

Reference	Name	Organisation	On Behalf of
HDF 11	John Codling		
HDF 12	Melanie Rees		
HDF 13	Richard Lewis	Vincent Goring	Trenport Investments
HDF 14	Les Brown	L Brown Associates	
HDF 15	Ben Young	Lee Evans Partnership	
HDF 16	Alan Byrne	Historic England	
HDF 17	Christopher Johnson	Avison Group	National Grid
HDF 18	Mike Windsor		
HDF 19	Sue Saunders		
HDF 20	Jude Keen and Steve Hill		

Ref:

Planning for Growth on the Hoo Peninsula Response Form

This response form has two parts to complete below.

Data Protection

Personal information gathered on this form will only be used for planning policy purposes and will be held in accordance with the requirements of the Data Protection Act 2018. Your contact details will be **kept confidential** but your comments will form part of the public record of the consultation and published on the council's website. Please address any questions or requests regarding our data processing practices to planning.policy@medway.gov.uk.

Details about how your information will be held and used are found on the link below:
https://www.medway.gov.uk/info/200133/planning/714/planning_service_privacy_statement

Part 1 – Your Details

Name: Mr. J. Codling

Name of organisation (if applicable):

Address:

[Redacted Address]

Email:

[Redacted Email]

Phone:

Ref:

Part 2 – Your Response

- This public consultation proposes a vision for growth on the Hoo Peninsula.
- The vision should help to make it clear what we want to achieve. It should be clear, realistic and locally distinctive.
- The vision is important because it will guide the objectives, policies and design principles.

The proposed vision is:

By 2037, Hoo St Werburgh will be a thriving rural town, sensitively integrated into the extraordinary landscape of the Hoo Peninsula. A valued place providing homes, jobs and services for vibrant communities. A small town with an attractive choice of travel connections. A place built for the future, and respecting the past.

1. **Do you get a clear sense of what the Hoo Peninsula will be like by 2037?**

Yes ☐ yes

No ☐

Comments: You are wrapping up the destruction of the local landscapes, by making out it will improve our wellbeing. Nature has done a fine job over the years without it being covered in large swathes of concrete, brick and tarmac.

2. **Does the vision describe the Hoo Peninsula as opposed to anywhere?**

Yes ☐

No ☐ No

Comments:

3. **Does the vision reflect your priorities?**

Yes ☐

No ☐ No

Comments: [REDACTED] my house backs into fields with pheasants, partridge and skylark. your vision puts an access road along the rear boundary of my property, so I no doubt will have lorries, and buses within meters of my garden being able to look into it and destroying my privacy. Also no doubt devaluing it.

4. **Is it concise and easy to understand?**

Yes ☐ yes

No ☐

Comments: it describes perfectly how to destroy a village

5. **How can we measure success of achieving the vision?**

Comments: By the amount of extra council tax you receive!

6. **Can you set out a better vision for growth on the Hoo Peninsula? Please tell us:**

Why does it have to be Hoo, use brownfield sites use other areas with good access already in place such as Capstone area.

Ref:

7. Please use the space below to make any other comments on the consultation document:

This document sets out a grand plan and portrays how wonderful it will be to live in an urban environment with “green corridors”. We have all seen what the recent piecemeal developments have done to the character of this village.

Don't sugar coat this vision as improving everyone's lives, as it will not.

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Part 1 – Your Details

Name: Mrs Melanie Rees

Name of organisation (if applicable):

Address: [REDACTED]

Email: [REDACTED]

Phone: [REDACTED]

Ref:

Part 2 – Your Response

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1. Do you get a clear sense of what the Hoo Peninsula will be like by 2037?

Yes ☒

No ☐

Comments: Yes, I get a clear sense of what Medway Council would like – thousands of new houses, surrounded by a pleasant green environment. There is a hint at the provision of health facilities and schools but little to inspire young children teenagers and the elderly. Travel options are not practical for many potential residents.

2. Does the vision describe the Hoo Peninsula as opposed to anywhere?

Yes ☐

No ☒

Comments: No, not really because the Hoo Peninsula is changing so much and will be unrecognisable by 2037. The Hoo Peninsula is being overrun with houses, roads, railway station and the new car park.

