



**Kent  
Police**

**Protecting and serving the people of Kent**

Planning Policy Team  
The Planning Service  
Medway Council  
Gun Wharf  
Dock Road  
Chatham  
Kent  
ME4 4TR

Direct Line: [REDACTED]

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Date: 10<sup>th</sup> February 2017

Ref: MLP2012-2035/AF1

Dear Sir/Madam,

Thank you for your email dated 1<sup>st</sup> February 2017 regarding an invitation to the Medway Local Plan – Community & Emergency Services Workshop scheduled for the 20<sup>th</sup> of February. Unfortunately I will be unable to attend, however, I understand that some of my colleagues may be attending and have or will contact you in due course.

I understand that the Local Plan consultation period runs from Monday 16<sup>th</sup> January until 5pm on Monday 6<sup>th</sup> March 2017 and I respectfully request that my comments below are considered as part of this consultation in regard to Crime Prevention Through Environmental Design (CPTED) matters, in accordance with the National Planning Policy Framework 2012 (Section 7 Para 58 & Section 8 Para 69) and the DCLG Planning Practice Guidance March 2014 (Design Section - Paras 10 & 11) – Crime Prevention and the Kent Design Initiative (KDI) - Design For Crime Prevention document dated April 2013, in order to ensure that that CPTED and the KDI protocol are fully addressed.

We would kindly ask that the Kent Police Crime Prevention Design Advisor (CPDA) Team are consulted at the earliest possible stage of proposed developments to ensure that appropriate advice and guidance is provide and to ensure that Crime Prevention Through Environmental Design (CPTED) is incorporated thus contributing to the creation of safe, sustainable, liveable and mixed communities. Please note Kent Police follow the Police Crime Prevention Initiative (PCPI) Secured By Design (SBD) guidance and specifications to address CPTED as a minimum level of security.

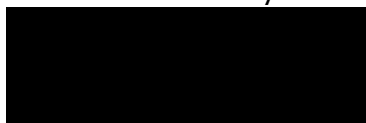
Early consultation will address both our statutory duties under Section 17 of the Crime and Disorder Act 1998 and will show a clear audit trail for Design for Crime Prevention and Community Safety and it was pleasing to note the reference to crime in Section 9 Health & Communities 9.3 page 75 of the on line Consultation Document.

Please be advised that the information contained within this response is provided by Kent Police Crime Prevention Design Advisors and refers to situational crime prevention. This advice focuses on Designing out Crime and improving Community Safety with regards to this specific development/planning application.

It is possible that you may receive additional comments from Mr Trevor Hall, Bid Co-ordinator and PFI Manager for Kent Police, with regards to Community Infrastructure Levy and 106 Agreements in response to core strategies and local/neighbourhood plans. Please note that such matters and any queries surrounding them need to be addressed with Mr Hall who coordinates these issues on behalf of Kent Police.

Thank you again for consulting with us and we look forward to working with you in the future. If you have any queries regarding the above, please don't hesitate to contact me.

Yours sincerely



**Adrian Fromm**

Crime Prevention Design Advisor  
CPDA Team

Senior Planner (Policy)

Planning Policy Team

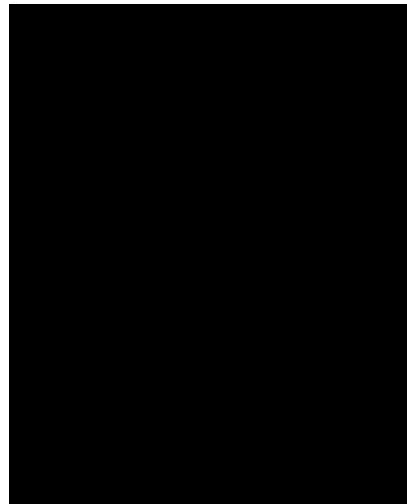
Regeneration, Culture, Environment and Transformation Directorate

Medway Council

Gun Wharf

Dock Road

Chatham ME4 4TR



18<sup>th</sup> May 2017

Reference: Development Options Consultation/Strategic Land Availability

The area to which my representation refers to is the tract of agricultural land between Lower Rainham and Gillingham, lying south of the B2004 and north of the mainline railway line from Dover to London. Specifically, the site identified on the Appendix map IC for Suburban Expansion in blue, as a zone of 'mixed development', relating to section 4 Housing in the document Development Options Regulation 18 – consultation report.

Without a larger scale map it is extremely difficult for the general public to identify the exact parameters of this zone in terms of its position relative to existing fields and the existing road network, but one might assume that land in between lower Twydall Lane, Pump Lane and Bloors Lane will be affected, leaving a small gap between Lower Twydall Lane and Lower Eastcourt Lane, and the next zone centred around Featherby Lane.

### Agricultural Use

There are currently only three areas of agricultural land use in what was the borough of Gillingham. One is located to the east of Capstone Park. The second is located around Merescourt Road and the third is south of the Riverside Country Park. Of these only the latter still has sufficient land under farm management to allow sustainable use. Soils along this zone are grade 1 (Hamble), unlike the other two areas- a fact that was recognised in Norman times as the named fields commanded the highest rents of the time recorded in the Domesday Book. The previous generation of planners recognised the importance of keeping this area undeveloped in spite of considerable pressure. One might expect there to be pressure for suburban development on agricultural land fringing the areas of urban land use to the east and west on the periphery of Gillingham and Rainham, but the current proposals are directed at the heart of the agricultural area. The odd fields left out of the zone will not be agriculturally viable (sustainable) so they will all be converted to horse grazing with stables and split up and sold to travellers. Is this what we actually want to happen?



## Historical Heritage

Agricultural land use provides the backdrop or setting for some of the oldest and most attractive listed buildings in Gillingham and Medway. Situated on lanes full of character that meander from south to north, Lower Pump Lane, Lower Twydall Lane, and Lower Eastcourt Lane all have concentrations of buildings which do not look out of place even though they are hundreds of years old. Lower Pump Lane boasts the oldest house in Gillingham and Lower Twydall Lane has such a concentration of exceptional buildings that planners decided to designate it a conservation area. Although Bloors Place is not actually on Bloors Lane it looks out at the agricultural area surrounding it. To develop behind and around these buildings will change the physical and cultural landscape forever and ruin what is essentially one of the jewels in Gillingham and Medway's crown.

In 1909 Payne and Baker and Cook and Killick found one of the largest assemblies of finished Paleolithic flint hand axes ever found in England on the causeway extending from the Riverside Country Park into the estuary which had been moved from the agricultural hinterland by chalk quarry workers as part of the cement making industry. The finds have recently attracted the interest of the British Museum and there is currently a team of archaeologists excavating areas to the east of Lower Twydall Lane trying to relate these finds to the local stratigraphy. If in situ evidence is found the area could be of national significance. The artifacts are estimated to be 200,000 years old and are associated with Neandertal man and can be found in Maidstone Museum, the Guildhall Museum, Rochester and the British Museum.

## Wildlife

The area is a buffer zone between the urban area north of the railway and the Internationally Ramsar protected estuary in the south. Many of the birds that migrate to this country visit and overwinter on this land. Summer visitors like the swift, swallow and house martin nest here. Owls like the barn owl, little owl and birds of prey like the sparrow hawk, kestrel and merlin are fairly common. Several species of bat inhabit the trees and buildings along the lanes. There is a full spectrum of other native species of birds, which are noticeably absent from the urban areas to the south. Most of the British land mammals are present – all of which has been made possible by the reduction in the use of harmful insecticides and weed killers used by farmers in recent years. It is also due to the diversity of hedgerows that divide the fields – some of which are 'ancient.'

## Transport Infrastructure

The road network in this area is very simple. A series of narrow lanes run from south to north through the agricultural land where they join the main road artery the B2004, linking Rainham to the east with the rest of the Medway towns to the west. Traffic flow on the lanes varies, but is generally light compared with the B2004. Neither Lower Twydall Lane, Lower Pump Lane, Bloors Lane nor Lower Eastcourt Lane have footpaths and substantial numbers of people use the lanes to travel from the urban areas to the south of the railway line to the Country Park in the north. Many of which are families include young children and elderly relatives. Walkers, runners and schoolchildren also use the lanes. A significant number of horse riders use the lanes each day. Lower Twydall Lane is also the main thoroughfare for ramblers and runners wishing to access the Country Park. Where houses abut directly on to the lane, parking reduces the width substantially. Hedges shelter the lanes from adverse weather conditions and winds. The lanes were designed and built in an age before cars and perfectly complement the rural landscape they run through.

Although one might expect a small development on this land to have access to the Lower Rainham Road, it would be inconceivable that a larger development would not need access to the feeder lanes referred to above. This would lead to a level of traffic that would be totally unacceptable on the lanes referred to above and even without local widening, change the essentially rural character of the area which is worthy of protection. Much of the traffic would focus on the Lower Rainham Road in the vicinity of the country park, where the majority of pedestrians converge. There is already evidence of traffic queues further along this road at peak times of the day and development on any scale will certainly contribute further to this.

### Implications

For those who have been associated with the creation of local plans, it will be obvious that wherever change of use is concerned it will involve winners and losers. There are considerable financial implications. Some land owners may choose the development route and become millionaires overnight, whilst others may find the development adversely affecting the value of their property by thousands as a result of a process over which they have no choice. Land agents and construction companies will benefit greatly by any decisions made, and are prepared to invest a lot of money and effort proposing new developments. They can be very persuasive and whilst they use government figures relating to housing shortfall to support their argument, they have little real concern for the implications of their actions on the areas and people affected. I suppose that I should not be surprised to learn that there are already detailed plans which have been drawn up of some parts of the area designated in map IC referred to earlier, down to specific house positions. I only hope that planners and members will not be bullied by those who stand to profit by the destruction of an area which needs to remain for the generations to follow. At the present moment very few people are aware of the new structure plan proposals for this area, but this will change. Let those who are the guardians of the Medway Towns and who make the decisions on the matter come and visit the area before they make their minds up. The real losers if this area is chosen for mixed development will be our heritage and the people of the Medway Towns.



Adrian Sambrook

(One of the land owners)

# Medway Local Plan 2035

## Development Options consultation January 2017

Medway Council is preparing a new Local Plan to guide the development of Medway up to 2035. The council is consulting on a Development Options document. This builds on the earlier consultation work carried out on Issues and Options in 2016.

You can read a copy of the full consultation document on the council's website at:

[www.medway.gov.uk/futuremedway](http://www.medway.gov.uk/futuremedway).

You can also view copies of the consultation document at the council offices at Gun Wharf, Medway Council libraries and community hubs, during normal opening hours.

You can find copies of reports and studies that provide the background to this consultation on the 'futuremedway' webpage.

The council welcomes comments on the draft vision and strategic objectives, development options and policy approaches set out in the consultation document. Your responses will be taken into account in the next stages of the preparation of the Local Plan 2035.

Please note that your response will be recorded and published on the council's website as part of the process of producing the Local Plan. However, please rest assured that any personal or sensitive information will be removed.

You can submit comments online through this survey or you can also comment on the proposals by emailing:

[futuremedway@medway.gov.uk](mailto:futuremedway@medway.gov.uk)

Alternatively you can write to us at:

Planning Policy, Regeneration, Community, Environment and Transformation  
Medway Council, Gun Wharf, Dock Road, Chatham, Kent ME4 4TR

**From 1 March 2017 the submission date has been extended from 5.00pm Monday, 6 March 2017 to 5.00pm Monday, 17 April 2017.**

**Please note that you do not have to answer all questions on this survey form. You can skip sections if you do not wish to make comments on specific policy areas.**

## CONSULTATION QUESTIONNAIRE

Do you agree or disagree with the draft vision for Medway in 2035? please see below

**Agree**

☐

**Disagree**

☐

**Don't know/ No opinion**

X

Please explain your response:

At this stage of the Local Plan is it difficult to see the impacts until specific development sites have been published with supporting infrastructure and services – especially Transport (highways).

There is an overestimation of the capacity of the Medway Towns to support the growth stated, and ability to support. Housing is relatively easy to deliver, but support services, infrastructure (especially transport) and economic development (jobs) do not automatically follow and availability of funds on a national, regional and local basis continue to be very constrained. Although some burden for these will be passed to housing development, there is not sufficient available – houses become more expensive and there is likely to be a squeeze on affordable housing.



## **Vision for Medway 2035**

By 2035 Medway will be a leading waterfront University city of 330,200 people, noted for its revitalised urban centres, its stunning natural and historic assets and countryside.

Medway will have secured the best of its intrinsic heritage and landscapes alongside high quality development to strengthen the area's distinctive character. The urban waterfront and neighbouring centres will have been transformed into attractive locations for homes, jobs, leisure and cultural activities. The river will be celebrated as the defining feature linking historic and new development, and extended riverside access will connect communities and destinations.

Medway will have established a regional profile for successful and ambitious growth and accrued benefits from wider strategic developments. New development in Medway's towns and villages will have responded positively to the character of the surrounding environment and needs of existing communities.

Planned growth will have delivered a city that its residents have pride in, providing homes for all sectors of the community, supported by infrastructure to deliver education, transport, health and community services. Vibrant and complementary town, local and village centres will provide a focus for community life.

The distinct towns and villages that make up Medway will be connected through effective transport networks, and green infrastructure links supporting nature and healthy communities. The quality of design and public realm will have delivered an accessible city where all can move around safely.

Inequalities in health, education, economic and social opportunities will be reduced.

Medway will have successfully grown its economy, capitalising on its learning quarter of higher and further education providers to raise skills levels; gaining competitiveness from its strategic location, delivering high speed broadband services to businesses and communities; securing and developing its diverse business base and attracting inward investment in a range of quality employment sites.

Medway will be defined by development that respects the character, functions and qualities of the natural and historic environments, in order to reduce the risk of flooding, to manage finite natural resources, and to ensure that important wildlife and heritage assets are protected and opportunities are realised to enhance their condition and connectivity.

Medway's growth will promote a low carbon economy, seeking to address and mitigate climate change. Development will be managed to facilitate the sustainable supply of minerals and management of waste.

# Strategic objectives

The objectives for the plan are focused on environmental, social and economic well being and regeneration, set out under four broad themes:

- A place that works well
- A riverside city connected to its natural surroundings
- Medway recognised for its quality of life
- Ambitious in attracting investment and successful in place-making

Do you agree or disagree with the strategic objectives in Section 2 of the draft Local Plan?

**Agree**

☐

**Disagree**

☐

**Don't know/ No opinion**

☒

Please explain your response to any specific aspects of the strategic objectives:  
While agreeing with the direction expressed in the themes, there is concern about the practical delivery of the infrastructure required to achieve these aims.

# Development Options

Government policy requires Local Plans to plan positively to meet the development and infrastructure needs of the area. By 2035, Medway will need:

- 29,463 homes
- 49,943 m2 of B1 office space, 155,748m2 of B2 industrial land, and 164,263m2 of B8 warehousing land
- 34,900m2 of comparison retail space and 10,500m2 of convenience (groceries) retail space up to 2031
- New schools, health facilities, transport infrastructure, open spaces, and community centres

Section 3 of the Development Options consultation report sets out four potential different approaches to meet these development needs. At this early stage of work on the Local Plan, these are broad approaches. Following this consultation, more work will be carried out to identify specific sites to include in the draft Local Plan. The Council wants to hear your views on where this development should take place so that Medway grows sustainably. We welcome your comments on how different locations and types of development could contribute to successful growth, and where there may be potential issues to address.

Now you have read about the four potential development options please rank the options in your order of preference, from 1 to 5, where 1 is your most preferred option and 5 is your least preferred option (PLEASE TICK ONE BOX PER ROW AND ONE BOX PER COLUMN ONLY)

	1 (most preferred)	2	3	4	5 (least preferred)
Option 1 - Maximising the potential of urban regeneration	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Option 2 - Suburban expansion	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Option 3 - A rural focus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
Option 4 - Urban regeneration and rural town	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
Option 5 - Alternative sustainable development option (if applicable).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

There is space to tell us about your alternative option in the 'Other alternatives for delivering sustainable development' section further on.

Please explain why you have ranked the options in this order

The Town Centres require regeneration and in some cases a re-purposing following the changes to retail. The rural areas have little or no infrastructure to support growth.

## **Option 1 - Maximising the potential of urban regeneration**

Thinking about option 1 please explain what aspects of this potential development you support? Please comment in the box below.

Regeneration of waterfront sites, mixed development into retail and employment areas. Much of the supporting infrastructure already exists or can be improved. if necessary.

Thinking about option 1 please explain what aspects of this potential development you do not support? Please comment in the box below.

The need to expand into rural areas to satisfy housing need.

## **Option 2 - Suburban expansion**

Thinking about option 2 please explain what aspects of this potential development you support? Please comment in the box below.

Urban extensions around Rainham and Strood

Thinking about option 2 please explain what aspects of this potential development you do not support? Please comment in the box below.

\_Highway pressures around Hoo village and the peninsula

## **Option 3 - A rural focus**

Thinking about option 3 please explain what aspects of this potential development you support? Please comment in the box below.

Promise of provision of services and infrastructure (but concern about the practical delivery of this – beyond medical and education)

Thinking about option 3 please explain what aspects of this potential development you do not support? Please comment in the box below.

Development of Hoo from a large village to a small town. Impact on the environment and countryside character bordering villages.

## **Option 4 - Urban regeneration and rural town**

Thinking about option 4 please explain what aspects of this potential development you support? Please comment in the box below.

Promise of provision of new rural services and infrastructure (but concern about the practical delivery of this – beyond medical and education)

Thinking about option 4 please explain what aspects of this potential development you do not support? Please comment in the box below.

Concern about the practical delivery of new rural infrastructure and services (– beyond medical and education)

## **Other alternatives for delivering sustainable development**

Are there any alternative sustainable development options that will meet Medway's growth needs that have not been considered? Please comment in the box below

Highways improvements, use of the Hoo Peninsula Freight Railway for passenger use and connection of footways and footpaths to provide connections between villages and the town centres.

