

On behalf of the Uniper project team, I am delighted to introduce our first community newsletter for MedwayOne - the proposed redevelopment of the former Kingsnorth power station site - a potential new employment space on the Hoo Peninsula.

We want to keep you updated on our progress and answer the questions that are important to our local residents. We aim to provide clear, factual and timely information, direct from the project team.

Our proposals are still subject to achieving planning permission. Uniper submitted a planning application to Medway Council in March 2021 to enable the redevelopment of the site. It is now in the process of being assessed by the council, and we hope to hear more later this year.

We would like to thank everyone who gave us their valuable feedback at the online public exhibitions and throughout our wider programme of engagement. This has not only provided us with the opportunity to take on board people's views, but also enables us to continue to build relationships with our local communities and stakeholders.

If our application is approved, MedwayOne would have the ability to attract a range of dynamic businesses. We expect a scheme of this scale to be developed over a period of around 10 years, with the potential to attract investment into the area and create new job opportunities that could complement and support future planned growth in Medway.

If you haven't done so already, please do take the opportunity to review our proposals and project information which you can find on the MedwayOne website. If you have any questions, please get in touch with the project team using the contact details provided in this newsletter.

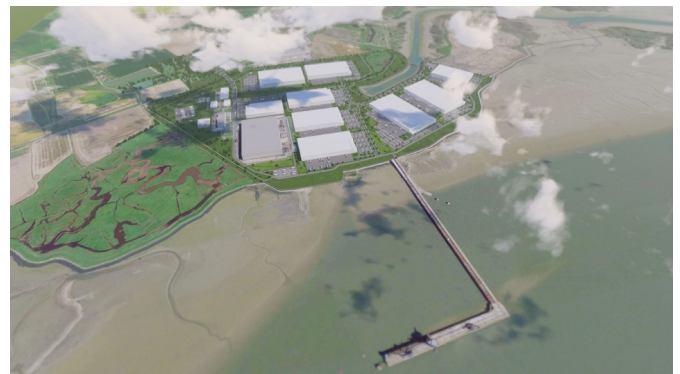
Adam Archer, MedwayOne Project Manager, Uniper

PROJECT UPDATE

Our planning application (submitted in March 2021) will now be subject to a period of consideration and consultation by Medway Council. They will also ask a number of statutory bodies and local stakeholders for their views on the MedwayOne proposals.

Uniper is seeking outline planning permission to enable the regeneration of 152 acres of the 279 acre former Kingsnorth power station site.

Our vision proposes a mixture of commercial, manufacturing and industrial spaces, along with the potential for storage, distribution, data centre and energy uses; all of which are intended to attract leading national and international companies to the site.



1,821
Visitors to
the project
website

200
Feedback
forms
received

204
Visits to
Virtual Public
Exhibition
Room



Once fully occupied, MedwayOne would have the potential to bring a range of benefits to the region; these include:

- » Creating more than 2,000 permanent, full-time equivalent jobs, and around 700 temporary construction jobs over the lifetime of the build.
- » Generating at least £48million in economic output and activity per year for the region.
- » 330,000sqm of new high quality employment space.
- » An HGV layover area for around 40-50 HGVs to park overnight with toilets and washing facilities.
- » High quality landscaping of the site made up mainly of natural planting, with more formal planting along the primary access road.

- » Protection of ecological areas, such as the marshlands and nature conservation areas within the site and those on the wider peninsula.

The outline application will establish the general principles for future development of the site. The area outlined in red on the illustrative masterplan below shows what is in the scope of our application. If the council approves our plans, separate detailed applications for the development of individual parcels of land will need to be submitted by any businesses that locate to the site in the future before construction can begin.

If you would like to view the documents submitted with our application or if you would like to make any comments, please visit the council's planning website www.publicaccess1.medway.gov.uk/online-applications and enter reference number: **MC/21/0979**. We expect that we'll have a decision on our application by Medway Council in September 2021.



- 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

SUMMARY OF YOUR FEEDBACK FROM OUR CONSULTATION

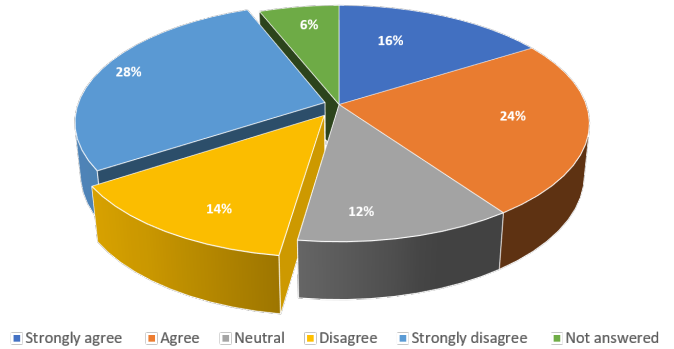
You welcomed	You were concerned about
Future good use of a redundant brownfield site	Existing insufficient road capacity, local infrastructure, increased traffic and poor public transport
Sustainable forms of energy generation	The potential environmental impact of development
New HGV layover facilities	The scale of the development
The potential new employment opportunities for local people	The management and size of the proposed HGV facilities
The new business opportunities for the area	The potential impact on Hoo St Werburgh
No residential housing development on the site	The employment opportunities for local people
The support for local trades and businesses in the area	

QUESTIONS WE ASKED YOU

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

40% of responses to this question agreed the proposals were a good re-use of this vacant brownfield site with **42%** disagreeing.