3. Does the vision reflect your priorities?

Yes ☐

No ☒

Comments: My priority would be for the Hoo Peninsula to remain unspoilt but I appreciate the demand for more homes and if it has to be developed then I would have preferred development to be along the lines of Milton Keynes (MK). MK provides a better way of life for families with a series of villages each with its own identity providing local schools, a local health centre, shops and play areas. The villages are divided from each other by roads and green corridors but linked by pedestrian redways. Dotted amongst the villages are industrial hubs providing employment opportunities for many residents. Others commute to London by coach or train – both stations centrally located with regular bus services in and out from the villages.

MK itself has excellent entertainment and sports facilities.

Sadly, the Medway vision is of an environmentally friendly commuter town.

4. Is it concise and easy to understand?

Yes ☒

No ☐

Comments:

5. How can we measure success of achieving the vision?

Comments: Survey the Hoo residents in 2040 and ask the question 'Does Hoo provide a better way of life for families and residents?'

Ref:

6. Can you set out a better vision for growth on the Hoo Peninsula? Please tell us:

Please see my response to Question 3

7. Please use the space below to make any other comments on the consultation document:

My comments are to be found in my responses to the questions raised.

Ref:

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Part 1 – Your Details

Name: R Lewis

Name of organisation (if applicable): Vincent and Gorbing on behalf of Trenport Investments Limited

Address: [REDACTED]

Email: [REDACTED]

Phone: [REDACTED]

Ref:

Part 2 – Your Response

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1. Do you get a clear sense of what the Hoo Peninsula will be like by 2037?

Yes ☐

No ☐

Comments:

2. Does the vision describe the Hoo Peninsula as opposed to anywhere?

Yes ☐

No ☐ ☒

Comments:

The vision makes limited references to the development reflecting the local or regional character and identify of the Hoo Peninsula in this part of Kent and there is a danger that it could easily become an 'anywhere' development that could be anywhere in the country and does not reflect the location.

3. Does the vision reflect your priorities?

Yes ☐

No ☐

Comments:

4. Is it concise and easy to understand?

Yes ☐

No ☐

Comments:

5. How can we measure success of achieving the vision?

Comments:

The only way to measure success in achieving the vision would be to review and measure what is actually built (assuming this takes pace) against the vision. The best way to achieve this would be to maintain the vision throughout the planning process (through planning policy and development management).

6. Can you set out a better vision for growth on the Hoo Peninsula? Please tell us:

See answer to question 7 below.

Ref:

7. Please use the space below to make any other comments on the consultation document:

Trenport considers that its proposals for planned growth at Cliffe can form part of a vision for the wider Hoo Peninsula, not just the limited part of the peninsula covered by the consultation document. Due to a number of factors including single land ownership, lack of environmental constraints, and lack of need for significant new infrastructure (unlike the proposals in the consultation document), the proposals for Cliffe provide an opportunity to assist with the early delivery of much needed housing in a sustainable way, which could be delivered sooner than at the suggested Hoo Peninsula development which requires significant new infrastructure before it can start.

The proposals for Cliffe have been set out in earlier documents submitted to Medway Council during the course of preparing the new Local Plan.

Trenport considers that the proposals for Hoo Peninsula, in particular for the Parkland living in Deangate area, could potentially harm the Lodge Hill and Chattenden SSSI, if there were to be any public access, due to people pressure, in particular dog walking, as well as a risk of predation of ground nesting skylarks from resident's cats living in nearby houses.

Trenport supports the proposals to reopen the Hoo railway line and provide a new station as part of the proposed development, assuming it takes place. However, as part of the vision the opportunity should be taken to reopen other stations on the railway line, in particular Cliffe Station, which would serve significant communities at Cliffe and Cliffe Woods, and help to enhance the viability of the line and maximise sustainable transport.

[REDACTED]

From: [REDACTED]
Sent: 08 April 2020 13:49
To: futuremedway
Subject: Re: Hoo Peninsula Feedback
Attachments: St Marys Island2.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Sir,

My previous email to day re feedback on the Hoo Vision; i now attach pictures of St Mary's Island in Chatham. To show that design pictures in the Vision brochure are crass. Hence my cynical , distrusting of others approach to highway design by planning consultants.

I have done some work for Hoo Parish Council. Have they responded yet?

Regards

Les [REDACTED]

--

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

=====

On 08/04/2020 12:25, Les Brown wrote:

> Dear Sirs,

>

> I have pleasure in responding to your Vision.