# Local Plan approach to policy development

As part of the Local Plan the Council has to develop a number of planning policies that will be used to assess planning applications once the new Local Plan is adopted. The Council needs your help to understand whether the policy approaches set out in the consultation document would be effective in meeting the objectives for Medway’s development.

The Development Options consultation document sets out the council’s proposed approach to policy development in nine areas for your consideration:

- Housing
- Employment
- Retail and Town Centres
- Natural Environment and Green belt
- Build Environment
- Health and Communities
- Infrastructure
- Sustainable Transport
- Minerals, Waste and Energy

## Housing

For the housing policy approaches set out in SECTION 4, please indicate below whether you agree or disagree with the following policy approaches:

Do you agree or disagree with the policy approach for housing delivery?

**Agree**

☐

**Disagree**

☐

**Don't know/ No opinion**

☒

Please explain your response:

It is not clear how the required infrastructure and services will be provided to support this level of housing

Do you agree or disagree with the policy approach for housing mix?

**Agree**

☒

**Disagree**

☐

**Don't know/ No opinion**

☐



Please explain your response:

—

Do you agree or disagree with the policy approach for affordable housing and starter homes?

**Agree**

X

**Disagree**

☐

**Don't know/ No opinion**

☐

Please explain your response:

—

Do you agree or disagree with the policy approach for Supported Housing, Nursing Homes and Older Persons Accommodation?

**Agree**

X

**Disagree**

☐

**Don't know/ No opinion**

☐

Please explain your response:

An aging and expanding population will generate a significant need for this

Do you agree or disagree with the policy approach for student accommodation?

**Agree**

X

**Disagree**

☐

**Don't know/ No opinion**

☐

Please explain your response:

Special care is required to identify suitable locations and also the impacts on that community

Do you agree or disagree with the policy approach for mobile home parks?

**Agree**

X

**Disagree**

☐

**Don't know/ No opinion**

☐

Please explain your response:

There are significant pressures on the village of Allhallows by the Kingsmead Park and the Bourne Leisure Haven sites, although these can bring a positive contribution to the village – it does little to bring additional public transport to the area.

Do you agree or disagree with the policy approach for houseboats?

**Agree**

**Disagree**

**Don't know/ No opinion**

X

☐☐

Please explain your response:

—

Do you agree or disagree with the policy approach for houses of multiple occupation?

**Agree**

X

**Disagree**

☐

**Don't know/ No opinion**

☐

Please explain your response:

\_\_\_\_\_

Do you agree or disagree with the policy approach for self-build and custom house building?

**Agree**

X

**Disagree**

☐

**Don't know/ No opinion**

☐

Please explain your response:

\_\_\_\_\_

Do you agree or disagree with the policy approach for gypsy, traveller and travelling show people accommodation?

**Agree**

☐

**Disagree**

X

**Don't know/ No opinion**

☐

Please explain your response:

The criteria should also include Agricultural Land Designations, to prevent the loss of valuable growing land.

Are there any alternative sustainable development options for housing that have not been considered? Please comment in the box below

Provision of infrastructure and supporting services will need to be scheduled, with larger housing allowed on a phased basis in line with this provision.

**Employment**

For the employment policy approaches set out in SECTION 5, please indicate below whether you agree or disagree with the following policy approaches:

Do you agree or disagree with the policy approach for economic development?

**Agree**

X

**Disagree**

☐

**Don't know/ No opinion**

☐

Please explain your response:

There remains a concern about the practical delivery of economic development, but the policy of creating an environment that helps encourage it is welcome – perhaps even more needs to be done,

Do you agree or disagree with the policy approach for the rural economy?

**Agree**

X

**Disagree**

☐

**Don't know/ No opinion**

☐

Please explain your response:

Protection of existing services is welcomed, although it is difficult to overcome ‘market conditions’. The growth of rural businesses in suitable locations is also welcomed.

Do you agree or disagree with the policy approach for tourism?

**Agree**

X

**Disagree**

☐

**Don't know/ No opinion**

☐

Please explain your response:

Encouragement/requirement for sustainable transport options and assessment of local impacts are key to this policy.

Do you agree or disagree with the policy approach for visitor accommodation?

**Agree**

X

**Disagree**

☐

**Don't know/ No opinion**

☐

Please explain your response:

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Are there any alternative sustainable development options for employment that have not been considered? Please comment in the box below

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## **Retail and Town Centres**

For the retail and town centre policy approaches set out in SECTION 6, please indicate below whether you agree or disagree with the following policy approaches:

Do you agree or disagree with the policy approach for retail and town centres?

**Agree**

X

**Disagree**

☐

**Don't know/ No opinion**

☐

Please explain your response:

This is a challenging policy in today's retail environment of growing online shopping.

Are there any alternative sustainable development options for retail and town centres that have not been considered?

Please comment in the box below

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**Natural Environment and Green Belt**

For the natural environment and green belt policy approaches set out in SECTION 7, please indicate below whether you agree or disagree with the following policy approaches:

Do you agree or disagree with the policy approach for Strategic Access Management and Monitoring?

<b>Agree</b>	<b>Disagree</b>	<b>Don't know/ No opinion</b>
X	<input type="checkbox"/>	<input type="checkbox"/>

Please explain your response:  
This policy is already delivering the potential for environment mitigation and improvement in the area.

Do you agree or disagree with the policy approach for securing strong Green Infrastructure?

<b>Agree</b>	<b>Disagree</b>	<b>Don't know/ No opinion</b>
X	<input type="checkbox"/>	<input type="checkbox"/>

Please explain your response:  
This is an essential policy.\_\_\_\_\_

Do you agree or disagree with the policy approach for landscape?

<b>Agree</b>	<b>Disagree</b>	<b>Don't know/ No opinion</b>
X	<input type="checkbox"/>	<input type="checkbox"/>

Please explain your response:  
In the absence of an updated Medway Landscape Character Assessment and Green Infrastructure Framework, the existing version should be supported in the plan\_\_\_\_\_

Do you agree or disagree with the policy approach for flood risk?

<b>Agree</b>	<b>Disagree</b>	<b>Don't know/ No opinion</b>
X	<input type="checkbox"/>	<input type="checkbox"/>

Please explain your response:

Do you agree or disagree with the policy approach for air quality?

<b>Agree</b>	<b>Disagree</b>	<b>Don't know/ No opinion</b>
X	<input type="checkbox"/>	<input type="checkbox"/>

Please explain your response:

Are there any alternative sustainable development options for the natural environment and green belt that have not been considered? Please comment in the box below

\_\_\_\_\_



**Built Environment**

For the built environment policy approaches set out in SECTION 8, please indicate below whether you agree or disagree with the following policy approaches:

Do you agree or disagree with the policy approach for design?

<b>Agree</b>	<b>Disagree</b>	<b>Don't know/ No opinion</b>
X	<input type="checkbox"/>	<input type="checkbox"/>

Please explain your response:

Do you agree or disagree with the policy approach for housing design?

<b>Agree</b>	<b>Disagree</b>	<b>Don't know/ No opinion</b>
X	<input type="checkbox"/>	<input type="checkbox"/>

Please explain your response:

---

Do you agree or disagree with the policy approach for housing density?

<b>Agree</b>	<b>Disagree</b>	<b>Don't know/ No opinion</b>
X	<input type="checkbox"/>	<input type="checkbox"/>

Please explain your response:

---

Do you agree or disagree with the policy approach for heritage?

<b>Agree</b>	<b>Disagree</b>	<b>Don't know/ No opinion</b>
X	<input type="checkbox"/>	<input type="checkbox"/>

Please explain your response:

Although there should also be promotion of existing heritage and a pool of funding to help local projects and organisations.

Are there any alternative sustainable development options for the built environment that have not been considered?  
Please comment in the box below

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# Health and Communities

For the health and communities policy approaches set out in SECTION 9, please indicate below whether you agree or disagree with the following policy approaches:

Do you agree or disagree with the policy approach for health?

Agree

☐

Disagree

☒

Don't know/ No opinion

☐

Please explain your response:

The policy aims are supported but there is a great concern that development contributions will not be sufficient with national shortages of medical staff (especially doctors). There is also concern regarding the ability of Medway Hospital, a local medical facilities, to support the demands of the existing population, let alone the level of growth specified in this plan.

Are there any alternative sustainable development options for health and communities that have not been considered?  
Please comment in the box below

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**Infrastructure**

For the infrastructure policy approaches set out in SECTION 10, please indicate below whether you agree or disagree with the following policy approaches:

Do you agree or disagree with the policy approach for general and strategic infrastructure?

<b>Agree</b>	<b>Disagree</b>	<b>Don't know/ No opinion</b>
<input checked="" type="checkbox"/>	X	<input type="checkbox"/>

Please explain your response:  
There is concern that the Infrastructure Delivery Plan (IDP) will not have sufficient infrastructure requirements and/or sufficient funds to deliver them.

Do you agree or disagree with the policy approach for education?

<b>Agree</b>	<b>Disagree</b>	<b>Don't know/ No opinion</b>
X	<input type="checkbox"/>	<input type="checkbox"/>

Please explain your response:  
\_\_\_\_\_

Do you agree or disagree with the policy approach for community facilities?

<b>Agree</b>	<b>Disagree</b>	<b>Don't know/ No opinion</b>
X	<input type="checkbox"/>	<input type="checkbox"/>

Please explain your response:  
In the case of parished areas – this should include engagement with the relevant parish council/s and the need to identify ongoing financial support where necessary.

Do you agree or disagree with the policy approach for communication infrastructure?

<b>Agree</b>	<b>Disagree</b>	<b>Don't know/ No opinion</b>
X	<input type="checkbox"/>	<input type="checkbox"/>

Please explain your response:  
\_\_\_\_\_

Do you agree or disagree with the policy approach for open space and sports facilities?

**Agree**

X

**Disagree**

☐

**Don't know/ No opinion**

☐

Please explain your response:

Do you agree or disagree with the policy approach for utilities?

**Agree**

X

**Disagree**

☐

**Don't know/ No opinion**

☐

Please explain your response:

There is concern about the ability to support the level of growth in this plan without putting an unsustainable pressure on existing utilities

Do you agree or disagree with the policy approach for implementation and delivery?

**Agree**

☐

**Disagree**

X

**Don't know/ No opinion**

☐

Please explain your response:

The outline is supported, but an Infrastructure Delivery Plan (IDP) is urgently required – with sufficient funding from the private and public sector.

Are there any alternative sustainable development options for infrastructure that have not been considered? Please comment in the box below

---

**Sustainable Transport**

For the sustainable transport policy approaches set out in SECTION 11, please indicate below whether you agree or disagree with the following policy approaches:

Do you agree or disagree with the policy approach for transport?

<b>Agree</b>	<b>Disagree</b>	<b>Don't know/ No opinion</b>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Please explain your response:  
There is a fear that it does not go far enough to support the growth specified in this plan, and is already suffering from shortages and heavy congestion at times.

Do you agree or disagree with the policy approach for transport and the River Medway?

<b>Agree</b>	<b>Disagree</b>	<b>Don't know/ No opinion</b>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please explain your response:  
\_\_\_\_\_

Do you agree or disagree with the policy approach for waterfronts and river access?

<b>Agree</b>	<b>Disagree</b>	<b>Don't know/ No opinion</b>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please explain your response:  
\_\_\_\_\_

Do you agree or disagree with the policy approach for marinas and moorings?

<b>Agree</b>	<b>Disagree</b>	<b>Don't know/ No opinion</b>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please explain your response:  
\_\_\_\_\_

Do you agree or disagree with the policy approach for aviation?



**Agree**  
X

**Disagree**  
☐

**Don't know/ No opinion**  
☐

Please explain your response:

---

Do you agree or disagree with the policy approach for vehicle parking?

**Agree**  
X

**Disagree**  
☐

**Don't know/ No opinion**  
☐

Please explain your response:

Agree, but there is concern about the current increase in car and van parking in existing villages, even before the growth as provided in this plan. Some additional, secure, off-road parking will also be required in several locations.

Do you agree or disagree with the policy approach for cycle parking?

**Agree**  
X

**Disagree**  
☐

**Don't know/ No opinion**  
☐

Please explain your response:

Secure parking should be provided as a prime objective. \_\_\_\_\_

Do you agree or disagree with the policy approach for connectivity?

**Agree**  
X

**Disagree**  
☐

**Don't know/ No opinion**  
☐

Please explain your response:

Although support for the provision and enhancement of strategic routes for pedestrian and cycles should also be supported by developer contributions (in addition to local council support)

Are there any alternative sustainable development options for sustainable transport that have not been considered?

Please comment in the box below

---

## **Minerals, Waste and Energy**

For the minerals, waste and energy policy approaches set out in SECTION 12, please indicate below whether you agree or disagree with the following policy approaches:

Do you agree or disagree with the policy approach for minerals planning?

**Agree**

☐

**Disagree**

☒

**Don't know/ No opinion**

☐

Please explain your response:

The impact on local highways needs to be added, with priority given to sites that can be connected by river and rail. \_\_\_\_\_

Do you agree or disagree with the policy approach for waste planning?

**Agree**

☒

**Disagree**

☐

**Don't know/ No opinion**

☐

Please explain your response:

Do you agree or disagree with the policy approach for energy?

**Agree**

☒

**Disagree**

☐

**Don't know/ No opinion**

☐

Please explain your response:

\_\_\_\_\_

Do you agree or disagree with the policy approach for renewable and low carbon technologies?

**Agree**

☒

**Disagree**

☐

**Don't know/ No opinion**

☐

Please explain your response:

Impacts do need to be considered at the earliest opportunity, especially with local communities and parish councils.

Are there any alternative sustainable development options for minerals, waste and energy that have not been considered? Please comment in the box below

\_\_\_\_\_

## **General Comments**

Is there anything else Medway Council should consider about the development options or the policy approaches in addition to what you have already commented on above. Please comment in the box below.

---

# Equalities Monitoring

We collect the following information to help us better understand the communities that we serve so that services and policies can be delivered to meet the needs of everybody. Please feel free to leave questions that you do not wish to answer. All of the information gathered in this questionnaire is confidential.

Are you?

- ☒ Male  
☐ Female

☐ I prefer not to say

In which of the following age bands do you fall?

- ☐ Under 16  
☐ 16-24  
☐ 25-34  
☐ 35-44  
☐ 45-54

- ☐ 55-64  
☐ 65-74  
☐ 75+  
☐ I prefer not to say

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

- ☐ Yes  
☐ No

☐ I prefer not to say

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

- |  |  |
|--|--|
| <input type="checkbox"/> Health Diagnosis    | <input type="checkbox"/> Physical Impairment |
| <input type="checkbox"/> Hearing Impairment  | <input type="checkbox"/> Sight Impairment    |
| <input type="checkbox"/> Learning Disability | <input type="checkbox"/> I prefer not to say |
| <input type="checkbox"/> Mental Health       | <input type="checkbox"/> Other               |

If other please specify

What is your ethnic group?

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

Other, please state

---

## Your Contact Details

Full Name

Chris Fribbins

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Type of Consultee (Please select one of the below option)

- ☐ Member of the public
- ☐ Developer/Consultant
- ☒ Councillor/MP/Parish Council ALLHALLOWS PARISH COUNCIL
- ☐ Local Authority
- ☐ Government Department/Public Bodies
- ☐ Charity/Community/Faith Group
- ☐ Business
- ☐ Other

Other, please state below

---

We will record your contact details and use them for further consultation stages on the Local Plan, and to keep you updated on the progress of the plan preparation. We will not share your details, or use them for any other purposes. The responses and contact details will be kept as part of the formal record of the preparation of the Local Plan. This will be for a minimum of five years.

Medway Council will keep the information provided above as confidential. Access to, retention and disposal of this information will be strictly in accordance with data protection requirements. Your personal data will be processed in accordance with Medway Council's Data Protection notice.

- ☐ If you **do not** wish to be informed about the work on the Medway Local Plan, please tick here.



Thank you for taking part in the consultation on the Medway Local Plan 2035 Development Options document. At the end of the consultation, the council will collate and consider all responses received. The findings of the consultation will be published, together with the council's response. The information gathered through the consultation process will be used in developing a draft version of the new Local Plan.

Please note that all comments received will be publicly available and will be included on the council's website.

If you would like to receive this information in another format or language please contact Customer Contact on 01634 333333.

11 April 2017



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

For the attention of Medway Policy Team

Dear Sir/Madam

### **Local Plan Development Options Consultation**

Amec Foster Wheeler are agents to the Homes & Communities Agency (HCA).

In its role as a statutory consultee to planning policy consultations, the HCA welcomes the opportunity to provide comments to the aforementioned consultation document within this second Regulation 18 stage of the local plan process.

Generally, the HCA are supportive of the vision, objectives, and emerging policy direction set out in the draft Plan. The HCA do however wish to put forward comments relating to their landholdings at the Interface Land sites and J7 site, which collectively represent the remaining development opportunities at Chatham Maritime.

The HCA previously submitted the Interface Land sites (see Appendix B), located adjacent to the Historic Dockyard, as development opportunities in the earlier Issues & Options consultation. The sites were presented as residential-led opportunities with potential for some supporting commercial uses. Early capacity analysis has determined that approximately 400 residential units may be achievable on the western site and approximately 200 units on the eastern site. A Development Brief to inform and guide future development is currently being produced jointly by Medway Council and the HCA.

The J7 site is currently being marketed and subject to the developer response could also support residential led, mixed-use development similar (but on possibly a reduced scale) to that at the J5 and J6 sites 'Chatham Quays'. The Council is supportive of the proposed residential-led approach on all of these sites.

The HCA note and support the inclusion of the sites in Appendix 1A of the document as 'potential areas for consideration for development' as below (red dots added – See Appendix A below).

The HCA would however suggest that the residential element has been lost/ mis-interpreted in the Development Options scenarios shown in Appendix 1B, 1C, 1D and 1E where the sites have been identified as 'New/enhanced employment land'.

Whilst HCA is supportive of the Council's aspiration of 'developing a diverse and flexible portfolio of employment land' (pg45), we do not feel the Interface Land sites, which are in a sensitive location adjacent to the Historic Dockyard, are suitable for employment use.

