway Council's planning and economics teams began in August 2019. Following this, Uniper responded to several of the Council's consultations concerning the site and the local area.

The first pre-application meeting was held with the Council and Uniper's project team in May 2020. Following this in August and September 2020, Uniper's project team held meetings with Medway Council, Hoo Parish Council, and Hoo Neighbourhood Plan Group to inform them of the emerging vision for MedwayOne, and of Uniper's intentions to submit an Outline Planning Application. Uniper's intentions to run an online community engagement programme on the proposals were also confirmed.

Following feedback from these meetings, a revised consultation approach was presented to the Head of Planning at Medway Council. Uniper specifically asked if there were any known local groups or associations that should be engaged with.

The Head of Planning agreed that the consultation approach was appropriate under the COVID-19 restrictions imposed by the Government and was therefore supported by Medway Council.

Engagement was carried out with the following Ward Councillors via email and telephone during January and February 2021:

Cllr Phil Filmer
Cllr Mick Pendergast
Cllr Ron Sands

A Councillor briefing was held via Zoom on the 18th January 2021 - the case officer was present throughout the meeting. Comments were generally positive about the redevelopment of this disused brownfield site and for new employment opportunities.

In early February 2021, local Parish Councils were sent an email to notify them that Uniper had started consulting with the community on the proposals and invited them to view the plans, via the dedicated website and virtual exhibition room. A PDF copy of the leaflet that was distributed to the community was also attached to the email.

The email also offered the opportunity to arrange a meeting with members of Uniper's project team to discuss the proposals further.

Parish Councils contacted were:

- Hoo Parish Council
- Frindsbury Extra Parish Council
- High Halstow Parish Council
- St James, Isle of Grain Parish Council
- Stoke Parish Council

Meetings with Hoo Parish Council and Frindsbury Extra Parish Council took place separately, on the 16th and 19th February 2021. Members of both Parish Councils attended the meetings which were held via Zoom. A presentation of the proposals was given, and Council members were given the opportunity to be able to comment and ask questions directly to the project team.

Overall topics discussed were:

- Traffic movements and infrastructure
- Air quality
- Use of railway line
- Energy Hub and potential uses
- Environmental sensitivity and ecology
- Public access to the site
- Potential use of the jetties
- Building heights
- Community benefits
- Proposed HGV layover area
- Employment opportunities for local people

Where responses were not received from the Parish Councils, follow up emails and calls were made to ensure that Parish Clerks were aware of the consultation.

The following stakeholders and local organisations were informed of the consultation and encouraged to attend the webinars, visit the website, virtual public exhibition room and complete feedback forms online or by email.

Stakeholders

- Invest in Kent
- South East LEP
- Kent Invicta Chamber of Commerce
- Kent & Medway Growth Hub
- Relevant council officers at Medway
- We Are Medway
- Local MP for Rochester and Strood
- Local schools and Church:
 - Hoo St Werburgh Primary School
 - The Hundred of Hoo Academy

- Chattenden Primary School
- Stoke Primary Academy
- St James' Church of England Primary Academy
- Hoo St Werburgh Parish Church
- Local organisations:
 - Age UK Medway
 - Kent ARA (Active Retirement Association)
 - Want to Live Afloat
 - Elms Medical Centre
 - Chattenden Community Centre
 - Medway Yacht Club
 - Strood Community Shop
 - AMAT UK (direct access service securing safe and suitable supported accommodation for homeless people)
 - White House Farm
 - Hoo Ness Yacht Club

On the 3rd March 2021, a letter was received by Uniper's engagement team from Kent Invicta Chamber of Commerce in support of the proposals. The letter detailed support in the areas of:

- Internationally significant development for the area
- Opportunity for a low-carbon site
- Possibilities to provide local energy provision to encourage businesses to the area
- Wide range of employment opportunities proposed

Kent Invicta Chamber of Commerce letter can be found at [Appendix 3](#).

4.2 Involving the community

Live question and answer sessions

The Zoom platform was particularly chosen for the following reasons:

- Easily accessible from smartphones, laptop, tablets and desktops
- No software to download
- No account activations
- Safe and reliable
- Fully GDPR compliant



The local community were invited to join three live question and answer sessions held on Thursday 11th February 2021 from 7pm to 8pm, Saturday 15th February 2021 from 10:30am to 11:30am and Monday 15th February 2021 from 3:30pm to 4:30pm.

- The Q&A sessions were also widely publicised through the Medway Messenger and KentOnline.
- Two of the sessions were held during the week, one in the evening and the other in the afternoon (out of school hours), to accommodate those who may be busy at the weekend or who wanted to attend after work. We also planned a session on a Saturday to accommodate those who may be at work or home schooling, however, due to a lack of

response, and with no attendees registered on the evening of Friday 14th February it was decided to cancel the Saturday session. It was agreed that a further session would be held on Saturday 20th February, if this was required but no requests were received from the community to hold this session.

- Local residents were invited to the exhibition via a leaflet which was sent to 4,857 homes and businesses.
- Local political representatives and other interested parties were invited to the consultation by email and via the leaflet.
- Attendees at the live Q&A sessions were encouraged to complete the feedback form online via the website or the virtual public exhibition room.
- Members of the project team were present to answer questions and talk attendees through the plans
- Presentation boards were presented with residents able to ask questions live to the project team
- All consultation materials were made available online on the day of the exhibition
- The exhibition dates and times were publicised on the project website

OVERVIEW

- Now demolished and renamed MedwayOne
- Entire site is owned by Uniper - 113 ha (279 acres).
- 61.61 ha (152 acres) of the site is readily developable brownfield land.
- Uniper's proposals are to bring forward the regeneration of the site for a broad range of uses.



THE APPLICATION

- Outline planning application to establish principle of development.
- Flexible consent to allow for a range of uses in the future.
- Maximising use of previously developed land.
- Application will not prejudice existing assets such as the jetty.
- Secure a high quality and sustainable development.
- Environmental Impact Assessment (EIA) will be submitted as part of the application.
- Reserved matters applications (detailed planning submissions) to be brought forward by future occupiers of the site.





Figure 10: Example Q&A presentation materials

The Q&A sessions provided residents with the opportunity to understand the rationale behind the proposals and the emerging site plan.

The Q&A presentation covered the following information:

- Welcome
- Introduction to project team
- Background
- Overview
- Site location
- Policy support
- Proposals
- The application
- Illustrative masterplan
- Growth and employment
- Sustainability
- Transport and access
- Overview of the consultation
- Project timeline

A complete copy of the Q&A presentation can be found in [Appendix 4](#).



Figure 11: Screenshot of Q&A recording session

4.3 Encouraging feedback

Due to COVID-19 restrictions, engaging and giving feedback were strongly encouraged via the project website. Feedback forms could be submitted via email, the website or the virtual public exhibition room. However, in order not to isolate anyone in digital poverty, digitally disconnected and to ensure equality, diversity and inclusion of responses the following additional means of response were set up:

1. A telephone hotline was set up in enable people to discuss the proposals and give their feedback which was then recorded and analysed with all the other responses received.
2. A postal address was also available for those wanting to write to us or to send the paper copy of the feedback form, included with the consultation leaflet back to us by post.

A copy of the feedback form is available in [Appendix 5](#).



PUBLIC CONSULTATION FEEDBACK FORM

We would very much like to hear your views on our development proposals which are available to view in full on our website www.MedwayOne.co.uk. We would be grateful if you could take a few minutes to answer the following questions. Alternatively, you can complete this form on our website. If you have any queries, please do not hesitate to get in touch, either by telephone or email. Contact details can be found at the bottom of this form.

What is your connection to the area?
 I live here I work here I study here Other

What is your age group?
 17 or under 18 - 24 25 - 34 35 - 44 45 - 54
 55 - 64 65 - 74 75 - 84 85 or over

What is your gender?
 Male Female Other Prefer not to say

What is your employment status?
 Working full-time Working part-time Self-employed
 Student/Apprentice Unemployed Retired Other

Q1. To what extent do you agree that the proposals for this site are a good use of this disused and vacant brownfield site?
 Strongly Agree Agree Neutral Disagree Strongly Disagree

Q2. To what extent do you agree that MedwayOne is a positive opportunity for creating new employment opportunities for local people?
 Strongly Agree Agree Neutral Disagree Strongly Disagree

Q3. To what extent do you agree that the redevelopment of the site will stimulate the local economy and attract new investment into Medway?
 Strongly Agree Agree Neutral Disagree Strongly Disagree

Q4. Do you agree that any proposals for MedwayOne should include sustainable forms of energy generation to help Medway and the UK achieve its climate change objectives?
 Strongly Agree Agree Neutral Disagree Strongly Disagree

www.MedwayOne.co.uk

020 7446 6853

MedwayOne@bartonwillmore.co.uk

Figure 12: Front page of feedback form

4.4 Engaging online

Due to COVID-19 restrictions engaging and giving feedback was strongly encouraged via the consultation website, which was publicised through the consultation leaflet and the press.

The dedicated website - www.medwayone.co.uk - was created.

- The website gives details of the proposals and allows visitors to submit feedback electronically and via email
- The website identifies our phone number as an alternative source for information and a postal address for manually completed feedback forms
- FAQs were continually added throughout and following the consultation period

The website hosted:

- Information about Uniper
- A vision for the site
- Site location and history
- Proposed development scheme (planning policy, site considerations and benefits)
- Illustrative masterplan
- An online comment form
- Q&A presentation
- Virtual Public Exhibition Room
- Flythrough video of the scheme

- Images of the site
- Q&A sessions details
- News updates
- Project timeline
- Downloads of consultation materials
- Contact details



Virtual public exhibition room

An interactive virtual public exhibition room went live on the 3rd February 2021 and provided the opportunity for the team to engage and consult a wider audience - particularly the younger generation - from their computer or mobile device at any time during the consultation period. This was widely publicised on the leaflet distributed to 4,857 addresses and via the website and printed press.