>

> To date large development have failed due to Nightingales, or the
> coalescence with nearby Chattenden.

>

> Taylor Wimpey had a brilliant scheme but was turned down.

>

>

> It is very easy for piecemeal small developments to move forward which
> to me is wrong.

>

> I wish you well but Four Elms Roundabout is the key. It has to be
> turned now.

>
>
> Regards
>
>
> Les
>

--
L Brown Associates Ltd [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

ST MARY'S ISLAND MEDWAY – POOR DESIGN OF FOOTWAY LOCATION; AND GARAGES



If only the footway had been back edge of kerb. Doesn't make sense.



Car parking provision? Large houses with one parking space? Too narrow not 3.6m.



No matter how good the quality of the housing stock if not maintained then it appears to be of such a poor quality. The Infrastructure; roads and pavements are excellent. Have stood the test of time, it may do but has to completed.

EVERSLEY GARDENS (PRIVATE ESTATE) KINGS WORTHY – WINCHESTER CITY COUNCIL

Parking is novel, includes one across the garage entrance. The road is still to be completed. Should developments have private roads? Highways Act 1980 Advance Payment Code Procedure.



It looks beautiful, shame about the parking layout. Will it stand the test of time.

Ref:

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Part 1 – Your Details

Name: **Ben Young**

Name of organisation (if applicable): **Lee Evans Partnership**

Address: [REDACTED]

Email: [REDACTED]

Phone: [REDACTED]

Ref:

Part 2 – Your Response

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1. Do you get a clear sense of what the Hoo Peninsula will be like by 2037?

Yes ☒

No ☐

Comments:

The consultation document sets out a clear high-level strategy to create a sustainable new community on the Hoo Peninsula that puts people and the environment at its heart. The strategy focuses clearly upon the role that existing settlements will have to play in the development of the Peninsula and how it will be ensured that by 2037 each will have its own defined character and sense of place.

The Hoo Peninsula has the potential to be an extremely attractive place for people to live and work. In addition to new homes; the provision of an employment hub alongside significant transport infrastructure investment, will ensure that this objective can be delivered and that people can travel around the Peninsula, as well as connect into London and Kent, with ease.

It is encouraging to note that the first principle of the consultation is for a landscape-led development. The Hoo Peninsula benefits greatly from its natural environment and throughout the consultation it is clear that this will be central to how future development is shaped, and ultimately will define whether the vision for Hoo has been delivered successfully.

2. Does the vision describe the Hoo Peninsula as opposed to anywhere?

Yes ☒

No ☐

Comments:

The vision clearly sets out existing constraints across the Hoo Peninsula and identifies clear opportunities to address these and better existing situations. The principles of the vision are clearly specific to the Hoo Peninsula and have been designed to ensure that specific neighbourhood characters that respond positively to the character of existing settlements and the existing countryside would be created.

Whilst there will be detailed work required to ensure that these individual character areas would be successfully achieved, it is apparent that the vision is bespoke to the Hoo Peninsula and has been proposed in response to it.

Ref:

3. Does the vision reflect your priorities?

Yes ☒

No ☐

Comments:

In December 2018, Lee Evans Partnership made representations to Medway Council in respect of Land adjacent to Farm Cottages, Lodge Hill, Chattenden (Medway SLAA Reference: 780). As part of our representations, we not only promoted reasons as to why the allocation of this site would be a suitable and sustainable location for residential development, but also submitted that the Council should consider the suitability of Chattenden to accommodate a quantum of development in order to assist with delivering Medway's development needs as well.

Chattenden has already been accepted as being suitable to accommodate new development by Medway Council. Outline planning permission was granted for 131no. dwellings on land to the north of Peninsula Way (MC/15/3194) in March 2016. This was granted on the premises that it would provide social, economic and environmental gains and that it adequately demonstrated sustainability. It was also concluded that the relationship with the village of Chattenden would be acceptable and result in an organic village expansion without having a material impact on the gap to Hoo.

Chattenden already benefits from having a number of services and facilities including, but not limited to: a local centre; a primary school; recreation grounds; and bus connections. Chattenden is in a highly sustainable location from a connectivity perspective and is readily accessible from the A228/Main Road. This will mean that future residents would be able to travel around the Hoo Peninsula to access the proposed Hoo St Werburgh rural town; Kingsnorth Employment Area and train station at High Halstow with ease and predominantly without reliance on private modes of transport.