Ashbourne House  
The Guildway  
Old Portsmouth Road  
Guildford  
United Kingdom  
Tel +44 (0) 1483 540 189  
amecfw.com

Amec Foster Wheeler Environment  
& Infrastructure UK Limited  
Registered office:  
Booths Park, Chelford Road, Knutsford,  
Cheshire WA16 8QZ  
Registered in England.  
No. 2190074



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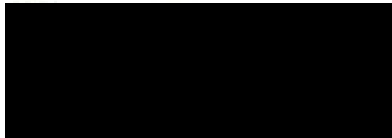
Similarly, J7 positioned alongside neighbouring residential and leisure uses make it more suitable for residential led development.

HCA request that, in order to reflect the valuable contribution the remaining development sites at Chatham Maritime can make to the Medway Local Plan, the following changes are made:

- a. The eastern part of the Interface land and the J7 site should be added to each of the Development Options scenarios.
- b. The three sites are identified as residential or mixed use development (western site currently identified as employment)

If you have any queries regarding this representation, please do not hesitate to get in touch via the contact details below.

Yours faithfully

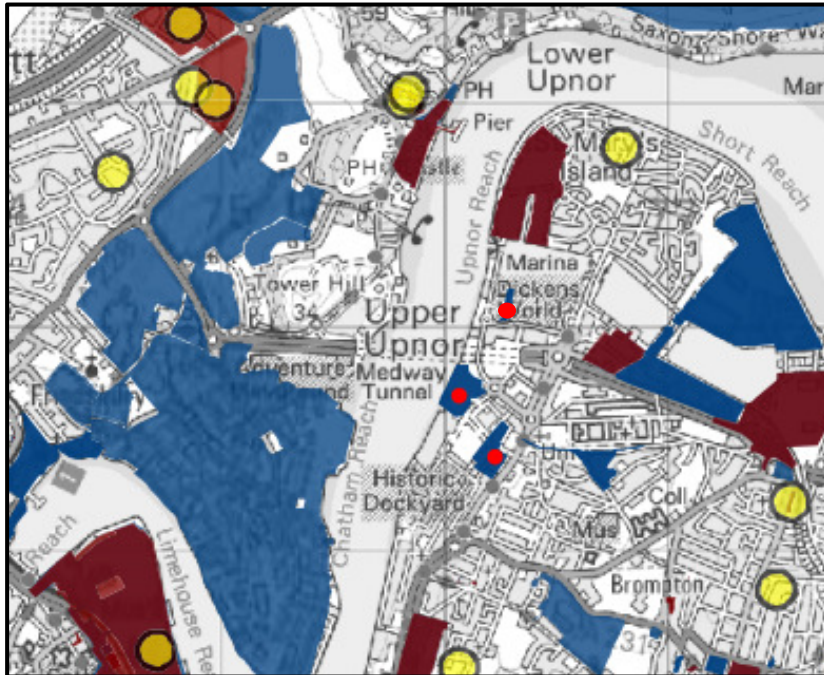


**CAROLINE SEARLE**  
Associate Director

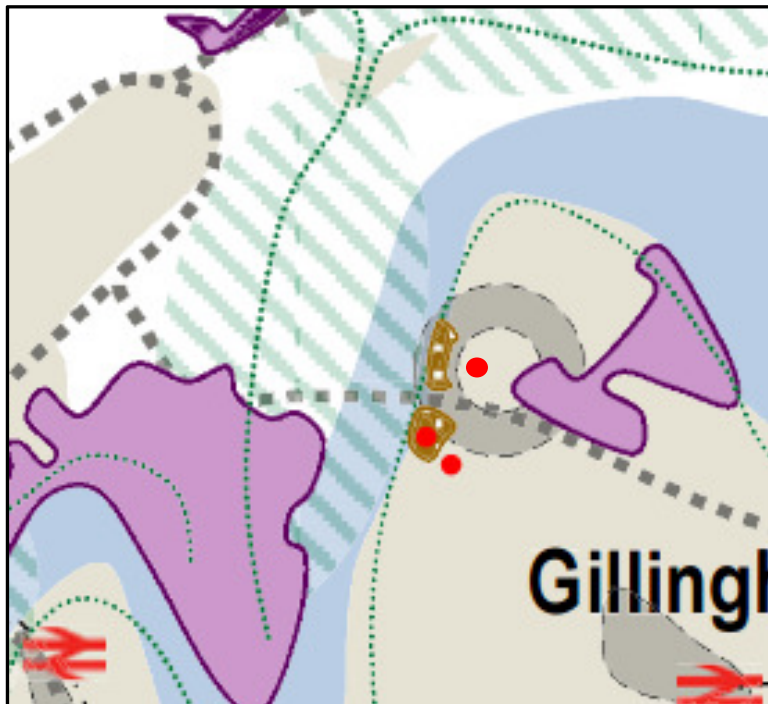


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## APPENDIX A: Draft Local Plan – relevant plans



Extract from Appendix 1A: Working towards a Development Strategy. HCA's sites identified in red

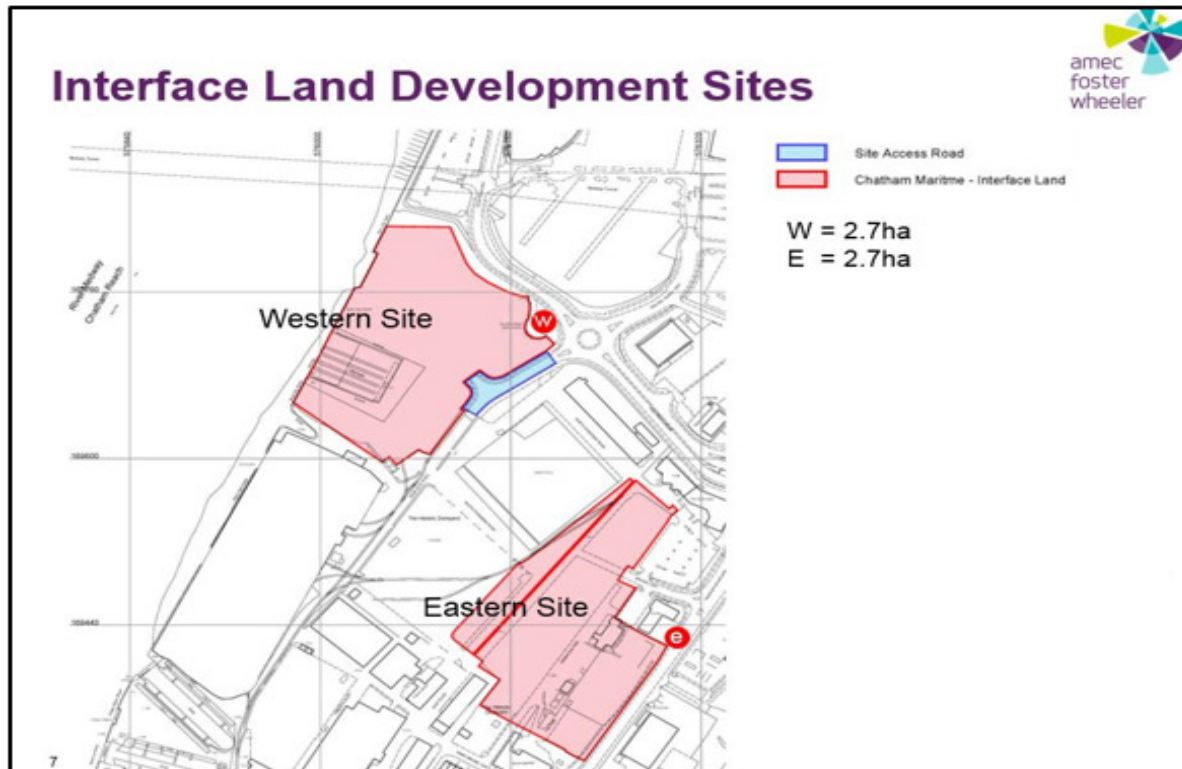


Extract from Appendix 1B (also shown as similar in App 1C/D/E)  
HCA's sites identified in red

Continued...

## APPENDIX B

### Interface Land Site - Site Plan and Aerial View



Medway Council Planning Department  
Planning Policy Team  
Gun Wharf  
Dock Road  
Chatham  
Kent  
ME4 4TR

9.4.17

Dear Sirs,

### **DRAFT LOCAL PLAN CONSULTATION**

As residents of Grange Road, we are writing to register our objections to Gillingham Football Club's aspirations of moving to the Mill Hill site in Gillingham with a state-of-the-art modern stadium, enabling development and other facilities. We do not believe the area would benefit from such a 'New Stadium' etc. as laid out in Paul Scally's letter to his fellow supporters.

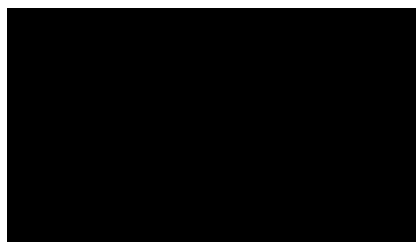
The increased traffic that a new stadium would bring into this area would be an infrastructure nightmare. We feel that the Priestfield Stadium is more than adequate for GFC and therefore OBJECT strongly to the New Stadium etc. This proposal appears to be more about property development rather than help for the community.

We live in a semi-rural part of Gillingham and we wish it to remain so.

Please count this letter as TWO Objections to this proposal.

Yours faithfully

Andrew Jenkins  
Jennifer Wells





18 April 2017

Medway Council  
Planning Policy team, the Planning Service  
Medway Council  
Gun Wharf  
Dock Road  
Chatham  
Kent, ME4 4TR

Dear Sir / Madam

## **RESPONSE TO THE MEDWAY LOCAL PLAN LAND AT MIERSCOURT ROAD, RAINHAM**

We attach representations prepared on behalf of the landowners of the Site identified in Appendix A and set out comments in response to Medway Council's Local Plan (Regulation 18). We welcome the inclusion of this site as an area for urban expansion east of Rainham and there is residential developer interest in this Site known as 'Land at Mierscourt Road, Rainham' (hereafter referred to as 'the Site') see attached **Appendix A: Site Location Plan**).

The Site was put forward for consideration to Council 'Call for Sites' Strategic Land Availability Assessment (SLAA) in May 2014 as part of the larger development of a Site known as Siloam Farm (SLAA Ref: 0847).

The Site comprises a single land parcel to the east of Mierscourt Road and is approximately 35 hectares in size. It is private open land currently predominantly in equestrian use. The Site also comprises former agricultural buildings associated with the current use and Orchard Cottage, which is currently in use as a kennels. The landform of the Site is generally flat.

To the south of the Site lies Siloam Farmhouse, which is a Grade II Listed Oasthouse. Further to the south of the Site is agricultural land which is known to have been promoted through the SLAA process for residential development. Immediately to the west of the Site lies the urban settlement boundary of Rainham, residential properties on Mierscourt Road and Miers Court Primary School (aged 4-11 children). To the north of the Site lies agricultural land which is also known to have been promoted through the SLAA process for residential development, including land to the east of Mierscourt Road and south of Oastview, which has planning permission for 136 dwellings under application reference MC/15/4539 (the Redrow Homes site). Further to the north of the Site is the settlement boundary of Rainham again and Rainham High Street (A2). To the east of the site is Meresborough Road. Beyond Meresborough Road to the east lies further agricultural land, some of which is again known to have been promoted through the SLAA process for residential development.



As such, whilst the Site is currently outside of the settlement boundary of the Medway urban area it is close to residential development, educational facilities and retail high street facilities further. Therefore, the Site lies within a sustainable location in close proximity to sites which have been put forward through the SLAA process to form a sustainable urban extension to Rainham.

The Site lies within an area defined by Mierscourt Road and Otterham Quay lane to the west, Canterbury Lane to the north, Seymour Road and South Bush Lane to the east and the M2 to the south. The area, which is predominantly agricultural land, is one of a limited number of areas immediately adjoining the Medway urban area that could accommodate strategic development to meet future housing needs set out in the Strategic Housing Market Assessment.

It is the landowners intention to promote the Site through the Local Plan for residential-led mixed-use development comprising a mix of dwelling types and sizes including an element of affordable dwellings. It is anticipated that a total of approximately 800-900 dwellings could be delivered on the Site subject to further testing in addition to car parking provision, open space and potentially a range of services and facilities. Access points to the Site can be obtained from Mierscourt Road with potential additional access onto Meresborough Road subject to further analysis. The Site is in a sustainable location within close proximity to the Medway urban area.

The Site could be developed in isolation given its size, continuous road frontage, ability to provide a number of facilities on-site and location as a logical extension to the Medway urban area. However, the Site could also be developed as part of a wider strategic development to the East of Rainham.

On the question of the most appropriate spatial strategy for meeting the housing need, the Council will need to consider how to best complement existing and planning transport infrastructure, taking into account the likelihood that a large number of future residents will want to commute into work in London

Therefore, a strategy focusing on regenerating the town centres and expansion of existing urban areas close to transport hubs would be a sensible one and would complement the direction of national planning policy (e.g. the Housing White Paper). This site meets the criteria as opposed to Chattenden Barracks that does not have the necessary infrastructure.

Equally, the scenario of allowing the Rainham urban area to expand, providing new homes in areas that are already attractive to residents, it would meet the demands of the market and this would ensure the deliverability of an important element of the overall housing need.

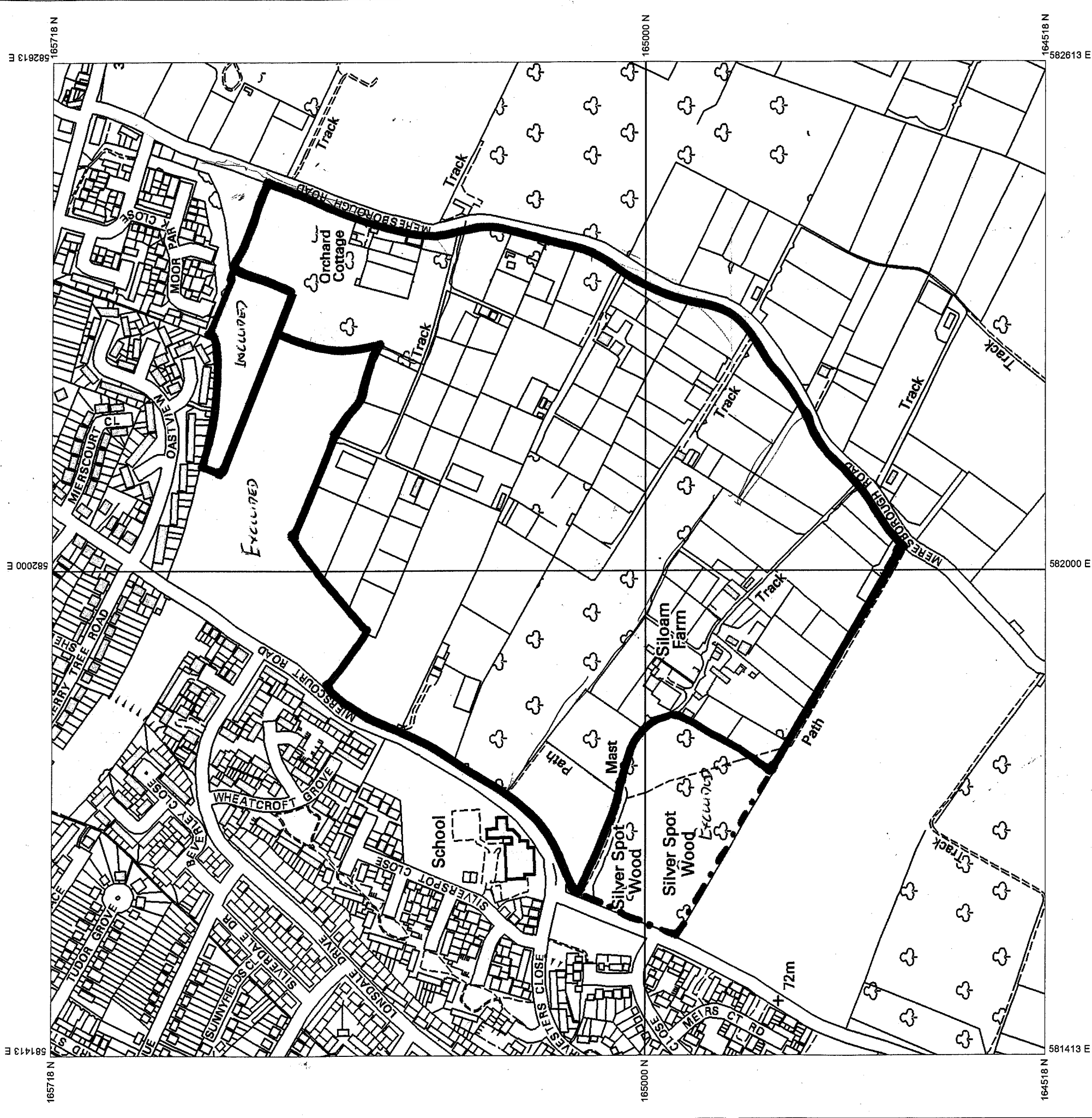
We trust this response will be taken into consideration.

Yours faithfully



Andrew Street





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The representation of a road, track or path is no evidence of a right of way.

The representation of features as lines is no evidence of a property boundary.



Scale 1:5000

Supplied By: National Map Centre Kent

Serial number: 001154902

Plot Centre Coordinates: 582013, 165118

Dear Sir / Madam,

I am writing in response to the Draft Vision and Strategic Objectives outlined in the Medway Council Local Plan 2012 – 2035 Executive Summary and I would like to raise the following concerns regarding the considered development at Cliffe, in particular the land between Chancery Road and Cooling Road and also the land adjacent to the Telephone Exchange and North to Buttway Lane.

Many of the concerns would also apply to Cliffe Woods as the main access to local towns from Cliffe is via Cliffe Woods and other aspects of the local infrastructure are also shared between the two villages.