<https://medwayone.co.uk/virtual-room/>

Copies of the virtual exhibition materials can be found in **Appendix 6**.

204

Visits over the
consultation
period



Figure 13: Screenshots of Virtual Public Exhibition Room

5. Feedback

An important part of the consultation process is to analyse and report back on the findings from all the comments received, in order for them to be able to be fed back into the design process and keep Uniper's project team updated on any topics or issues which may arise.

Residents were asked to complete a comment form online, if possible, to record their level of agreement or otherwise on the key aspects of the scheme, in order to obtain structured feedback. Email, telephone, and postal comments were also accounted for and recorded by the Uniper's Community Engagement Team.

When comments have been recorded on a respondents' behalf, all due care has been taken to fairly represent comments and opinions, to ensure that the categorisation of answers has been done in a consistent and unbiased way.

5.1 Locations of comment forms received

The maps below identify the known locations of 190 out of the 200 completed feedback forms inc telephone, email, and postal responses.

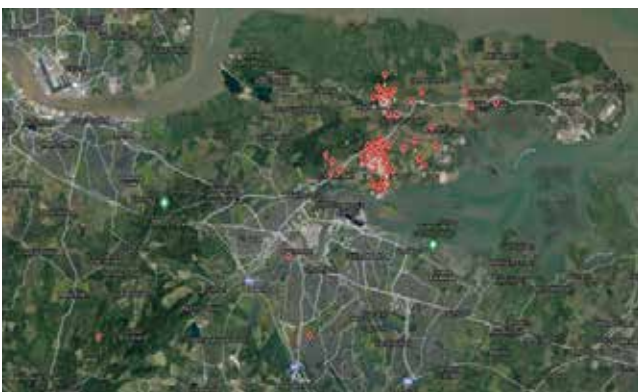


Figure 14: Locations of all known responses



Figure 15: Location of responses surrounding Hoo St Werburgh



Figure 16: Location of responses surrounding the site and High Halston

5.2 Summary of feedback

A total of 200 comment forms (including emails, post and telephone comments) were received from the public consultation. A summary of the demographics of respondents is provided at Appendix 7.

A deadline for feedback of the 24th of February 2021 was advised. However, due to the restrictions in place the feedback period was extended by a further 2 days to the 26th of February 2021 to enable residents to make their comments, find out any further information and ask the team any questions.

The following is a high-level summary of feedback received from the comment forms. Key recurring topics and comments raised, in no particular order, are as follows:

Positive comments	Concerns
<ul style="list-style-type: none"> • Good use of a redundant brownfield site • New HGV facilities on the site • Local employment opportunities • New business opportunities • Support for local trades and businesses • Pleased not more housing developments • Sustainable forms of energy generation 	<ul style="list-style-type: none"> • Insufficient road capacity • Environmental impact • Increased traffic • Management and size of new HGV facilities • Impact on Hoo St Werburgh • Insufficient local infrastructure • Local employment opportunities • Energy Hub - confusion over use (by another applicant for an incinerator for clinical waste) • Lack of public transport • Scale of development



5.3 Detailed feedback from comment forms

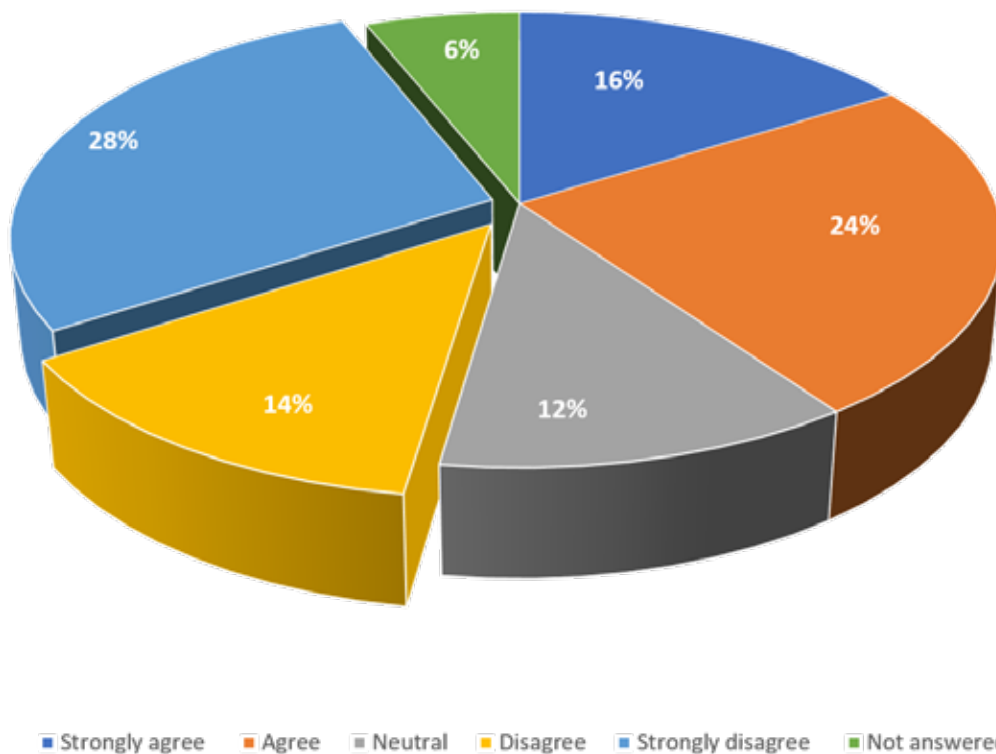
Detailed analysis, drawn from the 200 comment forms completed, is set out below. People were invited to answer a total of 5 questions.

Questions 1-4 were direct response questions and question 4 was an open-ended question, allowing

respondents the opportunity to provide more comments and suggestions, enabling both positive and negative feedback. Four supporting questions to establish the demographics of the respondents were also asked.

Q1. To what extent do you agree that the proposals for this site are a good use of this disused and vacant brownfield site?

Sample size: 200



It is a very even split of responses agreeing and disagreeing.

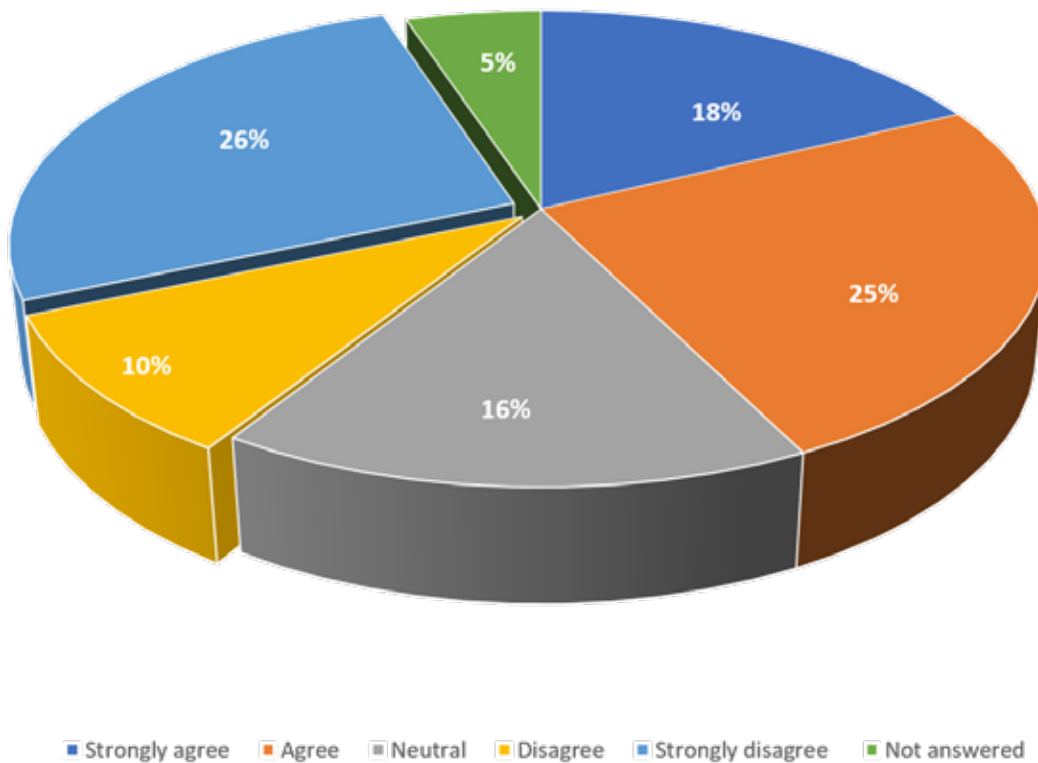
40% of respondents either strongly agreed or agreed that the proposals for this site are a good use of this

disused and vacant brownfield site, whilst **42%** either disagreed or strongly disagreed.

12% of respondents had no preference and 6% chose not to answer this question.

Q2. To what extent do you agree that MedwayOne is a positive opportunity for creating new employment opportunities for local people?

Sample size: 200



43% of the respondents who answered this question either strongly agreed or agreed that MedwayOne would be a positive opportunity for creating new employment opportunities for local people. **52%** of those who strongly agreed or agreed were of working age.