The provision of additional residential development at Chattenden is a key part of the Hoo Peninsula vision. In particular, it is noted that additional new homes across the Peninsula will bring investment in various infrastructure improvements. At Chattenden, the vision suggests that it will be important to maintain the existing village character whilst providing a new local neighbourhood centre (to the north) and a village square for community events and activities surrounded by local services and facilities.

The allocation of sites and subsequent provision of new residential development at Chattenden will attract additional investment in the area which has the potential to enhance the village and quality of life and general amenity that will benefit both existing and future occupants. In short, it will significantly aid with creating the sense of community that the Hoo Peninsula vision clearly seeks to achieve for Chattenden and allow it to successfully achieve the village living objectives set out.

In particular, allocation of Land adjacent to Farm Cottages, Lodge Hill, would be a suitable site for development as it would conform with the Hoo Peninsula vision for a landscape-led, compact development. This would protect SSSI sites and other green spaces around Chattenden and ensure the retention of the existing green gap between Hoo St Werburgh and Chattenden, allowing the preservation of the unique character and identity by virtue of existing land levels, which provides a natural edge to the site.

We are highly supportive of the role that Chattenden has been given in the Hoo Peninsula vision and the opportunities that additional residential development will bring to create a clearly defined neighbourhood centre/community hub and enhance local services and facilities, ensuring they will remain viable and sustainable for future generations through an increased population.

4. Is it concise and easy to understand?

Yes ☒

No ☐

Comments:

The vision is clear, concise and easy to understand. We have no further comments in this regard.

Ref:

5. How can we measure success of achieving the vision?

Comments:

The vision will be successfully achieved through the creation of a strong, landscape-led, community on the Hoo Peninsula. New development needs to put people at the heart of it and be accompanied by appropriate amenities and social infrastructure at the earliest stage of the process in order to ensure quality of life and social interaction.

Further, success would be delivered through the provision of good quality homes that are well designed and energy efficient as well as through the creation of attractive, usable public open spaces that reflect the rural character of the Hoo Peninsula that enable any development to blend sympathetically into the existing landscape and wider countryside.

New development at Chattenden will provide the opportunity to create a new sense of place. Currently the village is split by the A228/Main Road and the north and south are detached from each other. The creation of a new neighbourhood centre and public square to the north gives the opportunity to provide a new character area and an improved quality of life for residents in this part of the village.

In order to further enhance the quality of life for existing residents in Chattenden, we would also support the potential for a new link road to the south of Main Road (east of Chattenden) to encourage traffic away from the centre of the village. Measures to improve the public realm for the experience of the pedestrian and to provide a connection between the north and south of the village should also be pursued where it is currently dominated by the road.

6. Can you set out a better vision for growth on the Hoo Peninsula? Please tell us:

Comments:

It will be crucial to ensure that the public transport system is put in place to ensure that frequent bus services are provided from the new passenger train station to all of the main settlements across the Peninsula. Similarly, bus routes must be provided between these settlements and other key facilities including medical services, supermarkets, etc. so as to ensure reliance on private modes of transport is reduced. Integrated walking and cycling routes throughout will also be imperative and emphasis upon developing this aspect should be at the forefront of the vision.

7. Please use the space below to make any other comments on the consultation document:

Comments:

Medway Council needs to deliver a significantly greater number of new houses than provided for in past Development Plans. Additional housing at Chattenden and across the Hoo Peninsula has the potential to contribute significantly to both market and affordable housing supply. In turn assisting with the justification of increased investment in the provision of new infrastructure and services to support both the existing and future population.

Development of the Hoo Peninsula will need to be successfully integrated into the existing landscape through sensitive design and layout and will need to conserve and enhance biodiversity through green and blue infrastructure, ecology and wildlife benefits and the inclusion of habitat creation measures. The consultation document is clear that these measures are at the forefront of the vision so as to create bespoke character areas to provide a real sense of place.

The consultation document provides a clear starting point and broad strategy for the future of the Hoo Peninsula, and, in particular, if land at Chattenden is brought forward for future development, we would welcome the opportunity for ongoing engagement with Medway Council to provide input into how the identified "village living" can be best delivered.