Having had a look at a map of the local area, if the two main proposed sites at Cliffe were put forward for development, it would appear to me that this could potentially double the size of Cliffe which has far reaching implications for the village and any significant development would, I believe, have a negative impact on this treasured rural setting and substantially change its character.

There would be an impact on the local environment as currently the land is used for growing crops, land that is very high grade and valuable for growing food efficiently and building on land used for this purpose would also have an impact on Carbon absorption and drainage.

Cliffe has long been a farming community and the landscape and features relating to this should be respected as this is the reason many people live in the countryside for this type of scenery and rural setting. This rural setting is a direct contrast to living in towns or cities.

Regarding Agriculture in general, at a time when the Common Agricultural Policy and membership of the European Union is ,to say the least, 'under review', the majority of the UK's food is imported, there are millions of people in the UK in what could be considered Food Poverty, our import costs have the potential to rise considerably due to the exchange rate and potential import duty, the decision to destroy valuable food producing land at a time when the population is increasing significantly has serious implications as far as I am concerned.

I cannot understand why an exponentially growing population would choose to reduce its ability to grow food.

I believe there is a government directive to encourage the population to consume more fresh fruit and vegetables and to reduce Food Miles and its wider implication for the environment and so I believe Food Security is not something that should be taken lightly in an ever changing world and add to this the way the way climate appears to be changing, there must be less valuable land that could be considered for redevelopment.

Taking all of the above into consideration, valuable farming land and the skills of the farming community should not be taken for granted and the long term future way past 2035 should also be considered as once very fertile and productive soil is destroyed by development it is very difficult to regain.

Back on to a more local and personal level, if the fields between Chancery Road and Cooling Road were developed, the view from house of the countryside, farming land, the hills and woods in the distance would be completely obscured by any development in this area, a view that many others living adjacent to this land would also share. In my mind there is no better rural view than a field of ripened wheat and it is something I have looked forward to for as long as I can remember over the 45 years I have lived in the village and I greatly enjoy the fact that I can see my parents' house, my childhood home on the opposite side of the proposed development.

From a more practical point of view, the local infrastructure is already, in my opinion, at capacity. The local school is full, the waiting time to see a GP has increased considerably recently, the single main road leading to Cliffe is narrow, the sewage system at the other side of Cliffe woods struggles to cope with the current population, the broadband and phone system in areas of Cliffe, in particular where I live, is unreliable due to out of date cable technology, mobile phone coverage is limited, there is no visual Police representation, facilities for young people are minimal to name a few examples.

The transport structure to the village is limited with an expensive taxi journey many times the only transport option, the roads or lanes are restricted, the shops are small, there are no big business' fancy coffee shops, cinemas or gyms and that is exactly how it should be.

Our local shopkeepers and landlords should all be treasured along with all the other features that make the villages what they are and which would be lost for ever if these areas were developed considerably.

All this considered, I accept that there are disadvantages to living in a relatively isolated community because the benefits of the local surroundings far outweigh factors that some people may consider to be unfavourable.

In summary, I believe, any significant development of Cliffe, Cliffe Woods and most likely the other rural villages on the peninsular would have a detrimental impact on their character, the local environment, the infrastructure, the countryside views and wildlife.

There are local implications regarding traffic generation, car parking, and general amenities with far wider implications for food security and the economy if such valuable land is destroyed to house a rapidly and uncontrollably growing population that relies on it for its own long term survival.

It is for the reasons above I would strongly oppose any significant development at Cliffe, and Cliffe Woods for that matter as development spreads and if Cliffe woods is developed then Cliffe will be next in line and it would only be a matter of time before all the countryside local to the two villages is consumed by development and roads.

I look forward to your reply.

Yours faithfully

Andy Martin



[REDACTED]

---

**From:** Barry Gatfield [REDACTED]  
**Sent:** 15 February 2017 18:25  
**To:** futuremedway  
**Subject:** Local plan

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Sir/Madam

I am writing my objections re the local plan that will affect the Hoo Peninsula. Over past years we have been subjected to house building on prime farmland losing orchard and fields. We have no infra structure to support any further building our doctors surgeries have closed their books and it is difficult to get an appointment when you are sick and often have to wait for 3 weeks to get one. Our roads cannot support more traffic if there is one accident out here we are stuck and cannot go about our business as the one road on and off the Peninsula is closed for hours. Water pressure us down as also power quite often and don't get me started on the phone lines as some folk have been without a landline since January ongoing at the moment plus broadband is hit and miss even worse since the new developments have been built.

The bus service out here is also hit and miss due to buses cut out or breaking down and those of us who rely on public transport out here get a raw deal. Traffic and Parking have become a problem roads clogged emergency vehicles have trouble passing and accidents have happened with young children roads on new estates are narrow and traffic often park away from the developments due to lack of parking spots and park on. Surrounding roads off their estates making it hard for other residents. Sewage is a problem the pipes are ancient and cannot cope now you only have to drive up the hill and you can smell it at certain times very unpleasant Our village life out here is being destroyed soon there will be no green fields to enjoy for everyone. People moved here or born here have enjoyed the village way of life for many years the wildlife that lives here much which has had their habitat destroyed there are SSSI sites here with wild fowl coming in to winter and feed here all of this will not exist should building be allowed to continue.

We have lost our sports facilities in an area, that was given over for sport now it's gone I along with other people in this village will fight on To stop the development of our villages and our beautiful surroundings. one day there will be no place to grow food crops then we really will be in trouble. This will be a vast impact on all our lives and We will fight for our rural way of life I SAY NO MORE HOUSE BUILDING ON HOO PENINSULA Angela Gatfield

**From:** Anita L White HDF [REDACTED]  
**Sent:** 16 January 2017 09:39  
**To:** policy, planning  
**Subject:** NO TO ANY MORE DEVELOPMENT

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

*Dear Sirs*

*We are writing in response to the request for views printed in Medway Messenger.*

*In most editions of the paper, articles about planned developments appear on same or opposite page to features upon how the hospital/schools/roads etc etc etc just cannot cope with the quantity of people already in these towns.*

*Any further destruction of The Garden Of England for what ever idealistic reasons some folk dream up is idiotic. Destruction of beauty spots such as Capstone Park, Lodge Hill, the list of proposals is endless, is criminal in the extreme.*

*These idealistic idiots should think of their grand childrens futures when there will be no grass, trees, birds, butterflies because they themselves have caused such total destruction.*

*This area is already inhabited enough. There will be hosepipe bans because of the housing, the hospital will crumble. There are just too many objections, which any sane person can see are very clear indeed.*

*Yours faithfully*

*Anita & Malcolm White*  
[REDACTED]



**FREE Animations for your email** \_\_\_\_\_

**From:** Anita L White HDF [REDACTED]  
**Sent:** 28 January 2017 09:25  
**To:** futuremedway  
**Subject:** NO TO ANY MORE DEVELOPMENT

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Categories:** Red Category

*Dear Sirs*

*We are writing to beg you to oppose any further development in Kent.*

*Last week's Medway Messenger had a front page of Chaos At A & E, then two pages ~ 6 & 7, of supreme difficulties facing the hospital because too many people go there.*

*Then a full page proposing further developments, more towns, more people. Are these articles not rather contradictory????*

*In most editions of the paper, articles about planned developments appear on same or opposite page to features upon how the hospital/schools/roads etc etc etc just cannot cope with the quantity of people already in these towns.*

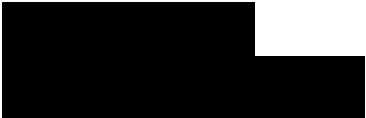
*Any further destruction of The Garden Of England for what ever idealistic reasons some folk dream up is idiotic. Destruction of beauty spots such as Capstone Park, the vital SSSI at Lodge Hill, the list of proposals is endless, is criminal in the absolute extreme.*

*These idealistic idiots should think of their grand childrens futures when there will be no grass, trees, birds, butterflies because they themselves have caused such total destruction.*

*This area is already inhabited enough. There will be hosepipe bans because of the housing, the hospital will crumble. There are just too many objections, which any sane person can see are very clear indeed.*

*Yours faithfully*

Anita & Malcolm White



**FREE Animations for your email**

**Click Here!**

[REDACTED]

---

**From:** J WINDEBANK [REDACTED]  
**Sent:** 01 March 2017 13:07  
**To:** futuremedway  
**Subject:** Medway Council Local Plan

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Categories:** Red Category

We attended the consultation at Lower Stoke in February.

My husband and I are concerned about the amount of extra homes intended for the Peninsular. We moved out of London for a more rural life and the plans we have seen look like the countryside is being eaten up with more and more houses. There is already a lot of land been given planning permission around Hoo and the concern is that this will still keep happening until there is not longer any countryside left.

Our main concerns are the roads, public transport, medical practices and schools.

If 6,000 homes are built on the Peninsular that averages out at around 24,000 people (adults and children) and a great many cars as the transport system is so bad. You are unable to get to a train station without driving and will there be extra parking for the amount of people who need to get to work? If they drive towards London the A2 is already so busy it will be gridlocked. The Four Elms roundabout is always busy in the rush hours, is there a plan to do something about this?

You wait now for a doctor's appointment at some practices up to three weeks. How will they cope with so many people moving into the area?

The local schools are full already, where will new schools be built?

Looking at the Plans it appears that the amount of land allocated for building on in the village we live in (High Halstow) will more than double the size of the village although none of your representatives could clarify how many homes would be built. How will the roads and buses cope? This also raises the question of shops. Our local shop is wonderful but I am not sure how this would be adequate for the amount of people who would move into the village.

These are our major concerns and if you would like any further feedback please do not hesitate to email us.

Anita and James Windebank



**bull, andrew**

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**From:** [REDACTED]  
**Sent:** 12 April 2017 20:43  
**To:** futuremedway  
**Subject:** Future of Medway

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Sir/Madam,

I read the Local Plan (The Future of Medway) in 'Medway Matters' (Spring 2017) with interest. I would appreciate submitting my most pressing concern. Improvements such as the installation of benches in Railway Street will only be for the benefit of smokers and there will be cigarette butts all around the benches. The air outside the Pentagon and surrounding areas is constantly polluted by smokers. The same applies to Gillingham town centre. This matter needs to be dealt with first so that non-smokers can use the town centres and benches without running into this regular health hazard. The same can be said of Chatham town centre public library and bus station areas, both externally (smokers) and internally (see below).

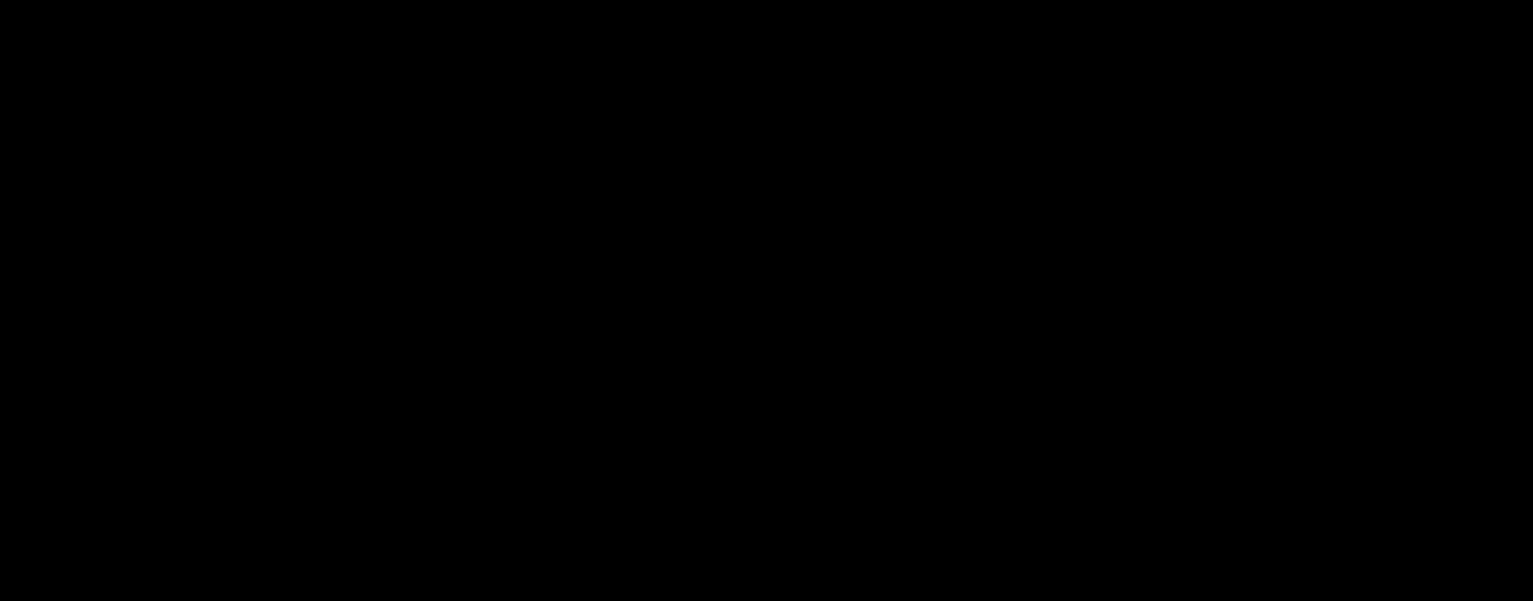
As a newcomer to the area, I was surprised at the number of stinking people that are allowed to circulate among healthy people in libraries and buses, including elderly and children. Staff on buses and in libraries should either be trained themselves or have the ability to call on suitably trained personnel to assist with helping very needy people to leave and get to an appropriate social care agency where they can bathe and have their clothes washed, etc. (and of course, help with their reasons for visiting the library). With nearly every visit to a library (Luton/Chatham/Gillingham), I have had to breathe in stink while trying to work on a computer.

I realize these are not popular topics, but regeneration starts with the basics for a strong foundation.

Thank you for the opportunity to comment.

Anita

Anita Monsell  
[REDACTED]



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**From:** falkner, neil  
**Sent:** 13 February 2017 12:08  
**To:** harris, dave  
**Subject:** re:LOCAL PLAN

Please find attached an idea sent in via social sign in in relation to the local plan

Many Thanks

Neil (customer contact)



**Bored Panda** @boredpanda · Feb 6

First Vertical Forest In Asia To Have Over 3,000 Plants And Turns CO<sub>2</sub> Into 132 Pounds Of Oxygen Per Day (6 Pics):

[boredpanda.com/vertical-fores...](https://boredpanda.com/vertical-fores...) [pic.twitter.com/6uFuxY7qKX](https://pic.twitter.com/6uFuxY7qKX)



1



85



163



**João Malafaia** @Joao\_usail · Feb 6

@boredpanda @jannekarma upps. Dosen't work

**From:** Pauline Heathcote [REDACTED]  
**Sent:** 12 February 2017 16:37  
**To:** representations, planning  
**Subject:** local plan consultations

Dear Sir

I make the following comments about the suggestion that Lodge Hill near Chattenden will be included in the Local Plan Development Options. I understand that if i send this to you as an email you will ensure my name and address is NOT published on your website.

Lodge Hill is a SSSI, and any development would damage its value to wildlife. The Medway Council is responsible for a significant human population and its well being must be safeguarded. Open spaces including SSSIs contribute to well being. Even considering permitting housing on sites like Lodge Hill would reveal a cavalier attitude towards well being and the natural heritage of this country. Residents in Medway should be encouraged to take pride in the presence of such charismatic birds as Nightingales.

Medway Council has a major opportunity to demonstrate that the new plan is seeking to strengthen the condition of the local environment and will protect important environmental and heritage assets.

Please don't lose that opportunity.

Thanks

Pauline Heathcote

**From:** Anthony Crowhurst  
**Sent:** 04 March 2017 13:24  
**To:** futuremedway  
**Subject:** Proposed urban housing development at Capstone, in Chatham, Kent

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Over the years & for very good reasons, numerous housing development plans to build on Capstone have been proposed & subsequently declined (or at least postponed). It seems incredible that this has raised its ugly head once again, only to waste yet more money, re-considering it. One of the localities it will adjoin & back onto, is Lordswood. This already is an area in terminal decline with an awful litter problem, high anti-social behavior, higher than average crime rate, low rated schools, poor infra-structure & both highly congested & inadequate connecting road links. None of these issues had been properly addressed with previous new build/regeneration proposals & finances will always restrict what can be achieved here. It has been proven time & time again, that you cannot (despite best intentions) build new homes & facilities in the hope to raise the standard of a poor area, since all that develops is the overall degradation of the combined area. Whilst the list of objections are infinite, below are just some of the basic concerns covering both environmental & socio-economic issues.

The proposed urban development is on prime agricultural grade land & one of natural beauty: if brown-fill sites were the preferred option, surely land of this nature (ie Capstone valley), should be the last or least favorite option.

Medway already has a large population & is densely populated with high pollution levels, & to increase this would only exasperate the problem.

Medway hospital was never designed nor intended to serve the current level of urbanization. In 2013, it was one of eleven hospitals countrywide, placed on the 'special measures list' & has struggled not least due to the fact it is 'oversubscribed'.

The Lordswood Community Healthy Living Centre has regular queue's simply to get an appointment to see their local GP, & often with waiting times in excess of one week.

The local crime rate is extremely high based on police statistics (see [www.police.uk](http://www.police.uk)). The postcodes that will back onto the Capstone Valley urban proposals are ME5 8HU & ME5 8EL, & these average over 100 crimes per month combined, & have done so for years not months, & is shows no sign of abating.

The road links are appalling, & since there are only two main routes with access to either the A2 or M20 for Lordswood & Walderslade (Boxley or Walderslade Woods Road), the congestion build up amounts to many hours lost sitting in traffic & the subsequent financial loss in business hours. The problem has been very noticeable over more recent years, despite redesigning of both routes. These issues had not been addressed on previous Capstone Valley housing plans & will require serious financial investment to do so.