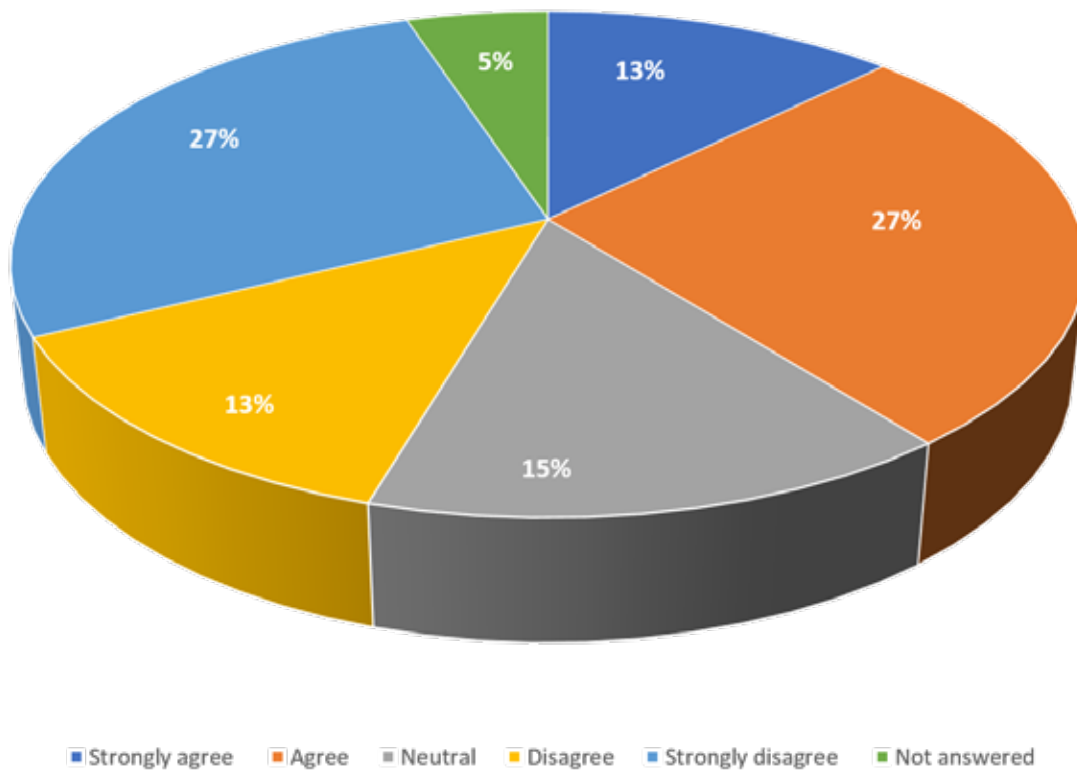
16% of remain neutral. From corresponding comments made, it seems that the perceived impact of development may provide grounds for an unsure response at this time. Comments specifically relate to the impacts on local infrastructure, traffic, and the environment.

36% either strongly disagreed or disagreed that MedwayOne is a positive opportunity for creating new employment opportunities for local people.



Q3. To what extent do you agree that the redevelopment of the site will stimulate the local economy and attract new investment into Medway?

Sample size: 200



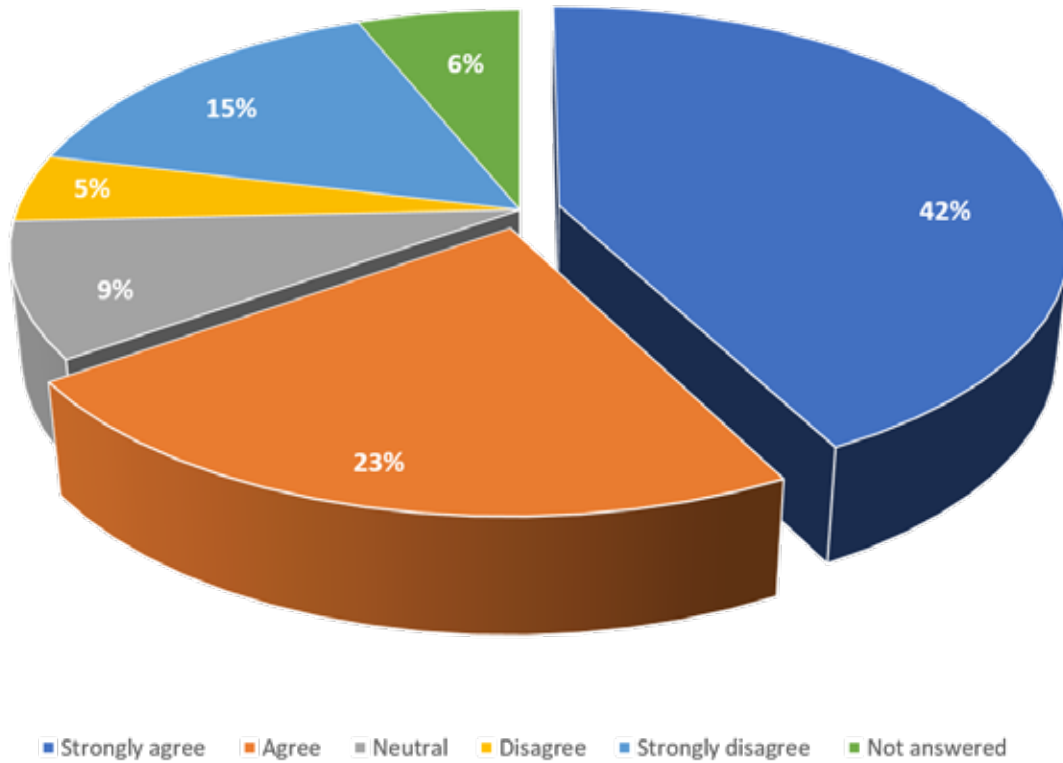
40% of respondents strongly agreed or agreed the redevelopment of the site would stimulate the local economy and attract new investment into Medway.

Equally, **40%** of respondents either strongly disagreed or disagreed that the redevelopment of the site would stimulate the local economy and attract new investment into Medway.

15% remain neutral, and as with question 2 it can also be said that corresponding comments made, it seems that the perceived impact of development may provide grounds for an unsure response at this time.

Q4. Do you agree that any proposals for MedwayOne should include sustainable forms of energy generation to help Medway and the UK achieve its climate change objectives?

Sample size: 200



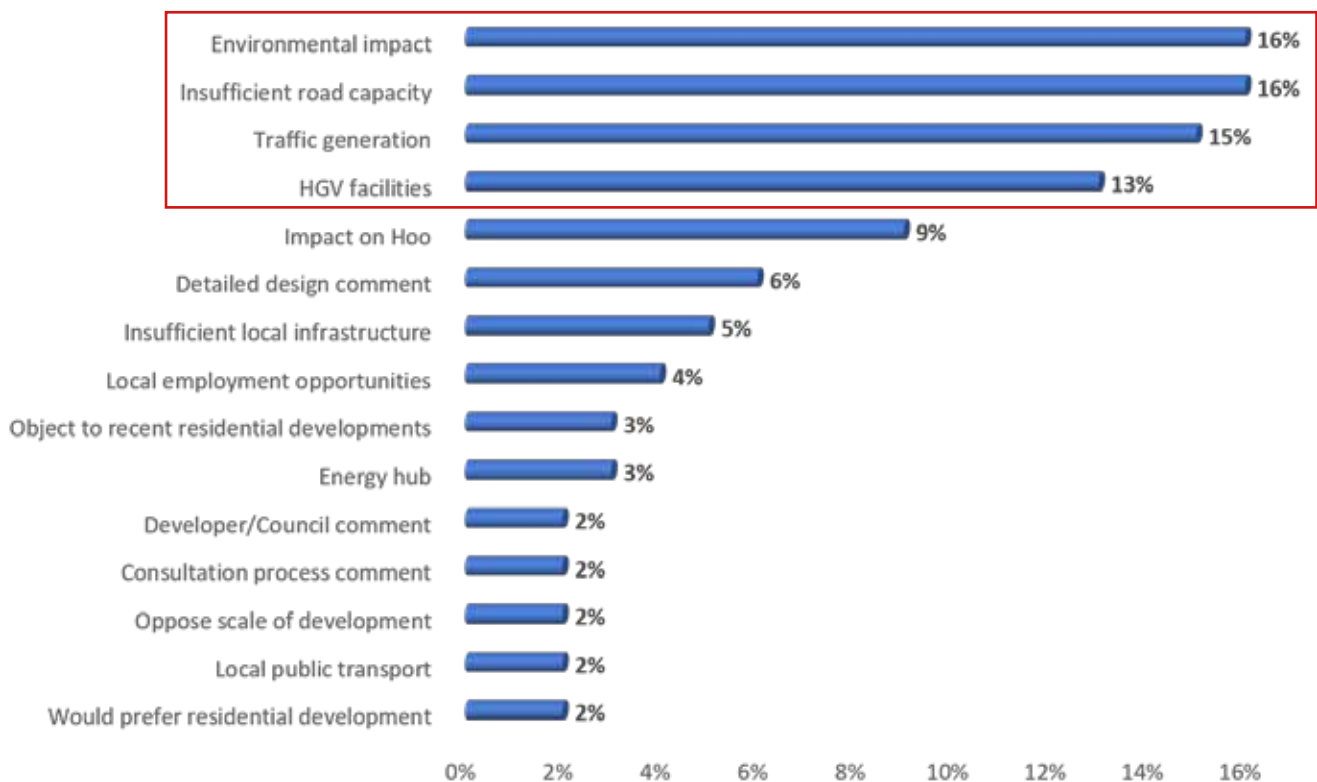
A very high percentage at **65%** either strongly agreed or agreed that proposals for MedwayOne should include sustainable forms of energy generation to help Medway and the UK achieve its climate change objectives. It is clear to see that the local community consider environmental impact and sustainable development very important.

Only **20%** of respondents did not feel that sustainable forms of energy generation were important.



Q5. Do you have any other comments or suggestions?

Sample size: 164 responses received with 485 comments



164 respondents (82%) provided comments and suggestions, generating 485 individual comments. We have analysed the data and 15 key themes have emerged which are shown in the graph above. Only **36 (18%)** respondents chose not to complete this question.

The biggest two concerns raised from the consultation were the environmental impact and the perceived insufficient road capacity. **28%** of all comments highlighted these issues. Environmental comments were centred around loss of green space, impact on the Site of Special Scientific Interest (SSSI), ecology, air quality, pollution and litter and

waste issues. We believe that the majority of these comments could be positively responded to by the environmental benefits that could be achieved if the proposed scheme was consented.