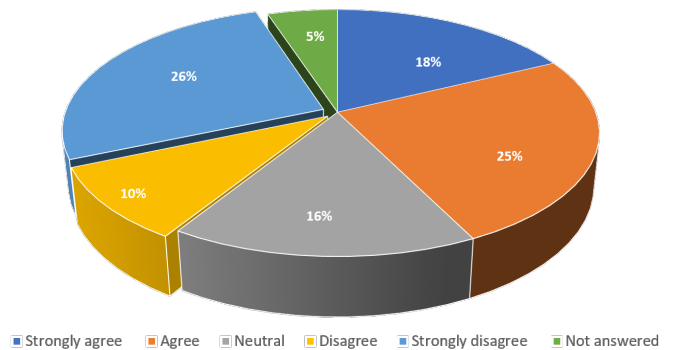
12% of people who answered this question didn't express a preference and **6%** chose not to answer.



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

43% of respondents agreed that MedwayOne could be a positive employment opportunity for local people with **36%** disagreeing.

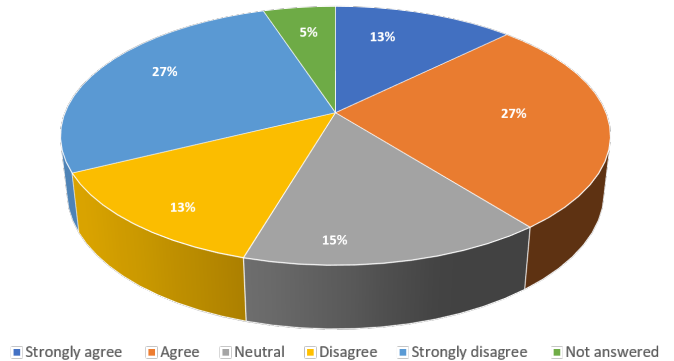
16% of the responses to this question had no preference.



Q3. To what extent do you agree that the redevelopment of the site will stimulate the local economy?

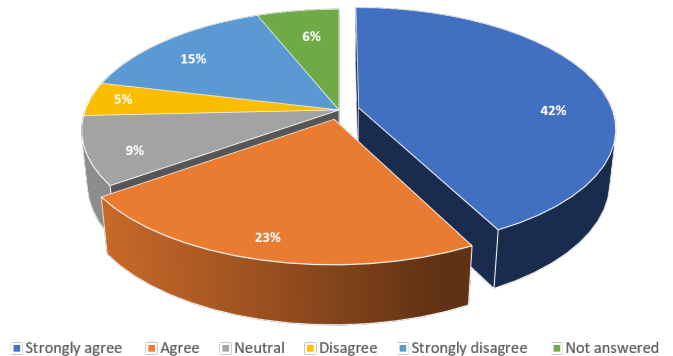
40% of respondents agreed and **40%** disagreed that MedwayOne could help to stimulate the local economy.

5% of the overall responses we received chose not to answer this question with **15%** remaining undecided.



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?

Sustainable forms of energy are clearly important to you with **65%** agreeing that the proposals for MedwayOne could help to achieve UK climate change objectives.



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ISSUES THAT YOU WERE CONCERNED ABOUT

The potential environmental impact of the proposed development

Uniper has undertaken several ecological surveys over a three-year period in and around the MedwayOne site, to understand the potential environmental impacts linked to the development. These are included as part of our Environmental Impact Assessment (EIA) submitted alongside our outline planning application to Medway Council, setting out how any potential environmental impacts will be mitigated.

When planning for the future development of the site, careful consideration has been given to the local wildlife and, it is intended that the development would improve biodiversity through focusing development on areas of minimal ecological interest (e.g. hard standing on the footprint of the former power station), implementing habitat and native planting enhancements, and creating new habitat corridors across the site.

Through the development we would also seek to improve the site's current facilities, such as drainage. We are also working closely with the Environment Agency to establish an appropriate flood defence strategy for the long-term protection of the site. Any future development at MedwayOne would be in line with government legislation, including Net Zero 2050 for greenhouse gas emissions.

Managing the existing road capacity

We are working with Medway Council and Highways England to understand the potential impact the MedwayOne development could have on the local road network.

The number, type and timing of traffic movements will depend on the individual businesses that choose to locate to MedwayOne in the future. However, included in our outline planning application is an assessment that determines the likely maximum traffic movements the development may attract at peak hours.

Workplaces such as warehousing, tend to have shift patterns which generally avoid peak periods. However, 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.

Potential impact on the character and amenities in Hoo St Werburgh

The following proposals included as part of the planning submission would help to protect the character, amenity and services in Hoo St Werburgh.

Management of the proposed HGV layover area

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 and businesses located on the Hoo Peninsula.

We are aware that the management of these facilities is an important factor, 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 discourages HGV drivers from parking in local roads and impacting on the community.

Compulsory route for HGVs accessing and leaving the site

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.

Provision of cycle links to enable travel by bicycle

The outline planning application includes 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. We propose a cycle link on Eshcol Road, connecting to the existing cycle network to make it easier for people to travel by bike when coming to work at the site.

You can find the complete list of all the questions and concerns that were raised during the consultation in our Statement of Community Involvement, which was submitted with the suite of documents accompanying the planning application. The Statement of Community Involvement is available on our website and we have also updated our frequently asked questions section, which can be found under the More Information page at www.MedwayOne.co.uk

NEXT STEPS


End of March 2021 - Outline planning application submitted by Uniper to Medway Council

Late summer 2021 - Determination of the outline planning application expected by Medway Council

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 <https://twitter.com/MedwayOne/>

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