Despite Medway Councils' valiant efforts to keep the area clean with weekly refuse collections for all types of waste as well as a local weekly road sweeper clean-up, the litter problem is endemic in this locality. The area of Lorderswood & Walderslade (indeed Medway as a whole), is blighted by people who persistently drop litter wherever they stand, as well as fly tipping in the surrounding wooded areas that grace our local communities. Because this is not an affluent area, the scourge of this specific anti-social behavior WILL only worsen if the urban sprawl is approved at Capstone.

Medway's primary schools have not fared well in the Ofsted reports & this includes Lordswood School in Lordswood Lane, rated as 'Requires Improvement' in 2016. The average class size is larger than the National average which clearly doesn't help, partly due to the size of the local population.

I am still surprised that the brown-fill site of the old army barracks at Chattenden was declined for regeneration & the planned 3,000 new homes 'shelved' due to the discovery of nesting Nightingale birds. If unprecedented amounts are spent relocating newts, surely a new home can be found for the delightful Nightingales. I'm sure this would be a fraction of the cost for the amount that needs to be spent on additional facilities, infrastructure, amenities & both new & improved road links at Capstone.

Should approval go ahead for the Capstone development, since I cannot afford to buy a home in a better area, I shall consider privately renting in an alternative decent area within the Southeast, with decent decent people who actually take pride in where they live. I am aware of others who feel the same, yet I still hope that continued common sense prevails & more appropriate locations considered as has previously been the case.

Yours Sincerely

Anthony Crowhurst.  
Lordswood resident

[REDACTED]

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**From:** ANTHONY MCCOMB [REDACTED]  
**Sent:** 07 February 2017 10:29  
**To:** futuremedway  
**Subject:** Housing Regeneration plan comment

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Sirs,

Subject: Medway Council Local Plan 2012-2035

My concern is with your proposal for "some building at higher density".

What you must not do is build "fortresses" for criminality, which are impossible for our scarce police resources to control. How are you to ensure this does not happen?

Yours faithfully,  
Anthony McComb

[REDACTED]



# LUTON ROAD SHOPPERS CAR PARK COMMUNITY ECONOMIC DEVELOPMENT (CED) PLAN

Produced by



With Technical Support from



Part of the Community Economic Development Programme  
(CED)

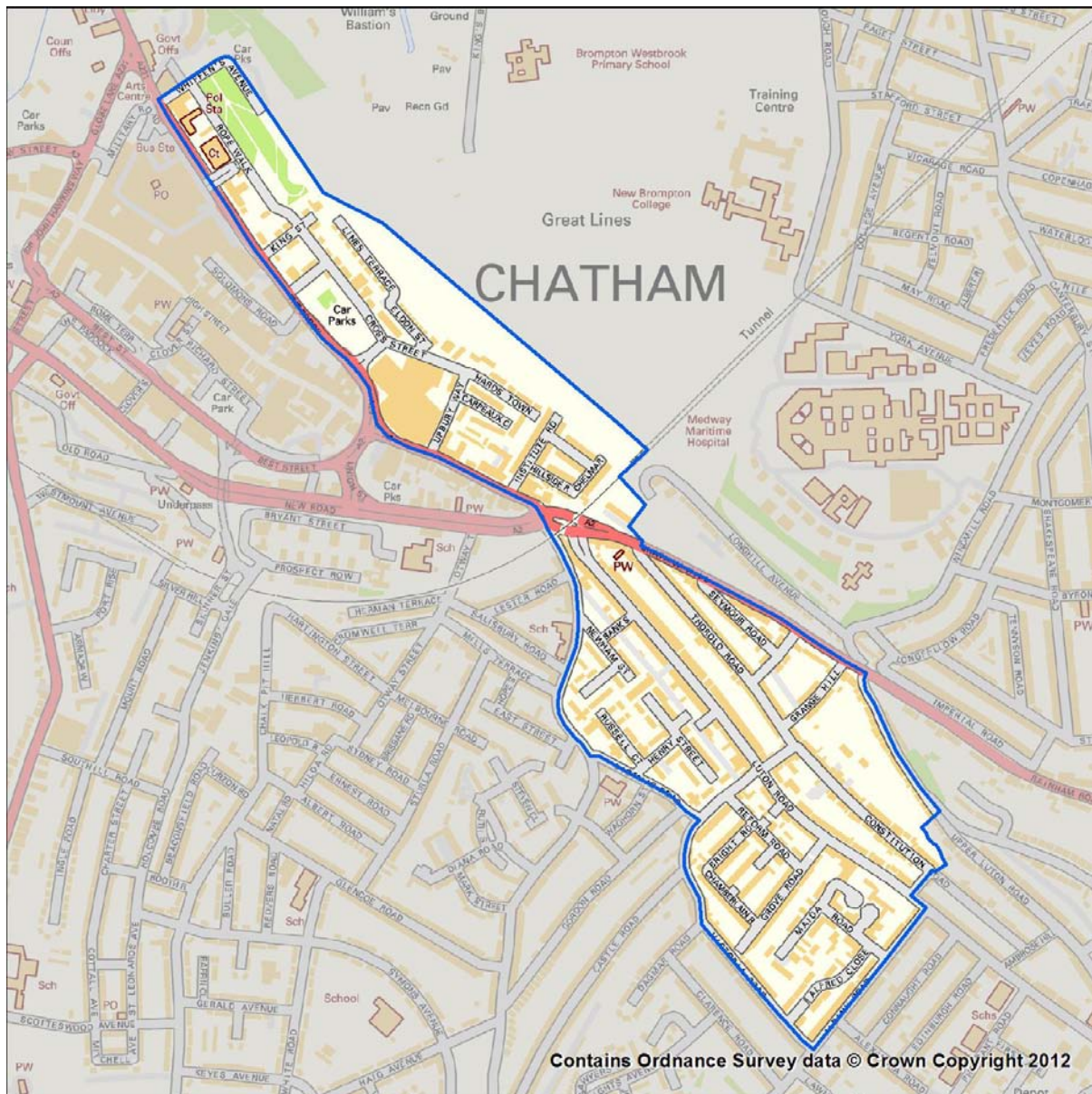
Supported by



Department for  
Communities and  
Local Government



## Arches Local and surrounding area map.



## Location Profile

As can be seen from the Map, the Arches Local area stretches across two local wards and is mainly made up from LSOAs (Local Super Output Areas) Medway 015E, Medway 020B and Medway 020D; it is an area which does not form a natural neighbourhood or community and could be described as a corridor shape. The name Arches Local was decided by a range of local residents as the Luton Arches are roughly in the centre of the geographical map. This historical site is easily and readily identified by all in the area both residents and visitors. It is an imposing structure which is currently in need of further maintenance and care. Historically the Luton Arches was a meeting place for local people; there were the Driver Fountain and a bath house that sat in front of the Arches.

Housing in Arches Local and surrounding area is a mixture of privately owned homes, private rental houses, flats and rooms and social housing managed by several social landlords and trusts. There are

also several supported housing areas specifically for older people. The River ward part of the Arches Local area is under large redevelopment with new homes being provided by mhs homes and Orbit Group which will not be reflected in 2011 census data.

Many of the privately-owned houses and rentals are Victorian terraced homes. Rental costs across the area have risen due to the shortage of homes and an increase in population but would still be amongst the lowest in Medway and therefore attract a range of tenants for both long and short term tenancies. The increase in rental prices has seen an increase in the number of terrace homes becoming houses of multiple occupancies. There exists a higher proportion of rented households in both wards relative to the South-East region, most of which are rented privately. There exist “concerns about quality of private sector rental housing with household size considered overcrowded out of a percentile of (100) in Luton and Wayfield (11.49) and River (18.55) compared to a Kent and Medway average (6.99)<sup>1</sup>

The open and green spaces across the area are viewed as ‘work in progress’ the use of the available space has caused tensions locally. Environmental indicators<sup>1</sup> show “Limited and uncared for green spaces” when compared to the proportion of land used for green space to the national average percentile of (50) show that land use<sup>2</sup> in Luton and Wayfield is (27.55) and River (28.33) being way below the national average. A need for more local safe green spaces has been specifically identified by the community. (Recent 2015/16 developments e.g. Pocket Park and Magpie Growers gardening group will not be reflected in 2011 Census data). A higher proportion of land can also be seen to be privately owned.

In terms of employment deprivation, LSOAs Medway 015E and Medway 020B rank below the national average (less deprived), whereas LSOA Medway 020D can be seen to be extremely deprived.<sup>1</sup> Both Luton and Wayfield and River wards see a low proportion of the working age resident population who are in employment by regional and national standards.<sup>1</sup> The numbers of people having no educational qualifications in the Arches Local area is higher the national average percentile out of (100) across all age groups most notable ages 16-24 (17) and ages 50-64 (42) against national average ages 16-24 (10) and ages 50-64 (25).

Across the area, there are several shop parades and single shops (corner shops). The area within the River Ward (Brooklines) is situated behind and adjacent to Chatham High Street which offers a retail and business economy which is constantly evolving. The range of small convenience retail outlets of offer provides high-cost short-term shopping solutions to the local community including an ever-growing range of fast food outlets. Luton and Wayfield ward have no large business employers located in it.<sup>1</sup> River ward has on average larger businesses than Luton Wayfield ward, with much more registered enterprises (per 1000 population) with the clear majority of these sitting outside the Arches Local Area.<sup>1</sup>

There is diversity with a range of cultures and backgrounds including European, Asian, African and eastern European, as can be seen from the proliferation of nationality-specific convenience stores there are opportunities for people to start a business. The LSOA with the largest proportion of non-White residents is Medway 020D (24.53%), in River ward. Both Luton and Wayfield and River wards have a relatively young demography compared to South East sub-region.<sup>1</sup>

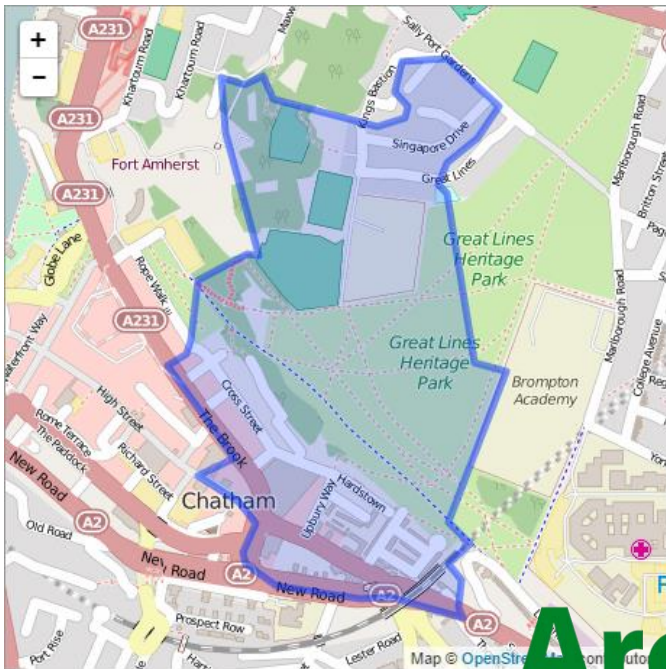
<sup>1</sup> 2011 Census Data

<sup>2</sup> Land use: green space (2005) – The proportion of the total area identified that is 'green space'.



Medway is relatively worse off in the English indices of deprivation 2015 compared to the 2010 indices of deprivation - with a general widening and worsening of Medway's most deprived neighbourhoods. There is a six-year gap for men in life expectancy between the most deprived and least deprived areas. Medway's population has increased from 249,288 in 2001 to 263,925 in 2011, a 5.9% increase. Levels of deprivation are higher in Medway than England and Wales with fewer households having no indicators of deprivation.

<sup>1</sup> Appendix 2011 Census Data



Medway 015E



Medway 020B



Medway 020D

\*The Local Super Output Areas above represent most of the Arches Local Area.

## The Opportunity

In local conversations around addressing the anti-social issues present at the Luton Road Shopper's Car Park, the idea of hosting a market at the site of Luton Shoppers Car Park was a becoming a repeated theme. It was felt that the market would be a great mechanism for promoting social investment in the area. Where people living locally could be given support and opportunities to set up stalls, improving opportunities for employment, plus keeping local money sticky. It would also act as a mechanism on a regular basis to empty out part or all the car park and dissuade those currently using it anti-socially.

Considering that the Chatham Tesco superstore closing recently and the CO-OP on Luton Road leaving on 20th of February 2016 it would provide an alternative venue for local people especially the elderly to purchase produce locally, act as a point where the community could meet and engage in a positive environment. It could also be used as a mechanism for local people to gain skills that could improve opportunities for further employment, or lead to new local businesses occupying a lot of derelict shops on Luton Road and the surrounding area.

## The Car Park Location



The Luton Road Shopper's Car Park (the blue/dark area on the map) is situated off Magpie Hall Road; it is currently a free car park with 56 spaces and is owned and managed by Medway Council.

The car park is not actively managed and this has played an integral part in the area looking run down and becoming a high crime spot with crimes ranging from anti-social behaviour being the most frequent, to Violent and Sexual offences. Cars are officially allowed to park for up to 23 hours, but this is not actively enforced and has led to many cars being abandoned in the car park with no valid Tax and MOT. Additionally, poor management has also led to the car park being generally full 24 hours a day with few spaces available at any time. Although residents, local business, schools make daily use of the car park due to existing parking rules being limited, not being





actively enforced and locally not understood the use of the car park adds to the anti-social behaviour prevalent in the area.

The Council conducted a review of council-owned land, including car parks, across Medway for sites that may be suitable for development. The council has identified that the Luton Road Shoppers Car Park is a site that could be developed as housing and community space which was initially discussed at Medway Cabinet on 7<sup>th</sup> June 2016.

Prior to the cabinet meeting on the 7<sup>th</sup> of June 2016, Local Councillors and Cabinet Members asked Council Officers to properly brief Arches Local regarding any plans for the site. We met with Council Officers on the 2<sup>nd</sup> of June 2016 where we explained the background to Arches Local and the thinking that has emerged locally about having a market at the Luton Road shopper's car park. The meeting was very positive with the Council Officer agreeing to speak to the local ward Members and the Portfolio Holder about incorporating the market and community space ideas into their plans. They explained that although a report was heading to 7 June Cabinet that it was just the first stage in a longer process and so no firm decisions have been made yet that would preclude a different approach.

Additionally, the council ran a survey from 7<sup>th</sup> November 2016 to 5<sup>th</sup> of February 2017 to better understand more about how the car park is used and what people thought about the options that the council was considering and what aspects of car parking, housing and the community space would be important to the community if the site was to be developed.

## Active Partnerships

Though Arches Local is a Big Local group that is resident-led, its partnership also includes local organisations like mhs homes, Medway's largest independent landlord in Kent, Medway Youth Trust a youth development organisation, All Saints Community Project Trust who provide social activities, childcare, advice and training, Medway Engagement Group and Network CIC who collaboratively engage, empower and support people with mental health issues in Medway, Medway Plus a registered charity for the betterment of the residents in disadvantaged communities.

## Summary of initial approach

To gain a better understanding of how to effect real economic change in this area in developing and implementing the concept of hosting a market there. Arches Local on the 18th of July 2016 applied to the Community Economic Development programme.

The application spoke about;

- *The Shoppers 'free' car park at Luton Arches which has attracted several activities which present hazards including food vans, Tyre Company and antisocial behaviour.*<sup>1</sup>
- *Parking, inconsiderate parking, poorly planned parking across the area which causes difficulty for people trying to travel around the area on foot; by car and by bus.*<sup>1</sup>
- *Access to affordable fresh food and the growing proliferation of fast food takeaways and off-licences particularly on Luton Road.*<sup>1</sup>

<sup>1</sup> Arches Local CED Application

On the 10<sup>th</sup> of August 2016, we were notified that our application to Community Economic Development programme had been successful.

Working within the CED programme framework it became clear that the development of a “plan” was necessary. As part of the process, we have gathered information and provided support for those locally wishing to be involved having a market at the car park helping to make it a major contributor to the local economy.

Below we have shown how we delivered elements of the CED grant to support the intentions of the market to serve a local need, be owned and made up of people living locally since these are the clear priorities leading to the development of recommended future actions. We hope that the final product of the “plan” will produce a body of research that will help empower the local community in ensuring that the car park and surrounding area is developed in a positive manner reflecting the local aspirations we have recorded as part of our journey.

## Programme Planning

We met with our Community Economic Development Adviser who attended an Arches Local partnership meetings on the 18<sup>th</sup> of October 2016 where we discussed the CED plan process and the market proposal.

These initial discussions led to a workshop<sup>1</sup> with Arches Local partnership members which focussed upon the main proposal made in the Arches Local Application to the CED programme – the introduction of a Market on the Luton Road Shoppers Car Park, which is being considered for disposal or development by Medway Council.

The main elements for discussion were:

- Testing the idea against the main elements of a strong local economy
- Identifying key stakeholders affected by, or who can influence, the idea

<sup>1</sup> Notes of workshop discussion with Arches Local Friday 21st October

Leading on from this workshop the budget for the CED grant was formulated with technical support to be provided by New Economic Foundation who would facilitate and support discussion on maximising impact of the market and connecting the policy and local benefits/impacts of the proposal in relation to a proposal to Medway Council about the future of the market site.