The next biggest concerns raised relate to traffic generation, proposed level of HGV facilities and the perceived impact on Hoo St Werburgh. These comments make up **37%** of the responses. Many of the comments are interrelated and centre around the existing traffic issues on the peninsula, the existing limited access to the peninsular, issues of more HGVs on the peninsular and the risk of increased road accidents.

Respondents were generally supportive with the proposed provision of washing, canteen and toilet facilities for HGV drivers. Some comments were raised about the management of these facilities and the proposed size. These comments reflect the existing issues of HGVs parking in local roads and leaving rubbish by the roadside. It was suggested that the facilities should be free of charge to avoid drivers using the local roads to layover.

Concerns over the impact on Hoo St Werburgh were generally around the roads through the village will be used as a short cut for traffic accessing and exiting MedwayOne. There is also concern that this will impact the character of the area, and its rural feel will be lost.

Further comments were made around the detailed design, with people suggesting some options such as solar panels, public access to the river and tree planning. Employment opportunities for local people was also considered important, with suggestions that Uniper, as the land owner, should work with the local community around this.

Some respondents mentioned the need for clarity on what an Energy Hub was, and this has been explained in section 5.4 below.

5.4 Questions raised during the consultation period

Questions	Response
Will there be any cycle paths?	Yes - cycle paths will be provided within the development along the main spine road, and will extend along Eschol Road, connecting to the existing cycle route.
Would the footpath be linked with routes from Hoo \ Stoke so that there is public access, and would there be parking provided?	Yes - the paths will be linked, and the site will be accessible by foot and bicycle. Outside of visitor spaces to serve specific businesses, no additional visitor parking spaces are proposed.
How will the existing infrastructure cope with the development of this area and then the subsequent increased traffic that will be generated by the new jobs?	The Environmental Statement and technical reports which accompany the application assess any potential impact of the development on the environment and infrastructure such as highways. Where appropriate it has identified any required mitigation measures. The Environmental Statement and the supporting Planning Statement include summaries of the mitigation measures. The documents will be submitted with the planning application and will be available online via the Councils website.
How will HGVs be prevented from passing through Hoo St Werburgh?	The application is supported by a Sustainable Distribution Plan, which directs HGV movements along Peninsula Way and not through Hoo.



Questions	Response
Can you provide evidence of the increased daily vehicle movements if this development goes ahead?	<p>Trip forecasts for the development have been based on the most trip intensive uses of the range proposed within the Outline Planning Application. Uses such as energy and data centres would generate fewer trips than uses such as industrial and warehousing.</p> <p>The details of trip attraction assumptions are outlined in the Transport Assessment. The analysis is based upon surveys of similar sites and consistency with the trip attraction assumptions from the merging Local Plan evidence base.</p>
Is the HGV layover area big enough?	Occupiers are expected to provide sufficient parking to meet requirements. The layover is intended to provide additional parking if HGVs arrive early and cannot access yards etc. The HGV layover area is a place for drivers to rest and would be available to nearby drivers, associated with the adjacent industrial areas. HGVs are therefore not expected to be in the layover area for long periods of time and therefore, we would not wish to promote a larger area, so it becomes a destination for HGV's which are not already travelling to the peninsula.
Will the HGV layover facilities be provided for free?	As this is an Outline Planning Application, how the potential HGV layover area would be managed has not yet been determined.
Will the HGV layover area be protected from travellers?	The HGV layover area would be managed to prevent unauthorised access and misuse of the facilities. The facility will be for short-term stop overs for drivers of HGV vehicles only, and therefore anyone stopping over for longer than the allocated period will be required to leave.
Can HGVs not using the MedwayOne site still use the HGV layover area?	Yes, all HGV drivers will be able to use the facilities, however the facility is not intended to be a "destination" rather than serving vehicles already travelling to the peninsula.
Do the business units shown on the illustrative masterplan include adequate HGV parking?	The units shown in the masterplan plan illustrate parking in accordance with current industry standards. The final configuration will be determined at the reserved matters stage and will be in accordance with industry standards at that time.
What plans do you have for any lorry drivers that do not use the HGV layover area and instead park in local roads?	The management of lorry parking will be for individual occupiers to control. The Sustainable Distribution Plan will also include a monitor and manage aspect in this regard.
Are you going to build Hoo a new access road?	The proposals do not necessitate the need for a further access road, as demonstrated in the supporting Transport Assessment (TA) which forms part of the Environmental Statement. The TA does, however, identify other mitigation necessary which will be secured by the Outline Planning Application.

Questions	Response
Is there an emergency access and exit to the site in the event of a major incident?	The access road within the site is wide at 7.3 metres which can allow two large vehicles to pass. Parking is prevented along its length and managed on site to move on any stationary vehicles. Gates to plots (where provided) are set back. The potential HGV layover area will also provide a parking facility for HGV drivers, so they do not block roads.
Are there any plans to use the existing jetties?	<p>The two jetties lie outside the application area. Oakham Ness Jetty to the east is some distance from the development area and comprises an oil pipeline that serves a now demolished power station at Grain. It is designed for the transportation of oil only and therefore its potential for re-use is limited. However, the development proposals do not prejudice its future re-use.</p> <p>Long Reach Jetty which extends from the southern boundary of the main development area, would require substantial adaptation for an alternative use (other than for the transportation of coal). Without an identified end user, it is not possible to include the jetty within the application because we do not know what works could be required to make it suitable for re-use. However, the site masterplan does not prejudice the re-use of the jetty and should an end user come forward, a separate planning application could be made to make it suitable for re-use.</p>
What sort of businesses will be located at MedwayOne?	There are no identified end users/occupiers at present. However, the Outline Planning Application seeks permission for a range of potential uses covering light industrial, storage and distribution, and data centre and energy uses. These are the same types of uses that already occupy Kingsnorth Industrial Estate and London Medway Commercial Park, with the exception of the data centre.
What exactly is an Energy Hub?	The “Energy Hub” seeks to describe the potential for energy provision on the site which could work/operate with other businesses on the site by providing a source of energy supply, that could also serve the wider local area.
How will the Energy Hub produce heat and power (what fuel source)?	This is currently unknown and will be subject to the final occupiers/energy uses that come forward.
Where on the illustrative masterplan is the site for the Energy Hub?	There is no specific location for the Energy Hub at present as the masterplan is flexible, so it can be located where it best meets the needs of the site. However, any energy development will need to adhere to the building height parameters, which might exclude some uses from certain parts of the site i.e. where the height limits are lower.
Are the sluice gates to The River Medway going to be automated?	There are no plans at present to automate the sluice gates, but this will be reviewed as the application progresses.
Will the current sewage farm be able to cope with the proposed development?	Any additional infrastructure that is required will be provided on site to meet the needs of the development.



Questions	Response
What steps are being taken to protect wildlife that inhabit the site?	The Environmental Statement includes a detailed assessment of the potential impacts of the development on ecology and sets out a series of mitigation measures, which will be secured by the Outline Planning Application permission if granted.
How will rabbit populations be controlled?	The rabbit population may sometimes require controlling, for example where they burrow into the flood defence bunds. Any control will be carefully considered and carried out in accordance with guidance on animal welfare.
What guarantees can you give to keep the areas marked by number 5 on the Illustrative Masterplan as landscaped and ecology areas?	These non-developed areas will be secured as part of the parameter plan/masterplan that will be submitted for approval and shows these as non-developed areas for landscape, ecology, and drainage.
What will happen to the nature reserve?	The nature reserve is to the west of the main access into the site in Parcel 1. This area is not shown for development and will be retained and managed for the benefit of ecology and landscape.
Will any of the redevelopment or businesses at the site affect air quality?	The supporting Environmental Statement includes an assessment of the proposals impact on Air Quality and sets out appropriate mitigation measures.
Will the construction jobs be for local people/companies?	<p>We expect the development could create around 700 temporary construction jobs over the lifetime of the build.</p> <p>We expect that many of these jobs would be available to local people, however, this cannot be guaranteed. Construction jobs would be subject to any specialist construction requirements, which would be determined by the future occupiers and through reserved matters applications for the detailed design of the buildings.</p>
How will you ensure that employment opportunities are available to local people?	Part of the attractiveness of the site for potential occupiers is the availability of a local labour force. Our Socio-Economic Impact Assessment has looked at employment trends and unemployment figures in Medway. Evidence suggests that employment created by the development could benefit local people.
Will you assist with local need towards a medical centre?	Any contributions secured by the Outline Planning Application need to be reasonably related to the development. Unfortunately, this would not cover contributions towards a medical centre.
Are there any plans to develop the additional land owned by Uniper in the future?	Majority of the land outlined in blue on the site location plan accompanying the application is mostly covered by ecological designations (SSSI, RAMSAR, SPA). There are no proposals at this stage to develop this land.

6. Responding to feedback

Throughout the consultation process, Uniper has listened to feedback from stakeholders and local residents, and where possible has made changes to the emerging scheme design to address concerns raised.