Historic England

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

Our ref: [REDACTED]
Your ref:
Telephone [REDACTED]
Email [REDACTED]
Date 9 April 2020

By email only planning.policy@medway.gov.uk

Dear Sir or Madam

Planning for Growth on the Hoo Peninsula

Thank you for your email of 6 March 2020 inviting comments on the above consultation document.

As the Government's adviser on the historic environment Historic England is keen to ensure that the protection of the historic environment is fully taken into account at all stages of the planning process. This includes formulation of local development policy and plans, supplementary planning documents, area and site proposals, and the on-going review of policies and plans.

There are many issues and matters in the consultation document that are beyond the remit and concern of Historic England and our comments are, as required, limited to matters relating to the historic environment and heritage assets. We note that as an early stage in the formulation of a local plan the current document may be subject to significant change and consequently we consider it appropriate to limit our comments to more general matters; we will comment more specifically and in detail at later stages in the plan making process as appropriate.

In this respect, you should not take the comments below as the definitive view of Historic England on the matters contained in the framework document; they are provided for general guidance in the iterative process of preparing appropriate policies for the historic environment. In particular, it focusses on the objective of the National Planning Policy Framework, inter alia, to set out a positive and clear strategy for the conservation, enjoyment and enhancement of the historic environment (NPPF, Paragraphs 126 and 157); and contain strategic policies to deliver the conservation and enhancement of the historic environment (NPPF, Paragraph 156).



Historic England, 4th Floor, The Atrium, Cannon Bridge House, 25 Dowgate Hill, London EC4R 2YA
Telephone 020 7973 3700 HistoricEngland.org.uk

Please note that Historic England operates an access to information policy.

Correspondence or information which you send us may therefore become publicly available.





We note with some disappointment that the consultation document makes almost no mention of the historic environment, which we perceive potentially as a serious flaw. Notwithstanding the principle that this is an appropriate growth area, as with nearly all new garden settlements or new towns, it is essential that the initial concept is based on an appropriate understanding of the historic environment. This document seems to be focussed almost solely on the green infrastructure and landscape/ecological values of the area in isolation, and overlooks historic character and heritage significance. It needs to be a balance of all of these if it is to promote sustainable development in the terms of the NPPF.

The proposed framework needs to begin at first principles and not look to justify a concept that is already beginning to take shape. If the outcome of this consultation is to be used to next derive a more detailed masterplan for shaping development around Hoo St Werburgh then it is essential that evidence to understand historic character and significance is gathered at this early stage.

Understanding the baseline situation needs to be a zero base study and not rely on the existence (or rather lack of) of listed/scheduled assets or the number of HER entries as a proxy for heritage significance. This part of the Hoo Peninsula is an area that has not seen systematic evaluation or extensive field investigations. The closest we come to this is Historic England's work on the entire Hoo Peninsula and it is disappointing that there is no evidence that this has yet been taken on board. The study document can be accessed here: <https://historicengland.org.uk/images-books/publications/hoo-peninsula-landscape/>.

We carried out no intrusive investigations or extensive geophysical surveys as part of the Hoo Peninsula study, and so what is already known about archaeological significance or the potential for this is almost certainly an understatement of the true position. There will undoubtedly be a high potential for as yet unidentified archaeological remains and some of these could prove to be of a level of importance, i.e. nationally important, that they could require changes to any emerging development plan or masterplan.

If this is truly to be "A landscape led development" then it must engage with the historic landscape environment and if it is to have "an attractive and tailored built form" then it needs to understand existing historic character. What is now an essentially rural landscape will be transformed and there is little suggestion of how this can effectively or meaningfully provide cues for substantial new built forms. There is potential, alternatively, for building quality 21stC sustainable homes and service centres that give the place a distinctive new character.

Some of the landscape proposals are no doubt included to make the new place environmentally responsive but they need to be carefully tested. Statements such as "wetlands near the Medway" and "large areas of new tree and hedge planting" need unpacking for their potential consequences upon the historic environment and specifically buried archaeology.