### Community Economic Development (CED) Planning CED Grant

Survey of residents and businesses £2,500

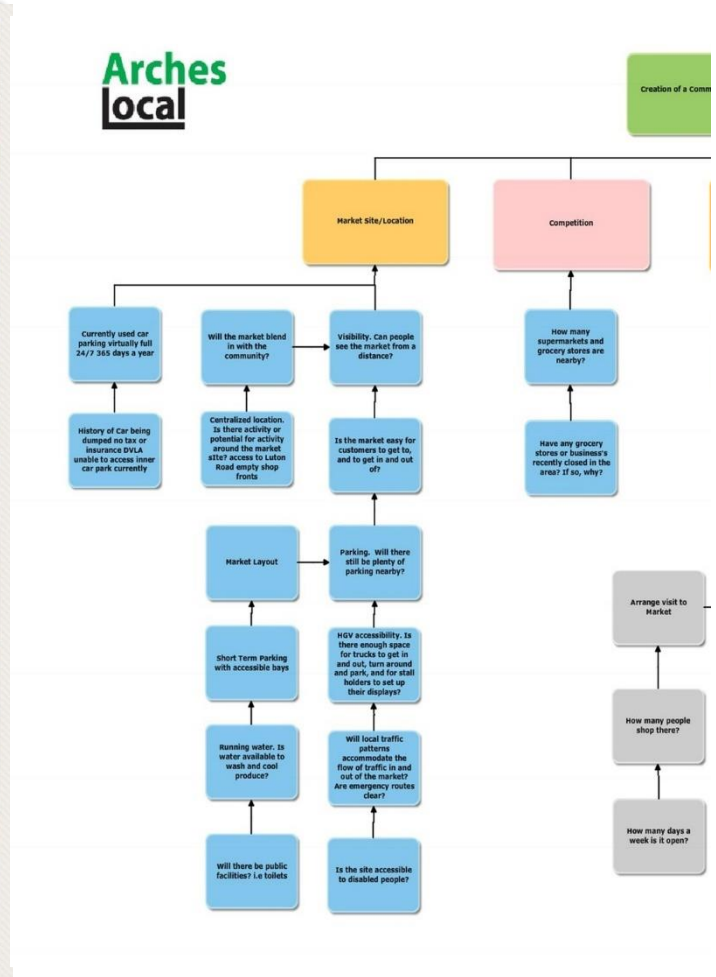
Awareness Raising Event £200

Business Support event for potential stall holders £1,600

Publicity £600

## Programme Delivery

We designed a paper and online survey and publicity material including banners and posters.



Several awareness events were run where people views were recorded via the survey and potential stall holders were identified for business support.

24 Mar 16, 2017 Medway Messenger (MM)

www.kentonline.co.uk



Stephen Perez with the Magpie Knitters club at the Magpie Centre, Chatham  
Pictures: Gary Browne FM4686185

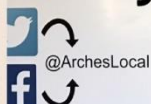
Survey captured in the local paper Medway Messenger.



## Awareness Raising



## Publicity



What Type ?  
Farmers ?  
General?  
Speciality?



What Time ?  
When?  
Where?  
How?

www.ArchesLocal.org.uk  
Community Economic Development Plan

## Community Research Survey

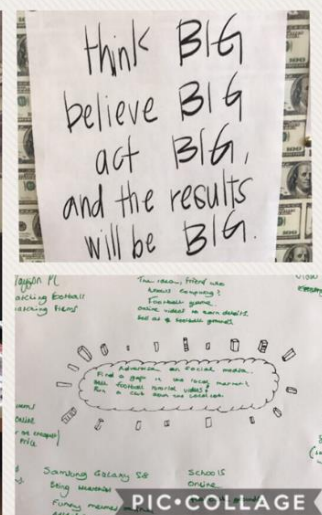


## 13 Local Voices



We recorded the thoughts of the local community about the concept of the Market <https://vimeo.com/210732334>

## Business support



Future Foundry's<sup>1</sup> whose projects bring people together with others in their communities that can help them progress – creating connections and highlighting pathways. This was the business development support element around the theme of having a market at the Luton Road Shoppers car park they sparked ideas and spoke to local school pupils and people identified from the awareness event about creating ideas about what to sell at a market and what it takes to run Market. The sessions were thought provoking, fun and interactive.

<sup>1</sup> <http://archeslocal.org.uk/social-investment/ced-market-business-development-schools-community-together/>



## Technical Support

Programme delivery was capped off with a technical support session facilitated by Rachel Laurence, from the New Economics Foundation on 28<sup>th</sup> March 2017

Below is a summarised write-up of the discussion and work undertaken during the session.



The group worked through three exercises, set out below:

### i. Long-term priorities for the local economy

Setting aside, for a moment, the immediate objectives connected with the establishment of a local market, the group discussed the longer-term objectives that Arches Local is working towards for the economy of the local area, under five headings suggested by Rachel Lawrence that set out five dimensions of how the local economy works. The following broad priorities were identified:

- In 5-10 years' time, in an ideal world**
  - **How is space being used?**
    - Housing is good quality, is less dense, and there is no poor housing
    - There is a decent amount of good, local public space (outdoors)
    - There is a straightforward road system
    - Heritage properties are restored and well used
    - The area is visually more attractive
    - There is a good amount of community space (indoors) and it is well used
  - **What types of businesses and organisations are flourishing?**
    - There is a good mix of businesses, including
    - Some chains
    - Some fresh, good food including café/s
    - Some bespoke shops
    - Affordable groceries
    - Street food
    - Businesses are good at engaging with the local community
  - **How do organisations and businesses connect with each other?**
    - Customers are shopping in a more balanced way across businesses
    - There is a better / stronger community across the different businesses
  - **How do residents and local workforce connect to local businesses/organisations (including all types of capacity e.g. as employees, owners, investors, customers, visitors, advisors, clients etc.)**
    - local workforce and residents are committed to the local economy
    - people love the place! And want to live here
    - there is a varied demographic shopping in all the shops (not segregated)

## ii. The impact of the market on the local economy

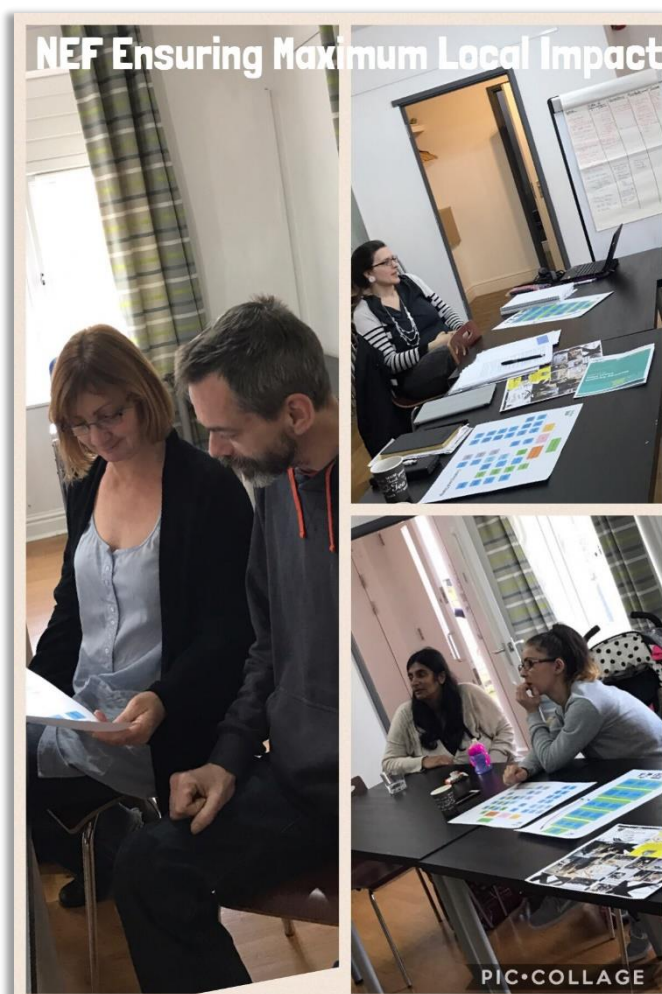
The group then discussed which of these priorities was likely to be directly influenced / achievable through the setting up of the local market; which might be indirectly supported; and which would require other bodies to be active/other activities to take place.

	Space	Kinds of business	Connections between businesses	Residents/workforce connecting to local economy	Environment
<i>Direct impact by market</i>	<ul style="list-style-type: none"> <li>- the increase in good local public space (outdoor)</li> <li>- the area is visually more attractive</li> </ul>	<ul style="list-style-type: none"> <li>- there is a good mix of businesses, including               <ul style="list-style-type: none"> <li>▪ Some chains</li> <li>▪ Some fresh, good food including café/s</li> <li>▪ Some bespoke shops</li> <li>▪ Affordable groceries</li> <li>▪ Street food</li> </ul> </li> <li>- businesses are good at engaging with the local community</li> </ul>	<ul style="list-style-type: none"> <li>- Customers are shopping in a more balanced way across businesses</li> </ul>		
<i>Indirect impact by market</i>	<ul style="list-style-type: none"> <li>- Better quality mix of housing, less dense, not poor housing</li> <li>- A more straightforward road system</li> <li>- restored and well-used heritage properties</li> </ul>		<ul style="list-style-type: none"> <li>- There is a better / stronger community across the different businesses</li> </ul>	<ul style="list-style-type: none"> <li>- local workforce and residents are committed to the local economy</li> <li>- people love the place! And want to live here</li> <li>- there is a varied demographic shopping in all the shops (not segregated)</li> </ul>	<ul style="list-style-type: none"> <li>- The local environment facilitates wellbeing</li> <li>- There is a better traffic flow</li> </ul>
<i>Needs other intervention</i>	<ul style="list-style-type: none"> <li>- More community space (indoors)</li> </ul>				

### iii. Activities to maximise local economic impact of the market

Finally, the group discussed in detail what kinds of specific activities would be useful for the market to undertake, to ensure that the objectives and priorities above can be achieved as far as possible:

- Consider setting up the market company as a CIC – this facilitates several things including the strategic shaping of the market being connected closely with the Arches Local priorities, and the revenue from the market being invested straight back into the community
- Ensure there is a great marketing strategy for the market: good online strategy, invest in decent pictures, make sure someone is taking a strong lead
- Have a \*big launch\*
- Ensure that relationships are developed and nurtured between the market traders, and the existing traders on the high street (for example – joint marketing strategy? Offering customers who've shopped at the market a discount on high street shops or vice versa?)
- Make it clear that the market is filling a gap, not duplicating the existing offer
- Run training on general skills required for the market trading to encourage plenty of take-up by potential traders
- Make a commitment to offering demand-led training, including basic business skills, specific market-related skills, improving quality
- Undertake some specific work on how to get businesses interconnecting – supporting each other
- Bring in creative and arts-based work
- Could, if necessary, make some concrete estimates (in hard numbers!) of the anticipated rise in Footfall to the high street and to the area generally
- Increase in local spend (e.g. you aim that for every £x spent in the market, there will be an increase of £x spent in the local economy by that same customer, plus you aim that for every £x spent in the market, you create £x value in the local economy through how much of that money will be re-spent locally by the trader themselves on procurement, by the trader on market fees which you'll re-spend, on local wages which will get re-spent locally, etc.



## Our Voice (findings of the survey)

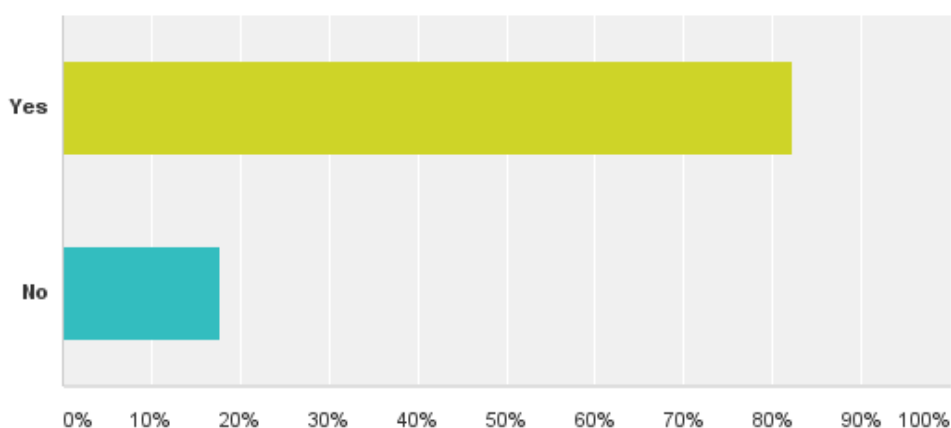
The survey that was created asked several questions that were chosen from discussions locally about what aspects of the market would be important to people and questions raised from discussions at the workshops that we had held as part of the CED process.

The survey was made available online and in a paper, format the clear majority of data was captured on the paper format where it was completed at the awareness events we held, or individuals would be rewarded with a drink and slice of cake if they returned it to the Magpie Community Centre Café.

Please find below some of the findings of the survey report<sup>1</sup>

### Q1 Would you be interested in a Market at Luton Road Shopper's Car Park?

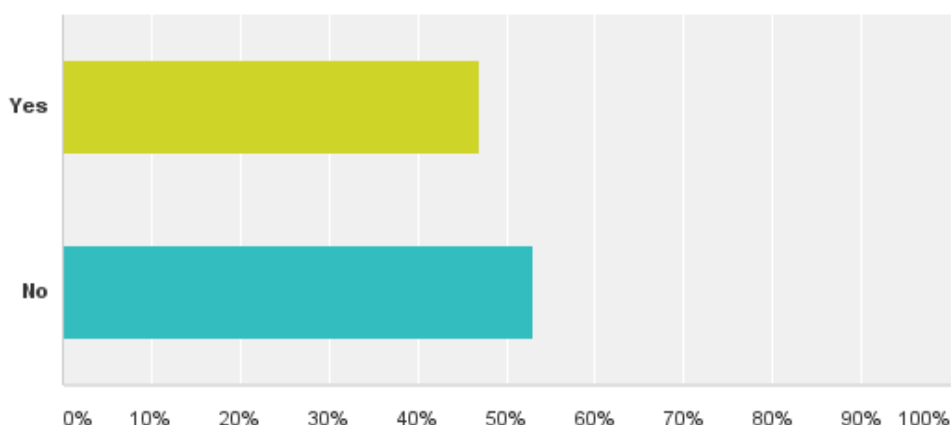
Answered: 129 Skipped: 0



Over 80% of those asked were interested in the Market.

### Q2 Do you Currently Shop at an outdoor market or locally?

Answered: 128 Skipped: 1

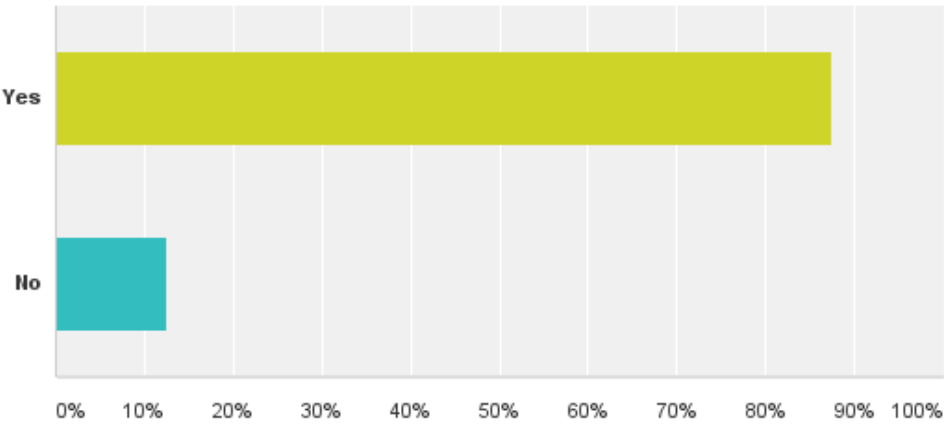


Over 50% do not currently Shop at an outdoor market or more importantly locally

<sup>1</sup> Arches Local CED Luton Shoppers Car Park Survey report

Q5 Would you buy locally made products ?

Answered: 127 Skipped: 2



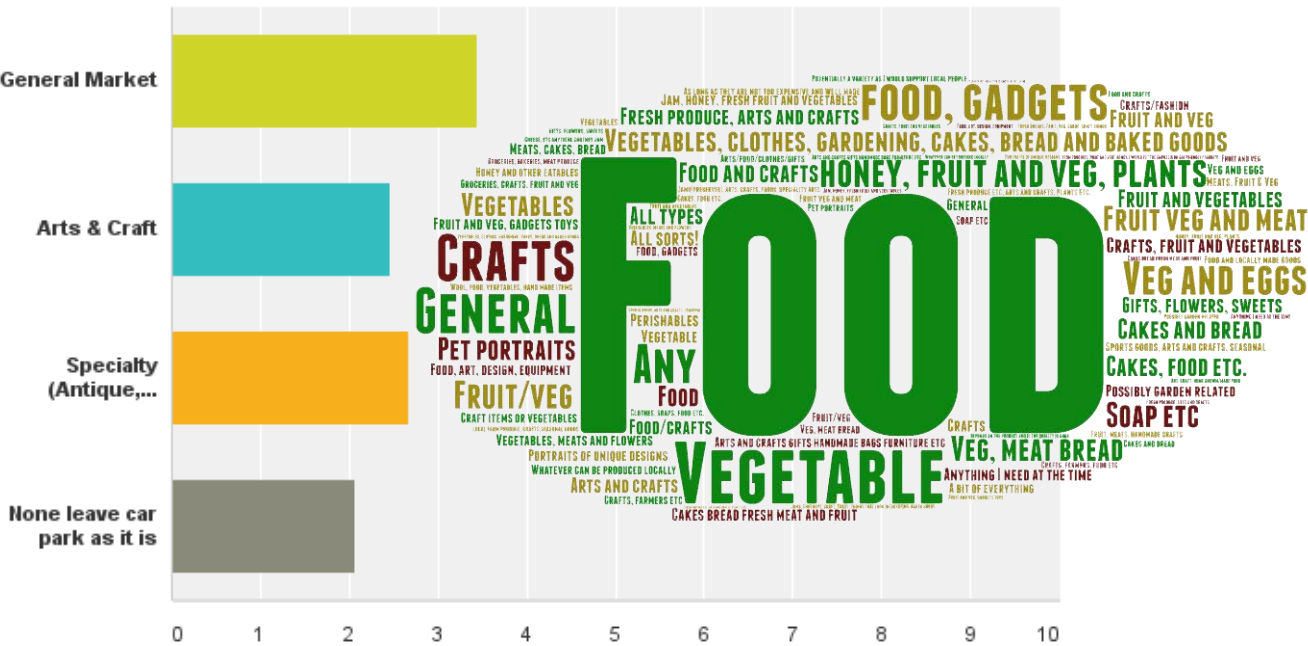
Over 85% said they would buy locally made products.