The following table sets out our responses to the key concerns made:

Concerns	Response
Insufficient existing road capacity	<p>The site would be accessed via the existing site entrance off Eshcol Road, which connects with the A228. We are working with Medway Council and Highways England to understand the potential impact the MedwayOne development could have on the local road network.</p> <p>The number, type and hours of traffic movements will depend on the individual businesses that chose to locate to MedwayOne in the future. However, included in our Outline Planning Application is an assessment that determines the maximum traffic movements the development may attract in peak hours.</p> <p>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.</p> <p>We are aware that the Council is bringing forward new plans to deliver additional road infrastructure and consideration has been given to these improvements when assessing traffic mitigation for the site.</p>
Exasperating existing traffic congestion	<p>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 have undertaken a transport assessment as part of its Environmental Impact Assessment (EIA), included within the Outline Planning Application.</p> <p>To forecast how much traffic the development could create, Uniper has been working with Highways England (HE) and Medway Council to help inform extensive technical assessments. These evaluate which roads vehicles may use and recommend appropriate measures to help manage traffic levels effectively. The assessment also cumulatively assesses the impact of the proposed development, alongside potential future planning growth on the peninsula.</p>



Concerns	Response
	<p>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</p> <p>The results of the assessments we have completed to date, show that when considering a traffic forecast using the greatest generators of traffic, 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 A228 / A289 corridor towards Junction 1 of the M2.</p>
<p>Management of proposed new HGV facilities</p>	<p>The proposals for MedwayOne include the potential for part of the site to be offered as a HGV layover area with facilities such as a canteen, showers, and toilets for drivers to use, as well as overnight parking for hauliers serving both MedwayOne businesses located on the Peninsula. The facility is not intended to be a "destination" rather than serving vehicles already travelling to the peninsula.</p> <p>We are aware that the management of these facilities is an important factor. We consider this very seriously, and separate discussions will take place on the provision of this service. We will consult with future commercial operators, and Medway Council to find the best solution which will discourage HGV drivers from parking in local roads and impacting on the community.</p> <p>We further expect occupiers to provide sufficient parking to meet its requirements.</p>
<p>Environmental impact of the development</p>	<p>Uniper have invested significant time in understanding the local and surrounding environment and through the master planning process careful consideration has been given to the local wildlife. It is intended that the development would deliver a biodiversity net gain, through focusing development on areas of minimal ecological interest (e.g. hard standing on the footprint of the former power station), implementing habitat and faunal enhancements, and creating new habitat corridors across the site. The ecological surveys carried out during 2019, 2020 and 2021 have provided a robust baseline in order to fully understand the potential ecological impact of our proposals.</p> <p>Through development we also seek to improve the site's current facilities, such as drainage, where we will enhance the functionality of the existing combined gravity pump system. We are also working closely with the Environment Agency to establish an appropriate flood defence strategy for the long-term protection of the site.</p>

Concerns	Response
	<p>Any future development at MedwayOne would be in line with Government legislation, including Net Zero 2050 for greenhouse gas emissions.</p> <p>The areas investigated include ecology, noise, air quality, flood risk, landscape impact, sustainability, archaeology, ground conditions, and traffic and transport assessments. Where these areas could be affected, appropriate mitigation will be implemented. The full range of surveys and desktop assessments are available in our Environmental Impact Assessment (EIA), which is included with our Outline Planning Application to Medway Council.</p>
<p>Impact on character and services at Hoo St Werburgh</p>	<p>We seek to minimise the impact on the Hoo St Werburgh, and we have considered this throughout our proposals. The areas below, highlight specific areas which seek to have a positive impact on protecting the character, amenity, and services in Hoo St Werburgh.</p> <p>HGV layover area: We have included the potential for an HGV layover in our design to discourage HGV drivers from parking in local roads and causing issues with rubbish and waste being left by the roadside.</p> <p>Compulsory route for HGVs accessing and leaving the site: A Servicing and Management Plan would ensure HGVs avoid Hoo St Werburgh when accessing or exiting from the A228.</p> <p>Improving biodiversity and the natural environment: The site currently consists of a majority of hard standing. Through redevelopment, it is intended that these conditions will be improved to provide more greenery, encouraging wildlife to the local area and providing a more pleasant wider environment.</p> <p>Provision of cycle links to discourage travel by private car: We propose a cycle link on Eshcol Road, connecting to the existing cycle network. This seeks to encourage cycling to assist with reducing local traffic at peak times.</p>
<p>Will you provide public transport?</p>	<p>We are aware that there is a current lack of public transport provision locally. We have considered the possibility that in the future, the proposals could provide the opportunity to extend existing bus routes. We have also considered within the proposals that future occupiers could chose to implement a staff shuttle bus service.</p> <p>In terms of waterborne transport, the masterplan of the site does not prevent future use of the jetty, however the reinstation of the jetty is not included in the Outline Planning Application.</p> <p>The emerging proposal for the new nearby railway station will provide opportunity for some to travel by train. The site will connect with this through the existing and emerging cycle network. Future bus services are also likely to serve the station providing further opportunities for connectivity.</p>

7. Conclusion

Uniper has undertaken a programme of consultation and engagement with local residents, elected representatives and stakeholders on proposals that would enable the redevelopment the former Kingsnorth power station site - known as MedwayOne.

Uniper is confident that its engagement process, under the Government's COVID-19 restrictions, and agreed with Medway Council, has given local residents and stakeholders opportunities to participate in the consultation process and comment on the proposed scheme prior to the submission of the Outline Planning Application, through a range of channels, including, the project website, by email, post and on the telephone.

Uniper is confident that its consultation programme was conducted in accordance with the guidance set out within the National Planning Policy Framework (NPPF) and the Council's Statement of Community Involvement (SCI - inc emergency amendment). This was done in line with COVID-19 Government guidelines and restrictions prohibiting public gatherings, whilst ensuring continued engagement with the planning system during these unprecedented times.

In summary, Uniper's pre-application engagement strategy for the proposed scheme has focused on:

- The identification of, and engagement with, key local stakeholders.
- An extensive notification by post of the consultation proposals, covering all households and businesses within the consultation boundary. Further notifications were also widely publicised through the printed press and online.
- Providing all reasonable opportunities for the local community to comment on the proposed scheme both online, via email, post and by telephone.
- Maintaining a positive and ongoing dialogue with local stakeholders, responding to requests for further meetings - via Microsoft Teams or Zoom - and information where possible.
- Undertaking a thorough review and analysis of all the feedback received.

As part of the collaborative approach to planning, Uniper and its project team have listened to all the feedback received from the community, representatives and stakeholders. Uniper's submission has been informed by the pre-application process and as a result the stakeholder and public consultation has had a direct impact on our proposals, including (by way of example) reaffirming plans to locate an HGV layover on the site and appropriate transport mitigations to manage potential implications on the local road network. Further detail on the questions posed and Uniper's considered responses have been set out previously, with:


- Section 5 of this document providing detailed questions and responses raised during the consultation; and
- Section 6 providing responses to the key concerns raised, communicating what changes or additions have been made. If no changes have been made an explanation of why or what mitigation measures could be put in place in the future have been given.

The Outline Planning Application submitted by Uniper to Medway Council has sought to address the concerns raised by the local community and stakeholders within the parameters and level of detail pursuant to an Outline Planning Application. It is acknowledged that the more detailed site-specific matters will be submitted as part of the subsequent Reserved Matters applications for the development of individual parcels of land at the site by businesses that locate to MedwayOne in the future.

Uniper is keen to ensure an ongoing dialogue with local Councillors, residents and stakeholders as the application is taken through the planning process and as such, will keep all communication channels open and interested parties updated of MedwayOne's progress in the future.

8. Appendices

Appendix 1: Press advert



PUBLIC CONSULTATION

MedwayOne is the proposed redevelopment and regeneration of the former Kingsnorth power station site on the Hoo Peninsula, Medway, Kent.

Leading international energy company Uniper owns the site and plans to submit an outline planning application to Medway Council later this year, which will establish the principles for the development of part of the site.

Uniper is holding a public consultation from **Wednesday 3rd February until Wednesday 24th February 2021.**


Please visit the MedwayOne website, www.MedwayOne.co.uk to find out more about the emerging proposals, to visit the virtual exhibition room and leave your feedback.

Uniper is also holding three live Q&A sessions on:


Thursday 11th February 2021 7pm - 8pm	Saturday 13th February 2021 10:30am - 11:30am	Monday 15th February 2021 3:30pm - 4:30pm
--	--	--

To register for these sessions, please contact the team using the details below.


We fully appreciate that not everyone has access to the internet or is comfortable navigating websites and commenting online. You can also contact the project team or send your feedback to us using one of the methods listed below:




020 7446 6853



MedwayOne@bartonwillmore.co.uk




**MedwayOne Community Engagement Team, c/o
Barton Willmore, 7 Soho Square, London, W1D 3QB**



Please send us your feedback by **Wednesday 24th February 2021.**

www.MedwayOne.co.uk

Appendix 2: Consultation leaflet



MEDWAYONE
POWERING FUTURE GROWTH


PUBLIC CONSULTATION

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

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.


With approximately 330,000sqm 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.




Site location plan and surrounding context

www.MedwayOne.co.uk



020 7446 6853



MedwayOne@bartonwillmore.co.uk



THE SCHEME

MedwayOne is located approximately three miles east of the community of Hoo St Werburgh and approximately nine miles north east from the town of Chatham. It is nine miles to Junction 1 of the M2 motorway, and just 18 miles from Junction 2 of the M25 motorway.

Uniper's vision is to bring forward plans for new employment space, which stimulates the local economy by attracting leading national and international companies to the site.

The proposals include a mixture of commercial, manufacturing and industrial spaces, along with the potential for storage, distribution and data centre uses.

An Energy Hub is also proposed, which could provide an energy source, steam and heat for neighbouring businesses, as well as a district heating scheme for the proposed housing development - Hoo Rural Town.

An HGV layover area for around 40-50 HGVs to park overnight is incorporated in the proposals. Wash and canteen facilities for hauliers will be included to serve those using the layover area.

The proposals would deliver a landscaped setting creating an attractive place to work, whilst being sensitive to the surrounding environment and nature conservation areas.

SUPPORTING LOCAL PLANNING POLICY

Uniper's plans are in accordance with planning policy as the majority of the site is allocated for commercial and industrial use in Medway Council's 2003 adopted Local Plan.

Uniper's proposals for MedwayOne support Medway Council's ambitions for future economic development in the District as part of its emerging Local Plan to 2037.