The answers to these 3 questions indicate that though there is locally a demand to shop and buy in the area and locally made products the retail offering locally is not meeting or shaped to local demand.

What would type of market or goods people wanted on offer the answers indicated that people wanted a wide and mix offering that encourages people to use the market as a one-stop shopping destination.

Q3 What type of market would you like at Luton Shopper's Car Park (1 Most to 4 Least)

Answered: 125 Skipped: 4



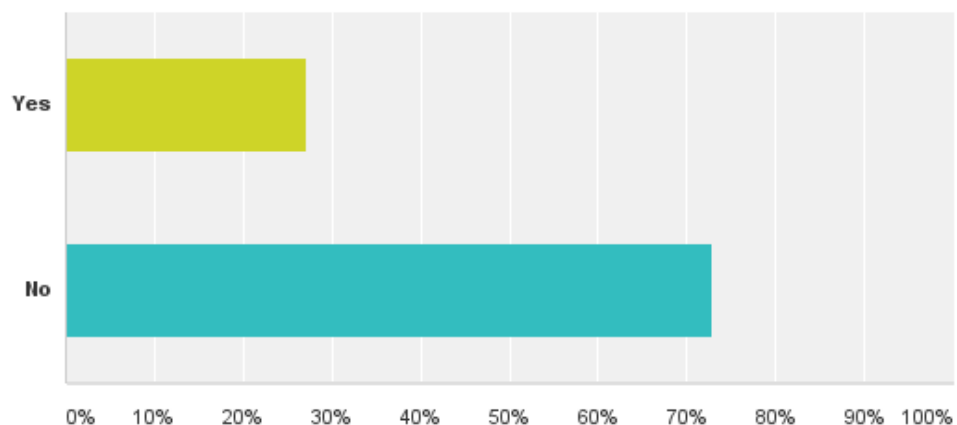
*Alternative uses for the site?*



The recurring theme of keeping the location as a Carpark were recorded, but also interesting ideas that included turning part of the car park into a beach in the summer and an ice rink in winter. That space could be converted into a sports play park, children play area or a giant wool shop.

**Q8 Would you consider running a stall at the market?**

Answered: 125   Skipped: 4



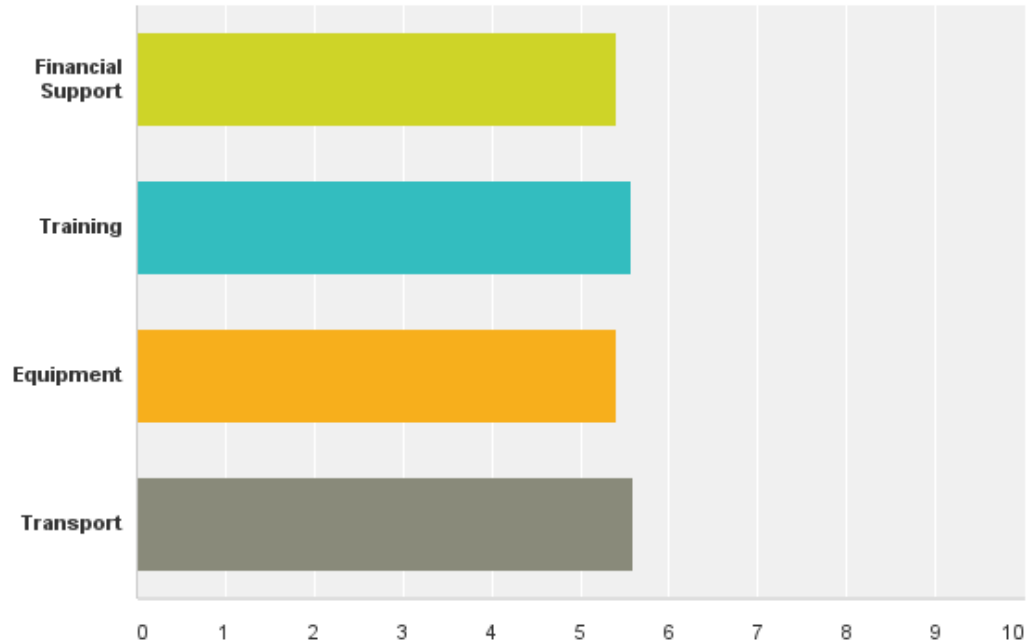
Over 25% of people surveyed said that they would consider running a stall. We want to understand better what would help support those interested in running a market stall so asked them further questions in the survey to gain a better understanding of current or any future support offered.

When asked, what would help them in running a stall and how important it was people indicated that they would probably require a broad range of support:



**Q9 What would help you with running a stall?**

Answered: 73 Skipped: 56

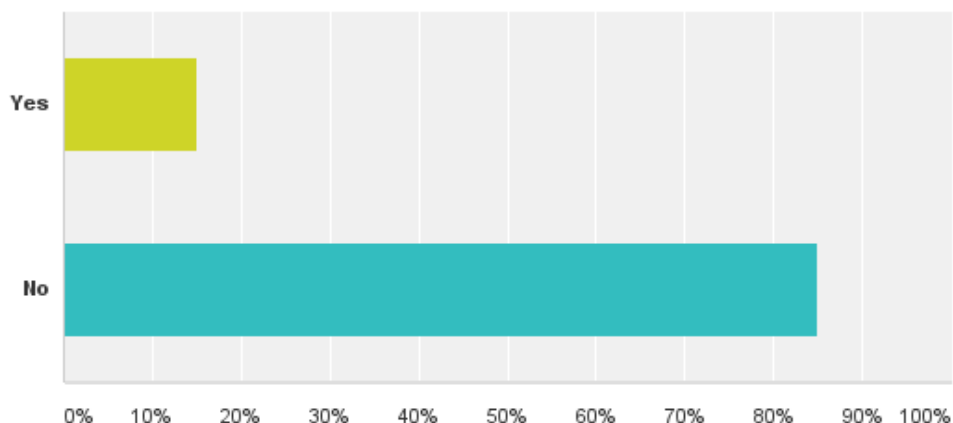


*Other support required please specify?*



## Q10 Would you be interested in running the Market

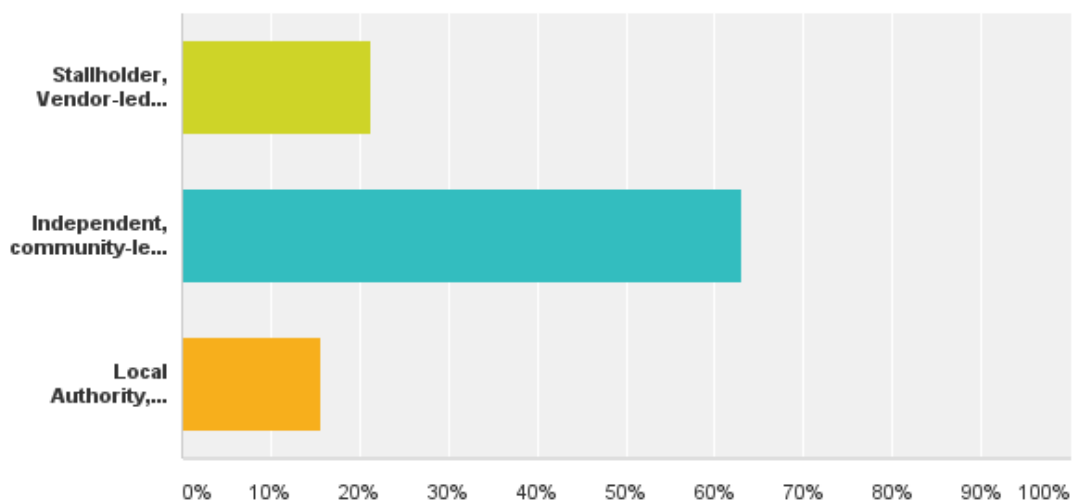
Answered: 126 Skipped: 3



Not surprisingly only a small number of people expressed an interest in running the market.

## Q11 How would you like to see the Market run?

Answered: 108 Skipped: 21



Over 60% of people asked indicated they would like to see the market run independently and community led.

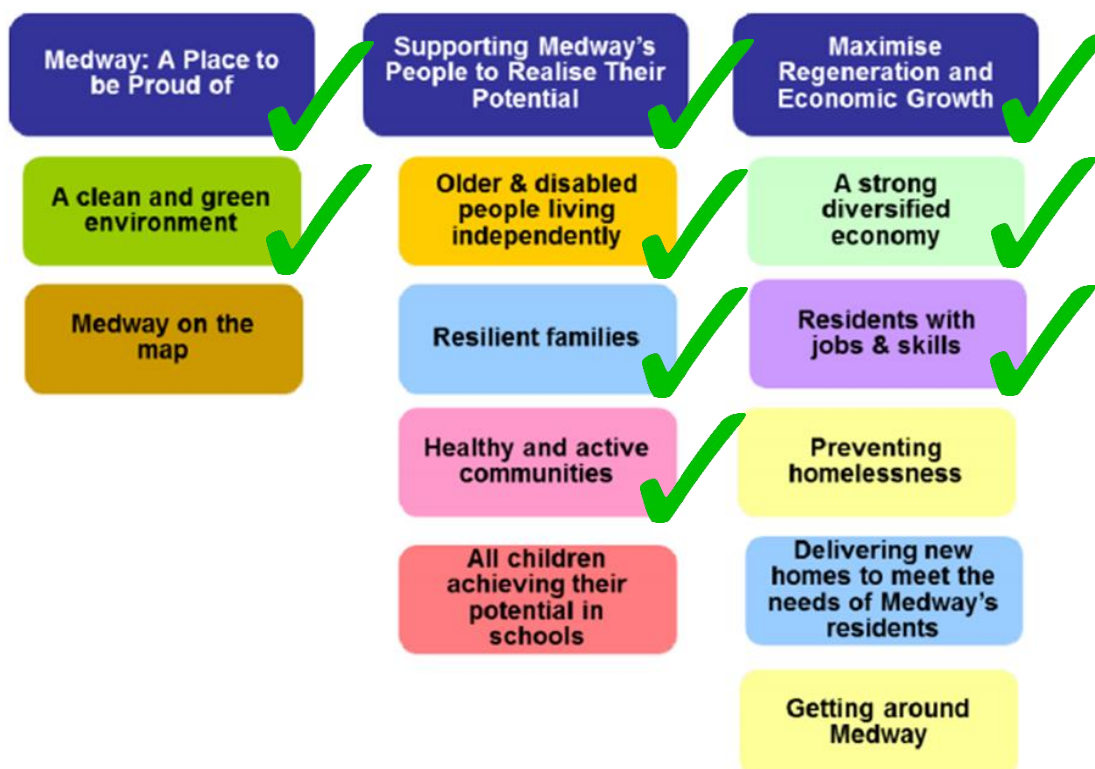
Conclusions from the survey indicated that there was clear interest in developing the idea of hosting a market at the Luton Shoppers Car Park which would aid the local economy and support people locally. The repeated themes of wanting a wide range of business and offering operating from the market, that people felt that the market would be best run independently by the community. That many people wanted to shop locally but that the offering was not available forcing them to travel out of the area. That some people locally did want to be involved in being market stall holders but that they may require a broad level support to facilitate it. We thank all those that took the time and shared their thoughts and opinions as part of this process.



## Supporting Local Policy

When we look at a diagram<sup>1</sup> of Medway Council Plan of Priorities and Outcomes we have given a green tick to the priorities and outcomes that would be positively impacted and we believe help the council achieve these priorities and outcomes locally by introducing a market at Luton Road Shoppers Car Park.

**Diagram 1: Council Plan Priorities and Outcomes**



<sup>1</sup> [http://www.medway.gov.uk/pdf/2016-17%20to%2020-21%20Council%20Plan%20\(page%2013\).pdf](http://www.medway.gov.uk/pdf/2016-17%20to%2020-21%20Council%20Plan%20(page%2013).pdf)

Below we have listed some the reasons we feel the market will help Medway Council achieve some of the above priorities and outcomes.

- Regenerating the physical appearance around the car park and be better managed i.e. less dumped car, fly tipping and antisocial behaviour.
- People travelling less reducing their carbon footprint and better utilising current onsite recycling facilities i.e. shared skips for taking away community and market refuse on market days. Or for older people travelling less far to shop increasing their independence
- More businesses with a better mix meeting the needs of local people and supporting people to be healthier and more active. i.e fewer takeaways and convenience stores
- Provide training and skill acquisition to help people locally be employed within the Market or better achieve employment elsewhere.
- Improve economic growth and promote a diverse economy with more employment and small business opportunities and helping keep money spent and earned locally.



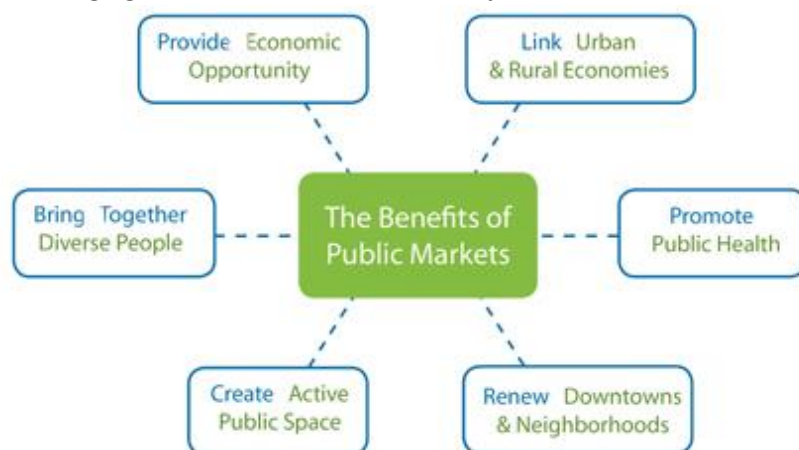
## Aims, Outcomes, Impact and the Future

From the evidence, we have gathered and what we have learned during the CED process and developing the plan. We would like the Luton Road Shoppers Car and any future development plans to include the provisions of a regular market to held periodically. That the market offering should be mix and help promote residents to live healthier, be more active and act as a popular destination meeting point. For the location to be retained overall as a car park to the benefit of both residents and businesses but to be better managed with parking rules that discourage the antisocial behaviour regularly exhibited there. We will put forward the market concept at the car park to the Public consultation on Medway Council Local Plan proposals which closes on the 30<sup>th</sup> of May 2015.

We will work closely with partners to ensure that we maximise the employment opportunities by promoting stall holding to local businesses and people. Those interested needing more assistance will be aided through providing tailored training, mentoring and opportunities through creative events.

We aim to set up a new organisation to run and manage the market/car park/recycling centre while working with Medway Council to ensure that their plans include some form of community space to enable holding a market or further develop some of the other suggestions brought up in either ours or the Medway Council survey.

We will ensure that the Local Community will have a long-term say in the future of Luton Shoppers Car Park and the running of any market at that location. We believe this will help improve and increase business activity to meet the local changing need. That the market is not just a place of commerce. Successful markets help grow and connect urban and rural economies. They encourage development, enhance real estate values and the tax base, and keep money in the local neighbourhood. Public markets also offer low-risk business opportunities for vendors and feed money back into the rural economy where many vendors grow, raise and produce their products.





The spin-off benefits of markets are numerous. From increasing access to fresh, healthy food to providing important revenue streams, markets positively impact local businesses, governments, and residents. But, perhaps most important is the way markets serve as public gathering places for people from different ethnic, cultural, and socioeconomic communities. As one of the few places where people comfortably gather and meet, markets are our neighbourhoods' original civic centres.

The following tables highlight the aims/outcomes, activities over time, their impact and how we can measure their success.

<sup>1</sup> <https://www.pps.org/reference/the-benefits-of-public-markets>

Aims and Outcomes	Activities			Impact	Measurement
	Short Term 1 <sup>st</sup> Year	Medium Term 2 - 3 Years	Long Term 4 – 6 Years		
<p><b>Social</b></p> <p>Increased contact between residents and businesses</p> <p>Decreased anti-social behaviour better management of car park</p> <p><b>Enviromental</b></p> <p>Increased use of recycling centre</p> <p>Reduce the need to travel by car or bus to go shopping.</p>	<p>[REDACTED]</p> <p>Car park rules changed and actively managed by Medway Council</p> <p>Improve existing facilities provision of skips on market day,</p> <p>[REDACTED]</p>	<p>Hold taster markets i.e. Student Makers market with Future Foundry</p> <p>[REDACTED]</p> <p>✓</p> <p>Markets held on regularly basis.</p>	<p>✓</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>✓</p>	<p><b>Social</b></p> <p>Improving economic growth, local spend and promote a diverse economy, businesses are better at engaging with the community</p> <p>Car park cleared fully or partly so that it can be used for a market or other community uses other than parking.</p> <p><b>Enviromental</b></p> <p>Reduce fly tipping in the area the area is more visually attractive and promotes wellbeing.</p> <p>Increase affordable shopping opportunities for people with limited mobility and finances</p>	<p><b>Social</b></p> <p>Residents shopping in a more balanced way across businesses and better mix of businesses.</p> <p>Decrease in Crime stats for Anti-Social Behaviour in and around that area, People like and want to live there.</p> <p><b>Enviromental</b></p> <p>Improved visual appearance in and around the car park and people loving and committed to keeping the area tidy</p> <p>Improved flow of traffic and better traffic management reduction in carbon emissions</p>

Aims and Outcomes	Activities			Impact	Measurement
	Short Term 1 <sup>st</sup> Year	Medium Term 2 - 3 Years	Long Term 4 – 6 Years		
<b>Economic</b>  Increased community use and management of a poorly managed and heavily used site.  Demonstrate feasibility of having a market and develop a plan and structure to run it and secure the site  Increase community Ownership.  Increased employment of residents in our area on the market  Improved possibilities for residents to access employment and start their own business	Ensure Medway Council future for the car park include the market      Test market ideas via pop up stalls and creative events.  	  Develop and organisation to run and manage the Market and Recycling area.    Provide tailored business support and English and maths courses integrating the market.	    Making a bid to the council for the site.    ✓	<b>Economic</b>  The plans and concept of the community led market, are included in Medway Local plan.  Develop and organisation to run and manage the Market and Recycling area.  Securing the site on a temporary pilot basis or long term for the benefit of the community.  Provide local community with experience of running market stalls and using a market.  Increase the skills and employability of the local community to access a market stall or other employment	<b>Economic</b>  That the Local Plan mentions the option of a market at the car park.  That a community led independent organisation is running the market.  That the site is kept as a car park or that any development includes community use.  Residents are working locally and committed to improving the local economy.  The numbers of residents having no qualifications decreases. Increase in small size businesses locally

Activities				Impact	Measurement
Aims and Outcomes	Short Term 1 <sup>st</sup> Year	Medium Term 2 - 3 Years	Long Term 4 – 6 Years		
<b>Economic</b>  Have a market operating regularly at the Luton Road Shoppers Car Park		Support residents to take on a stall at the market		<b>Economic</b>  Increased business ownership by residents in our area. Less derelict uncared for empty shops	<b>Economic</b>  Less empty retail units in and around the car park Increase in small to med size businesses and improve the look and feel of the environment.