Illustrative Masterplan of the site

- 1 Site access
- 2 Proposed footpaths connecting through the site
- 3 Retain and enhance existing trees/hedgerows



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



020 7446 6853



MedwayOne@bartonwillmore.co.uk



CGI of the proposals

YOUR VIEWS ARE IMPORTANT TO US

We recognise the importance of the redevelopment of this site to the local community. Please visit the MedwayOne website to find out more about our emerging proposals, to visit our virtual exhibition room and to view our flythrough. Our public consultation is running from **Wednesday 3rd February until Wednesday 24th February 2021**. All feedback received will be carefully considered before we submit an outline planning application to Medway Council.

We are also holding three live Q&A sessions where the MedwayOne project team will be available to answer any questions you may have. More information on how to join these sessions can be found below.

We fully appreciate that not everyone has access to the internet or is comfortable navigating websites and commenting online. A printed copy of the feedback form has also been included with this leaflet which you can return to us in the post. You can also scan or take a photograph and send it back to us via email. Please send us your comments by **Wednesday 24th February 2021**.

If you have any questions about the scheme or would like to discuss the proposals further, please do not hesitate to contact the project team who will be very happy to assist you.



020 7446 6853



MedwayOne@bartonwillmore.co.uk



MedwayOne Community Engagement Team, c/o Barton Willmore, 7 Soho Square, London, W1D 3QB

www.MedwayOne.co.uk

VIRTUAL EXHIBITION

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



SCAN THE QR CODE TO VISIT WEBSITE

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.

Appendix 3: Kent Invicta Chamber of Commerce support letter

Head Office
Ashford Business Point
Waterbrook Avenue
Sevington
Ashford
Kent TN24 0LH

T +44 (0)1233 503938
F +44 (0)1233 503687
info@kentinvictachamber.co.uk
www.kentinvictachamber.co.uk



**KENT INVICTA
CHAMBER OF COMMERCE**

Uniper SE Management
FAO Kevin Whitmore

Dated 03/02/2021

Dear Mr Whitmore

Re:- MedwayOne Project. (Kingsnorth Power Station)

The Kent Invicta Chamber of Commerce fully support the MedwayOne Project as presented to us on the Friday 26th February 2021 from your Outline Application Submission Presentation.

This proposal will deliver a development of unique international significance to an area that is central to Medway and the Southeast.

Already a brown field site from the demolished power station this gives an opportunity for a futuristic environmentally low carbon constructed business park supporting the local community and beyond.

Your onsite electricity interconnector energy hub with potential opportunities to provide onsite and offsite heating possibilities will encourage many manufacturers to seek a location on your site. We also support the many other diverse opportunities that you have listed for the development.

The opportunities for all levels of skills will fulfil the employment needs of the Medway Towns as well as those in the surrounding districts.

We would hope to continue our support for this project throughout the Planning Process and would like to see the Developers, the Education Sector and Local Authority putting together plans to ensure the skills required are prepared and ready to service these industries.

Yours sincerely



Richard M Lavender
President
Kent Invicta Chamber of Commerce

Kent Invicta Chamber of Commerce: THE ULTIMATE BUSINESS NETWORK

A COMPANY LIMITED BY GUARANTEE INCORPORATED 1991 COMPANY REGISTERED IN ENGLAND
NO 2794625. KENT INVICTA CHAMBER OF COMMERCE, INDUSTRY & ENTERPRISE LIMITED VAT REGISTRATION
NO. 63462037. COMPANY REGISTRATION DETAILS: COMPANY LIMITED BY GUARANTEE, REGISTERED IN
ENGLAND NO. 2794625. REGISTERED OFFICE: ASHFORD BUSINESS POINT, WATERBROOK AVENUE,
SEVINGTON, ASHFORD, KENT TN24 0LH



Appendix 4: Q&A session



Welcome

Project Team Introductions

Presentation followed by Q&A

Please put your questions in the Q&A function

You can message the panel using the chat function

Questions will be answered verbally at the end

You can contact the project team on:

020 7446 6853

medwayone@bartonwillmore.co.uk



Project Team



SITE PROMOTER - Adam Archer



PLANNING - Lucy Wilford



TRANSPORT - Stuart Morse



ECOLOGY - Poppy McVail



ENGAGEMENT - Georgina Chapman



ADAM ARCHER
UNIPER

BACKGROUND

- Built in 1967 by CEGB.
- Coal fired power station providing 2,000MW electricity.
- Provided 450 jobs with additional 700 during outages.
- Paid £3 million p.a. in Business Rates.
- Ceased generation in 2012.
- Decommissioning and demolition completed by Uniper end of 2018.



OVERVIEW

- Now demolished and renamed MedwayOne
- Entire site is owned by Uniper - 113 ha (279 acres).
- 61.61 ha (152 acres) of the site is readily developable brownfield land.
- Uniper's proposals are to bring forward the regeneration of the site for a broad range of uses.



SITE LOCATION

- 3 miles east of the community of Hoo St Werburgh.
- 9 miles north east of the town of Chatham.
- Access off Eshcol Road.
- Southern & eastern boundaries of the site are met by the mouth of the River Medway.
- West of the site are a number of agricultural fields.

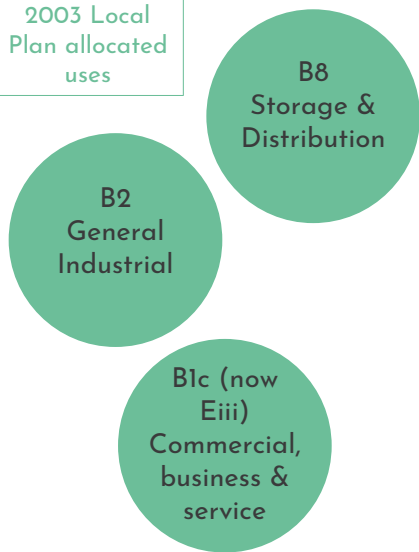


LUCY WILFORD
BARTON WILLMORE



POLICY SUPPORT






2003 Local Plan allocated uses



- UK Government’s ‘Industrial Strategy’ promotes the UK as a leader in the industries of big data and clean growth.
- National Planning Policy Framework (NPPF) seeks to drive inward investment, regeneration, economic development and innovation.
- The majority of the site is allocated for commercial and industrial uses in Medway Council’s 2003 adopted Local Plan.
- Allocated in Policy S12 for industrial development.
- The emerging Local Plan review proposed Kingsnorth for more intensive commercial uses and the opportunity for energy uses.



PROPOSALS

	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.



THE APPLICATION

- Outline planning application to establish principle of development.
- Flexible consent to allow for a range of uses in the future.
- Maximising use of previously developed land.
- Application will not prejudice existing assets such as the jetty.
- Secure a high quality and sustainable development.
- Environmental Impact Assessment (EIA) will be submitted as part of the application.
- Reserved matters applications (detailed planning submissions) to be brought forward by future occupiers of the site.

Development Parameters Plan



ILLUSTRATIVE MASTERPLAN

GROWTH & EMPLOYMENT



- Important to understand how MedwayOne can be part of and support continued economic growth in the region.
- Uniper is working with Medway Council, the Department of International Trade and Locate in Kent.
- Uniper is already engaging with potential investors.
- Create a further 900 jobs in the wider Medway area.
- Generate £8 million - £10 million in business rates.



SUSTAINABILITY

- Future development at MedwayOne would be in line with Government legislation, working towards Net Zero 2050 for greenhouse gas emissions.
- 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.
- Opportunity to deliver an attractive development in a landscaped setting.
- Framework Travel Plan, detailing how future occupiers may use sustainable forms of transport.
- Future employers who occupy the site would be encouraged to use car share schemes, cycle parking facilities and staff shuttle services.
- A cycle link on Eshcol Road will connect to the existing cycle network.



STUART MORSE VECTOS

TRANSPORT & ACCESS

- Traffic assessments undertaken using Medway Council's traffic model.
- Worst case traffic forecast based on warehousing and industrial uses.
- Approximately 500 - 600 two-way vehicle (cars and HGVs combined) movements at peak hours in the morning and evening.
- A Servicing and Management Plan will be provided to manage the routes that the largest of vehicles will use.
- The routes will ensure HGVs use the A289 corridor towards Junction 1 of the M2.
- Junctions such as the Four Elms Roundabout could experience some additional delays.
- A scheme to improve capacity at this roundabout is being developed which incorporates a dedicated filter lane from west to east on the A289 and traffic signal control.



TRANSPORT & ACCESS

- Travel Plan for the site to assist future workers getting to work.
- Car sharing amongst staff is popular and those doing so can be prioritised.
- Electric vehicle charging points within all car parks.
- Cycle path connection on Eschol Road and dedicated facility through the site to each building.
- Opportunity to extend existing bus routes.
- Use of staff shuttle bus services.
- Link between new homes and new jobs ensuring that existing and new residents have access to jobs that are nearby.



GEORGINA CHAPMAN
BARTON WILLMORE

CONSULTATION

Public consultation from 3rd February - 24th February

www.medwayone.co.uk

Virtual exhibition & flythrough

020 7446 6853

medwayOne@bartonwillmore.co.uk

MedwayOne Community Engagement Team, c/o Barton Willmore, 7 Soho Square, London, W1D 3QB

Live Q&A sessions

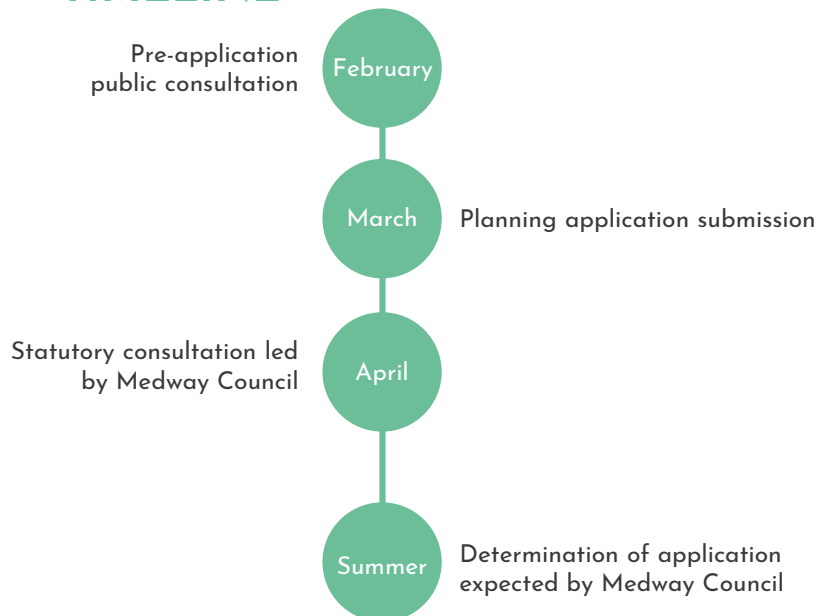
Thursday 11th February at 19:00 - 20:00

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

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




TIMELINE



Thank you for listening



Appendix 5: Feedback form



PUBLIC CONSULTATION FEEDBACK FORM

MEDWAYONE
POWERING FUTURE GROWTH

We would very much like to hear your views on our development proposals which are available to view in full on our website www.MedwayOne.co.uk. We would be grateful if you could take a few minutes to answer the following questions. Alternatively, you can complete this form on our website. If you have any queries, please do not hesitate to get in touch, either by telephone or email. Contact details can be found at the bottom of this form.

What is your connection to the area?

I live here
 I work here
 I study here
 Other

What is your age group?

17 or under
 18 - 24
 25 - 34
 35 - 44
 45 - 54
 55 - 64
 65 - 74
 75 - 84
 85 or over

What is your gender?

Male
 Female
 Other
 Prefer not to say

What is your employment status?

Working full-time
 Working part-time
 Self-employed
 Student/Apprentice
 Unemployed
 Retired
 Other

Q1. To what extent do you agree that the proposals for this site are a good use of this disused and vacant brownfield site?

Strongly Agree
 Agree
 Neutral
 Disagree
 Strongly Disagree

Q2. To what extent do you agree that MedwayOne is a positive opportunity for creating new employment opportunities for local people?

Strongly Agree
 Agree
 Neutral
 Disagree
 Strongly Disagree


Q3. To what extent do you agree that the redevelopment of the site will stimulate the local economy and attract new investment into Medway?


Strongly Agree
 Agree
 Neutral
 Disagree
 Strongly Disagree

Q4. Do you agree that any proposals for MedwayOne should include sustainable forms of energy generation to help Medway and the UK achieve its climate change objectives?

Strongly Agree
 Agree
 Neutral
 Disagree
 Strongly Disagree

www.MedwayOne.co.uk


020 7446 6853


MedwayOne@bartonwillmore.co.uk



Q5. Do you have any other comments or suggestions?

Name

Address

Postcode Tel No

Email

Please tick this box if you would like to receive updates from us.

Please return your completed form to us by post to the MedwayOne Community Engagement Team address below*. Alternatively, you can scan or photograph a copy with your phone and email via the details below. Please send us your completed feedback form by **24th February 2021**. If you require further information, please contact our Community Engagement Team by phone, email or post as below:

 020 7446 6853  MedwayOne@bartonwillmore.co.uk

 MedwayOne Community Engagement Team, c/o Barton Willmore, 7 Soho Square, London, W1D 3QB

We take data protection seriously. Please only provide your personal details if you are willing for them to be used by Barton Willmore and the project team for the purpose of research in connection with this project and in order to update you on the progress of the project. All comments received may be anonymised and included within our planning application submission. Your details will be treated as confidential and will not be shared, passed on or used by any third parties and they will only be retained until the end of the planning process for the project, after which time they will be deleted. If you wish to withdraw consent to the processing of your personal data you may do so by emailing: amy.clarke@bartonwillmore.co.uk

*If you require a stamped addressed envelope for your response, please call us on 020 7446 6853 with your details and we will send one to you.

Appendix 6: Virtual exhibition room boards

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.

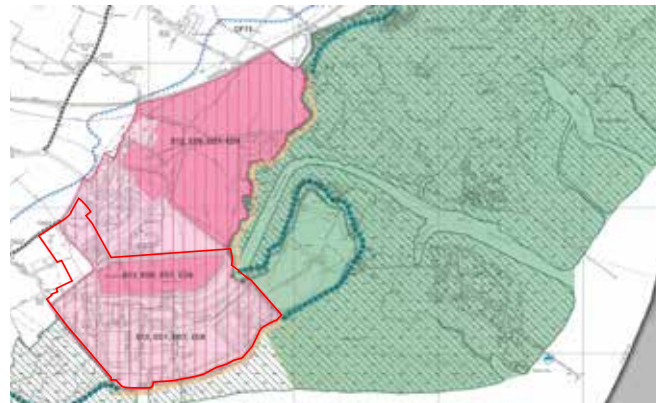
In the emerging local plan review, the site is proposed for more intensive commercial uses, whilst also offering opportunities for energy uses as part of the comprehensive growth proposals on the Hoo Peninsula.

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



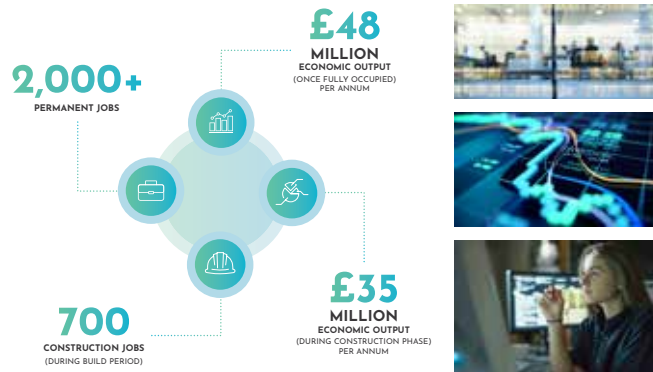
MedwayOne is a strategic site in the South East region, which benefits from access to pre-existing strategic infrastructure making it an attractive place to work and locate a business.

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 - Hao 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.



9. Ecology & environment



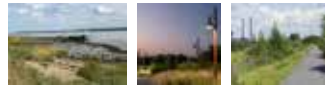
A full range of surveys are being carried out to understand the potential environmental impact of our proposals.

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.



Landscape Strategy Plan



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.



020 7446 6853



MedwayOne@bartonwillmore.co.uk



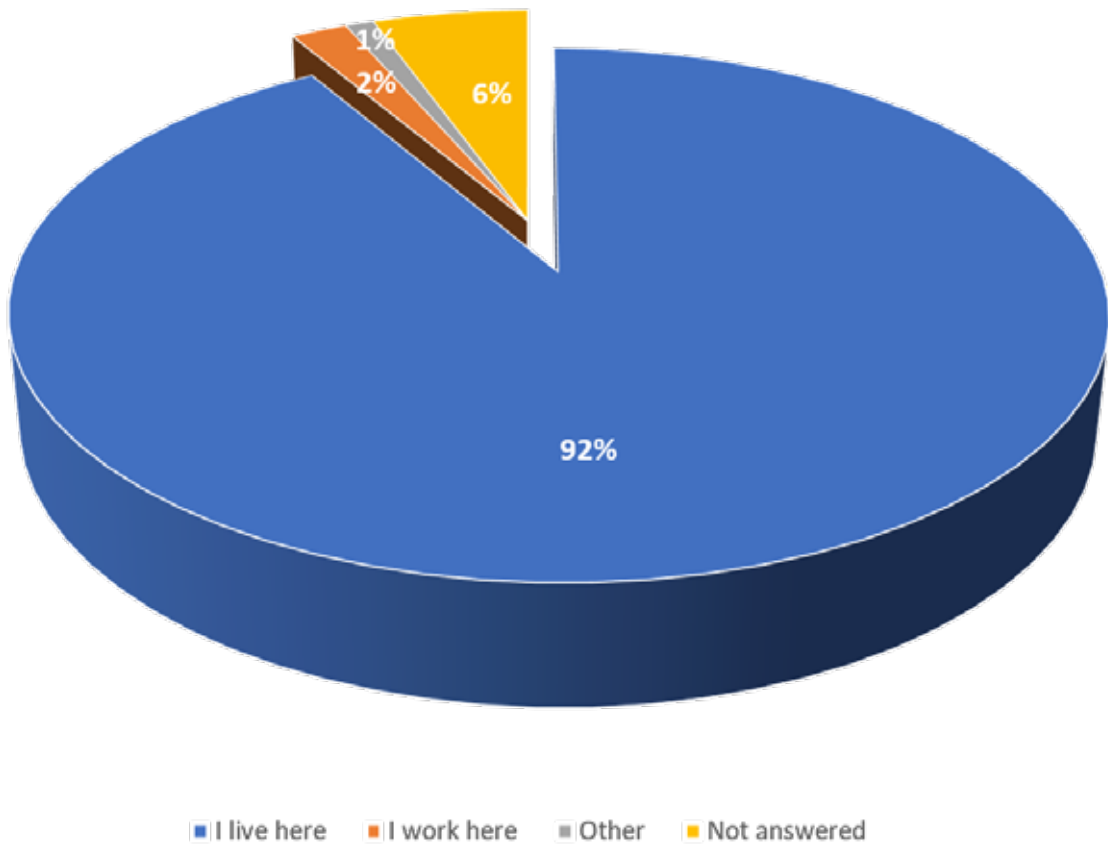
MedwayOne Community Engagement Team, c/o Barton Willmore, 7 Soho Square, London, W1D 3QB



Appendix 7: Demographics of respondents

What is your connection to the area?