Whilst the continued meetings of the Arches Local partnership involved in the CED process and plan will continue to discuss and work towards having a market at the Luton Road Shoppers Car Park, many of the aims and outcomes of this plan will require further funding than was provided by the CED grant.

Expected support and funding may be required to accomplish the following;

Actions / Resources	Priority	Partners / Finance
<p>Further, develop the feasibility of the market.</p> <p>Testing the idea, Market equipment;</p> <p>Steel Storage Container to be situated at the car park and used for storage and double as advertising for the market.</p> <p>Stalls, Lights, Hoardings, Canopies, Generators.</p> <p>Market Van/Truck overcoming the barrier of transport raised in the survey.</p> <p>Insurance Package for Stalls/Market removing another barrier for local residents</p> <p>Professional advice around asset transfer and business vehicle creation/planning.</p> <p>Purchase and invest in the car park site further developing the market and recycling area.</p>	<div data-bbox="699 723 890 1346">Short Term 1<sup>st</sup> Year</div> <div data-bbox="699 1361 890 1588">Medium Term 2 - 3 Years</div> <div data-bbox="699 1603 890 1854">Long Term 4 – 6 Years</div>	<p>Work in partnership with Medway Council. Arches Local pay for the Market to be visualised and further feasibility of the site using Landscape Architects Melioci £3,000.</p> <p>Arches Local purchase a 20ft x 8ft steel container cost/transport £2,000.00.</p> <p>Through a combination of match funding from Arches Local and accessing the support detailed in the report purchase the market equipment and vehicle.</p> <p>Covered by Arches Local or Medway Council</p> <p>Receive support/advice from Medway Voluntary Action and CO-OP's UK on developing/creating the business vehicle for the Market and Red Zebra and MHS homes to assist on the asset transfer of the site.</p> <p>Working with Medway Council Councillors, Medway Plus and other partners to secure additional funding to purchase and invest in the market and recycling site</p>



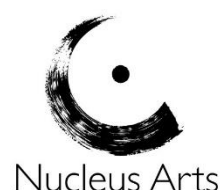


*Example advertising on storage container*

In addition, we have the following resources available to support developing the Market:

- from partners: mhs homes, Medway Plus, Medway Youth Trust, Turning Point, Medway Voluntary Action, Red Zebra Community Solutions, providing free office space, equipment, free advice, volunteer time and access to some of their resources.
- Arches Local Residents providing some of their time for free including; community researchers; locals supporting activities, events and taking part in plan development.
- Big Local supported by Local Trust with access to a national network of Big Local areas including; free training, seasonal events, themed workshops, Big Local reps (Advisors).
- Arches Local Planned Community Space on Luton Road (Adjacent to the Car Park) for training using existing partners including Future Foundry and Maths and English CIC.
- Utilise and further develop relationships with Icon Theatre, Riverside One Studios and Nucleus Arts to provide Arts-based activities and performances on Market Days.

**Local Trust** | **Big Local**



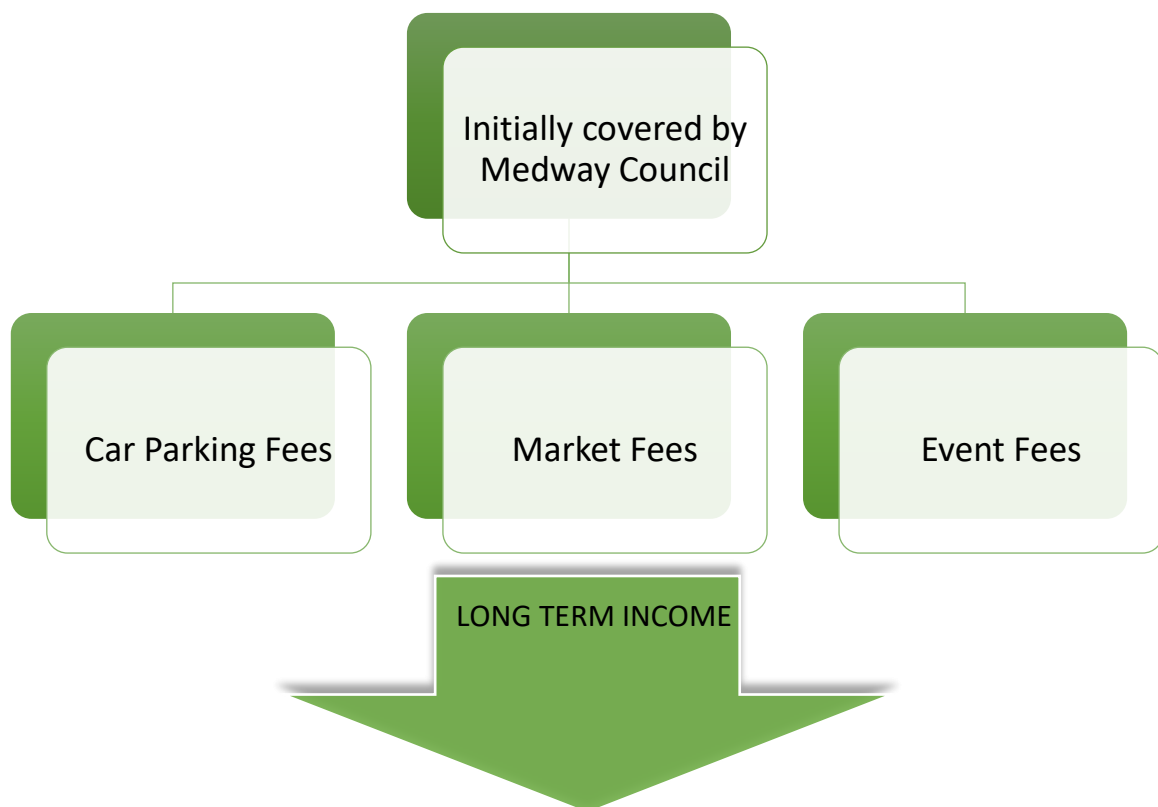
## Arches Local Year 2 Plan and Future Investment

Within the budget heading Social Investment, there is available £7,500 to further develop the creation of a market. Leading on from progress achieved during the CED process, if necessary the Arches Local partnership could decide to increase this amount to aid in achieving certain outcomes detailed in the plan. Current budgeted funding could also be used to match fund additional elements of other bids to further support the aims and outcomes.

Our Big Local plan has over 7 years left to run we don't expect the Market to evolve overnight in an area where little has changed over such a long period. We are patient and committed to ensuring that the car park is of better use to the community and any such development of it reflects the voice of our community.

The Arches Local partnership will look in the immediate future to develop its own vehicle i.e. Community Interest Company/Organisation to enable it to access directly the indicated possible funding where best. Arches Local will also continue the success it has had to date in working in partnership with other local organisations in leveraging additional funds into the area.

Short term Income with the meanwhile use of the site could be earned if the site was to begin charging Car Parking Fees some of these fees could initially be used to help setup and offset the costs of the Market leading to being long-term revenue for the site owners. Market or Event Fees that would be generally paid to Medway Council could be covered/waived by them similarly to our events held at Luton Millennium Green and Town Hall Gardens parks each year. These 3 forms of income could then become guaranteed long term revenue streams for the organisation running or owning the market site.







## Funding Sources

Below is an overview of some of the support currently available or about to become available that may help in achieving the aims and outcomes that have been highlighted or where additional support or funding may be required.

### Awards for All

*Awards for All offers grants of between £300 and £10,000 for grassroots and community activity that aims to improve life for local people and neighbourhoods. It doesn't have a deadline and you can apply at any time.*

<https://www.biglotteryfund.org.uk/global-content/programmes/england/awards-for-all-england>

It has a focus on projects that will impact on local communities, particularly around skills, health and the environment. Recent changes to allow the payment of wages and could be particularly useful for funding feasibility work for the market, or helping develop the organisation to run the market.

### Bright Ideas Fund

*The Community Business Bright Ideas Fund aims to give your community group the support and tools to start setting up your community business. It will also give your group the early stage finance that you need to carry out consultation with local people and feasibility studies to develop a community business idea the community wants and needs. Grants of up to £20,000 with an expected average of £14,000*

<http://mycommunity.org.uk/funding-options/bright-ideas-fund/>

We have highlighted what the Bright Ideas Fund offers in relation to supporting where additional funding may be required;

- **Community Business development plans, to help successful groups shape and develop strategies and plans for their community business**

Examples of what can the grants be spent on?

- **getting established as an organisation (legal fees, registration fees etc.)**

The Bright Idea Fund focuses on developing local community assets and community business idea with current and future rounds;

*31 May 2017: Second window closes*

*September 2017: Third window opens*

*February 2018: Fourth window opens*

## Reaching Communities

*Reaching Communities provides funding between £10,000-£500,000 for voluntary or community groups.*

*With a focus on projects that support:*

- *Lasting and sustainable changes to places and spaces*
- *Communities to develop happier and stronger relationships with each other*
- *Taking action to focus on the root causes of social problems to tackle them at the earliest possible stage.*

<https://www.biglotteryfund.org.uk/global-content/programmes/england/reaching-communities-england>

How will the application be assessed?

- *Have people with an interest in your project been significantly involved in its planning, have they influenced its design, and will they continue to help shape its delivery?*
- *Will your proposal enable people to address a clearly defined need that matters to them and does it seek to fill a gap or complement other services and activities?*
- *Will the activity make a positive difference in your community?*
- *Is your organisation best placed to deliver and achieve the proposed outcomes, and does it have the appropriate links within your community?*

A reaching communities bid could be used to purchase or support the asset transfer of the car park. The CED plan is a roadmap to how any potential bid around the Market would easily meet their assessment criteria.

## Power to Change – Community Shares

*Community shares are an ideal way for communities to invest in businesses that serve a community purpose. This type of investment has been used to finance shops, pubs, community buildings, renewable energy initiatives, local food schemes and even a pier!*

*Power to Change has teamed up with the Community Shares Unit to further boost share issues and their uptake. We have put £1 million into the pot to match the investment raised through community share issues and to increase take-up in areas of disadvantage and in under-represented sectors.*

<http://www.powertochange.org.uk/funding/community-shares/>

<http://communityshares.org.uk/>

Community Shares could be used to raise investment for the organisation running the market to make the car park and recycling area suitable and purchase market equipment. The individual share offer could be set low at £10 so that as many people as possible in the local area could become a shareholder and could feel involved. The maximum investment limit could be set at a higher level i.e. £20,000. Arches Local could also be a major shareholder and as the area is categorised as disadvantage It would stand a good chance of having investment match by Power to change.

## Final Thoughts

We feel bolstered with the experience of the CED process and in developing the plan that the future is bright for Luton Shoppers Car park. We now look forward to implementing what has become a shared vision of the community for a holding a market at the Luton Road Shoppers Car Park that will better reflect the diverse, vibrant, interesting people that live around it.

We believe that it will help Medway achieve many of its strategic regeneration and growth aims in helping deliver the skills that the local economy needs and make our area a strong integrated community with harmony between new and existing businesses and residents – where the benefits of market development and investment are shared by the whole community.

That it will harness and foster the local creative talent in the area, provide more employment opportunities and improve the employability of those involved. While some Arches Local Residents will commute to jobs outside of the area, there were around 685 jobs in the Arches area in 2015, down from 1,075 in 2011. With a population aged 16-64 of 3,400 people in 2015, this means there was a “job density” of around 1 job in the area for every 5 residents.

We believe that for the area to be a place to be proud of and to better support those that live there this trend needs to change. We know that the Market will be a vehicle for creating much-needed jobs locally, encourage local economic regeneration, help bring the whole community together both residents and business. It will also have a positive impact on the environment as it will reduce the amount of excessive commuting for those having to travel outside the area to find gainful employment and enhance the recycling facility currently on offer.

Finally, we would like to thank all those that have been involved in our CED Journey in producing our plan with special thanks to the Residents of Arches Local who have supported our CED events giving their thoughts and opinions and our CED Adviser Lorraine Hart who support and advice has been of great value.



Arches Local Luton Road Shoppers Car Park  
Community Economic Development Plan

I  Chatham



- TOP 10 TIPS: MARKET STALLS
1. Determining suitable product for a market environment:
  2. Balancing your display space:
  3. Unique displays – something to remember you by.
  4. Brand recognition – How will you be remembered?
  5. Offer multiple payment options:
  6. Wear your product/ display its uses:
  7. Market specials & incentives:
  8. Attitude & Feedback:
  9. Stock preparation:
  10. Follow up – leaving a last impression:



[REDACTED]

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**From:** Barbara Freshwater [REDACTED]  
**Sent:** 16 February 2017 11:14  
**To:** futuremedway  
**Subject:** Fwd: local plan - Who is saying Hoo Village should be turned into a Town against the wishes of residents !!!!

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Please, please complete the future of Medway consultation survey - otherwise Medway Council and Developers will continue to destroy our lifestyles as they will say no one has complained !!!!!**

I do not want Hoo Village to be turned into a Town because Medway Council says so?!

I do not want more cars and lorries going through Hoo Village until congestion looks like Strood Town?

**If** Medway Council needs 29,495 new homes then surely the 7,000 already Council approved homes but unbuilt homes should be built first -it will take 15 years at the current build rate!

I say 'NO' to Hoo Peninsula precious green fields around our villages being built on just because housing developers make more money building on our green fields. They also break promises and do not pay the Council any fair contribution to new services, infrastructure, local housing for local people or new roads or sewer systems. Local people get nothing from developers - let us see improvements first, new affordable housing to rent or buy first, homes for essential and key workers such as nurses first.

I do not trust housing developers who make massive promises getting planning approval but once building starts to give practically nothing back to improve village lifestyles and local communities and will just walk away with £1.3 billion profit after making Hoo into one massive building site with Medway Council getting £55 million extra Council Tax per year. I do not accept that and it is councils fault that we have vacant doctors surgeries I and not enough doctors with waiting lists, no hospital beds, no major transport schemes and urgently needed new road, totally inadequate public transport



and no alternative to car-based travel, no traffic wardens to protect our children and elderly because of massive illegal parking despite 3 car parks, not promises to replace football and cricket pitches or leisure and parkland, no shops and no additional parking.

**I am not prepared to stand back and say nothing about inappropriate plans for Hoo Village and surrounding small villages of High Halstow, Lower Stoke, Allhallows, Grain, Cliffe and Cliffe Woods and plans for commercial use of land which generate massive more impacts on our already overcrowded roads.**

**I will be voting against the conservative Medway Council if they do not protect the precious green fields of Medway against building companies**

Building companies expect to railroad their plans through the Council without regard local communities needs and destroying our village lifestyles - just lots of hot air promises such as 'balanced and sustainable strategy' and 'new housing would boost the catchment of services and facilities' is not good enough.

[www.medway.gov.uk/futuremedway](http://www.medway.gov.uk/futuremedway) you do not have to complete all the question -just put your views. I do not want etc.....

You can also send your views in writing to the Planning Policy, Regeneration, Community, Environment and Transformation, Medway Council, Gun Wharf, Dock Road, Chatham, ME4 4TR

Miss BARBARA TOWES

May 25<sup>th</sup> 2017

Dear Mr Howard Doe,

Forgive my writing -  
but I do hope I am not too late - to have my say  
that I want Medway to stay Green - & I  
do agree, that we should have that Local  
plan to take us to 2035

We really need this local plan - to stop  
rampant development - & minimise the pain.  
So I do hope my view, to have this plan  
to be passed, is not too late.

I have only just read about this in the  
Medway Messenger newspaper today.

And because I have sight problems, i.e.  
a childhood strained eye muscle injury  
to my right eye - & because of my notes of it  
being destroyed - I'm left with wrong treatment  
of my eye - i.e. wrong painful glasses that  
cause lots of sight problems, so I am unable  
to use a computer & I do not have one.

I do hope it is alright that I have  
written a letter instead, as it is better  
for me to write as I need to use a  
magnifying glass to see to write.

I do. Also hope. my view - will count.  
being. written - in a letter. as I know. letters  
~~do~~ do not count. so much these days.

I have enclosed. a SAE so. you can.  
please. if possible. let me know. if  
I was. intenc. for my view to count.  
& make a difference.

Yours sincerely

Barbara Towns.

P.S. I also worry very much. about.  
the way. our old buildings  
are being destroyed. & made into  
flats. they are. destroying our  
history. soon there. be nothing  
left. but flats everywhere. & I  
really worry. over. what will happen.  
to St Barts hospital. they got no.  
room. at Medway hospital for.  
people. yet they close St Barts.  
All Saints. hospital. went years  
ago. & is. now. you guessed it -  
flats. I am a stranger. here  
now in Chatham. yet I was born  
here. as my mother father. & grand-  
-parents. & before them. but I don't  
fit in here. any more  
especially. were I live. Luton Rd,  
PTO



3

P.S. I do not want, for us, to lose, our Rec.  
or Victoria gardens, etc. so they can put  
houses, & flats, there, I really do not want  
that to happen.