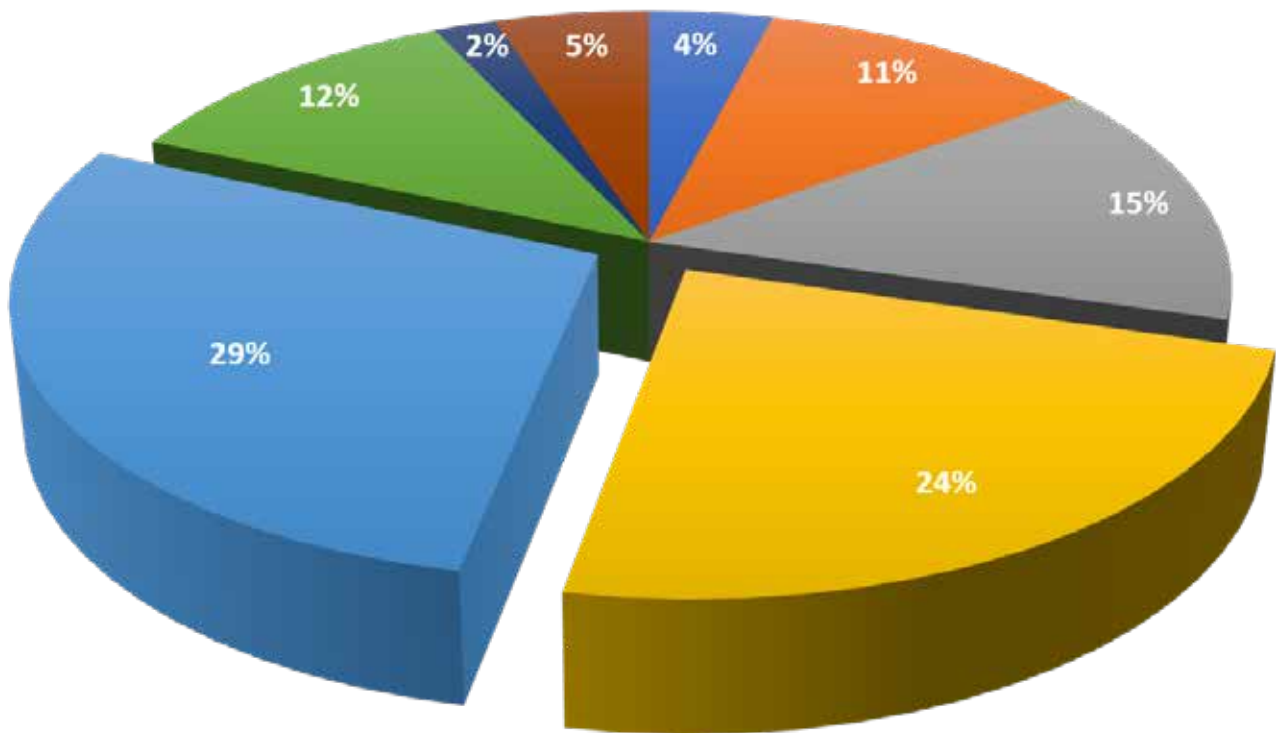
Sample size: 200 responses





What is your age group?

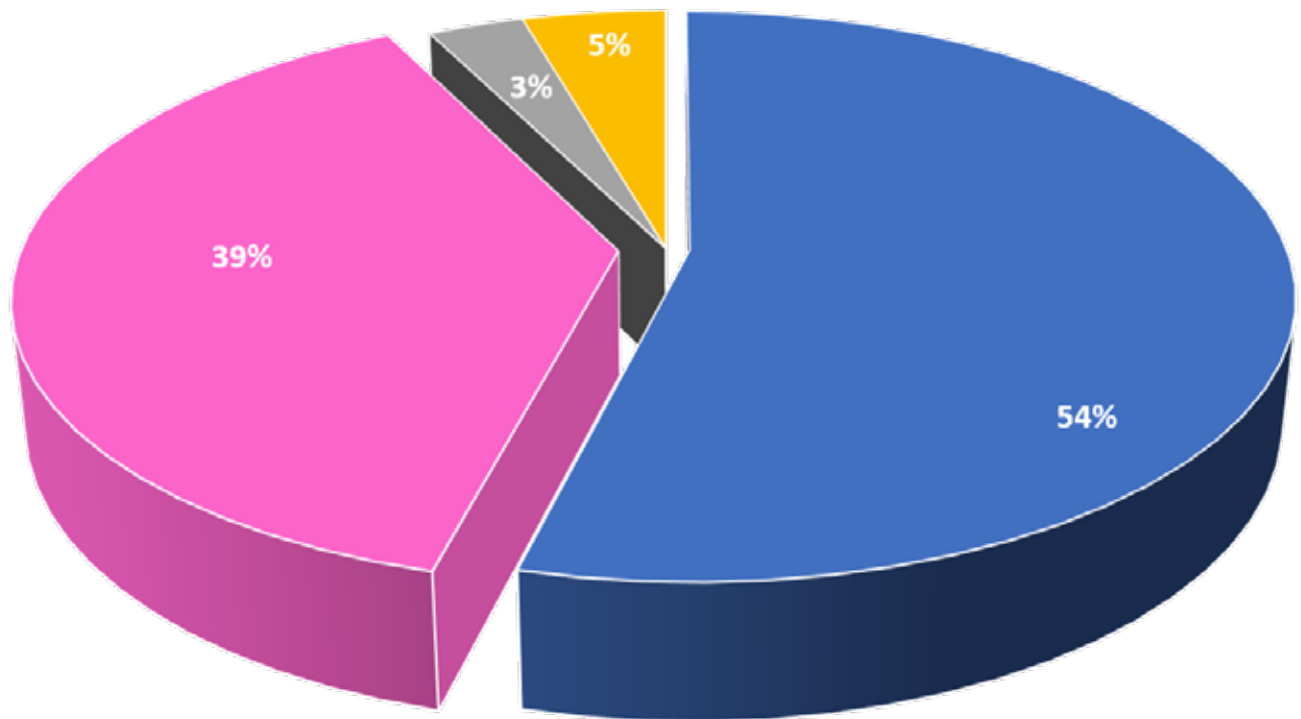
Sample size: 200 responses



■ 25-34 ■ 35-44 ■ 45-54 ■ 55-64 ■ 65-74 ■ 75-84 ■ 85 or over ■ Not answered

What is your gender?

Sample size: 200 responses

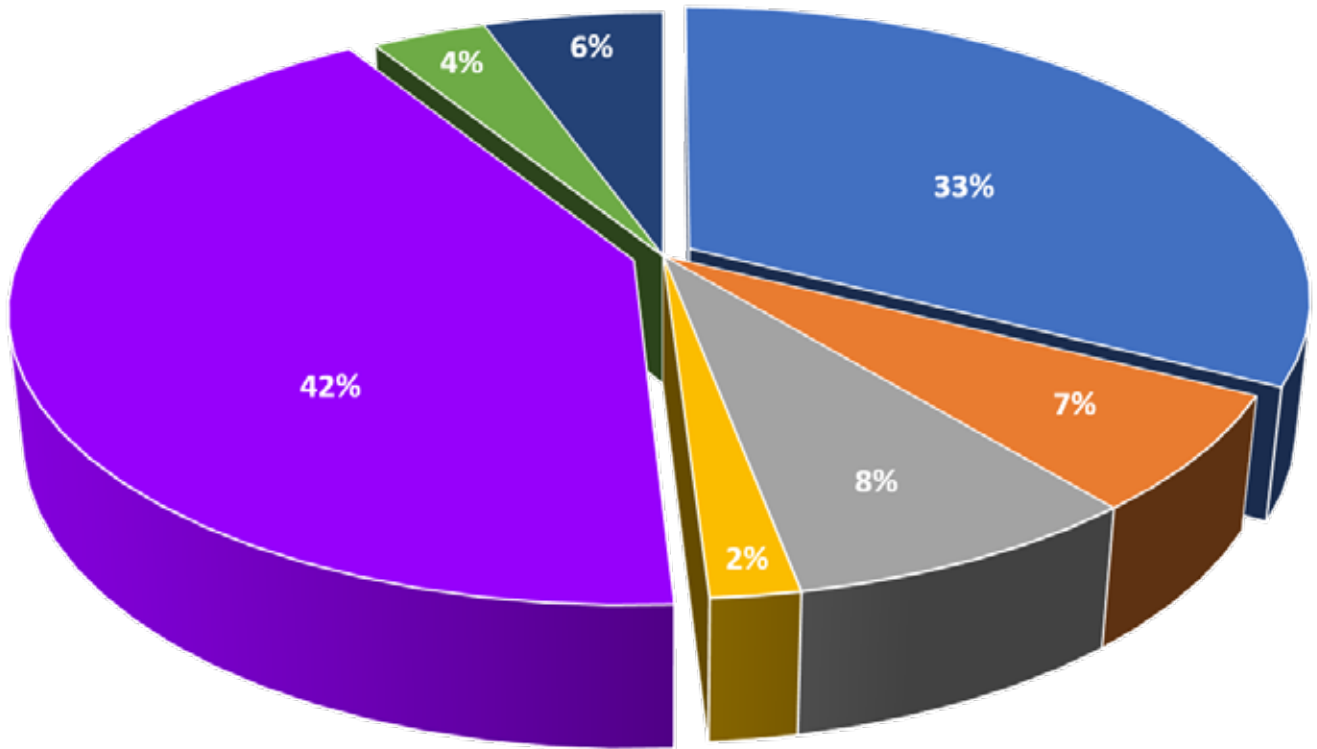


■ Male ■ Female ■ Prefer not to say ■ Not answered



What is your employment status?

Sample size: 200 responses



■ Working full-time ■ Working part-time ■ Self-employed ■ Unemployed ■ Retired ■ Other ■ Not answered





**BARTON
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