As keepers of the Historic Environment Record and as archaeological adviser to Medway Council, the Heritage Conservation Team at Kent County Council need to be consulted early and engaged to provide on-going advice about how best to identify and assess archaeological significance. In other locations, such as Otterpool Park in Folkestone and Hythe District, Historic England is advising that a logical sequence of desk based assessment, leading to extensive geophysical survey, and then trial trenching to clarify significance is followed. Historic England will have a role in advising whether any archaeology has the level of significance that it might be nationally important and therefore a candidate for listing (scheduling). We would advise in view of the proposed timescale for the preparation of the framework that the Council uses the accelerated listing decisions process under our Enhanced Advisory Services as a way to help the promoters achieve more clarity and certainty as the proposal is taken forward and at an early stage of this. Information on these services is available here: <https://historicengland.org.uk/services-skills/our-planning-services/enhanced-advisory-services/>.

Hoo St Werburgh has a grade I listed medieval church and a handful of grade IIs. The church is held to be named for an Anglo Saxon monastery associated with St Werburgh, a 7thC Mercian princess. Finding archaeological remains of this could be very significant. The village grew significantly in the 20thC as a result of people coming to work on Hoo in the oil depots and power stations. It has a historic core but is not a conservation area. Its historic character should nevertheless be studied and better understood. The existing air photography was comprehensively assessed by our specialists as part of our own Hoo work and this will help the desk based assessment process. Only new photography since our work needs to be added and the features we identified can inform where more detailed survey including by geophysics is needed.

A specific issue is the WW2 Hoo Stop Line which is part of the very long national GCHQ line where it runs across the Hoo peninsula. It starts at the edge of the Medway east of Hoo St Werburgh and runs initially south to north. It consisted of an anti-tank ditch and hardened components (i.e. pillboxes). Several of the latter are already listed (grade II) and others may be under consideration for listing. Listing takes place for pillboxes where these form coherent groups of surviving examples in relation to a remnant landscape that they were designed to defend. The Hoo stop line is considered one of the better preserved defence areas in England and it needs to be taken into account by future development. Perhaps the line of the anti-tank ditch might now become a routeway through development to help people understand the defences and the pillboxes should be preserved each with a sufficient setting.

High Halstow also has a medieval grade I church but is not a conservation area. Its historic character needs to be understood and planned for if it is to be connected to the main area of development to its south. Other land around it will come under pressure as a result of such major growth as is proposed.

The idea of re-using the Hundred of Hoo railway line (currently freight only) seems a sound one and we think the railway itself should be treated as a non-designated heritage asset. It



had a junction at Shamal Street with the narrow gauge War Department railway that served the large armament depots to the north.

The suggestion of creating wetlands close to the Medway requires further investigation and understanding of its purpose. Is this led by ecological justifications or as a way of delivering flood defences? At the waters edge east of Hoo St Werburgh and within Port Werburgh there is an incredible assemblage of hulked vessels – both timber and metal. The full significance of these is not yet understood but they represent a potentially significant resource, and a major recording task if it is decided to remove them or should the development proposal affect them in some other way.

Any managed set back of the current river frontages will need the archaeological implications to be first understood and taken into account. There have been such schemes on the Hoo Peninsula for environmental mitigation of the new port in Essex and adjacent to that port itself. It is not as simple as breaching the existing flood walls and letting flooding take place. Digging of new channels can have archaeological implications (unless the land has been comprehensively brick earthed already as some land around Hoo St Werburgh has). The wetting project in Essex required a significant prior archaeological programme. In situ waterlogged deposits can have high archaeological and palaeo-environmental value and so a deposit model may be required to explore these aspects and to try to predict and mitigate impacts, perhaps by some sample excavations. Areas of alluvium cannot be readily evaluated by geophysics and yet have the best potential for waterlogged sites and specifically prehistoric archaeology.

The very ancient history of the river Medway and its predecessors creates Palaeolithic potential and this too needs consideration from the outset. We suggest that you engage Kent County Council Heritage Team which has relevant expertise in exploration of this.

There are very few scheduled monuments in the framework area but absence of these is not indicative of low archaeological potential. The only Scheduled Monument is Cockham Wood fort. This lies south of an area indicated as Cockham Country Park. It is an 'Heritage-at-Risk' monument on the Historic England national HAR register largely because the tidal river is slowly but steadily undermining the remains of a rare 17thC artillery fort designed by de Gomme (Charles II's chief engineer). It may not be possible to save this part of the monument from ultimate loss but there is a recording issue of the gun levels that are most at threat. In the woodland higher than the present beach an archaeological project once cleared the trees and surveyed the landward defences which included a blockhouse – after 1667 the English were paranoid of a repeat of the Dutch raid when troops put ashore attacked from the land. These parts of the scheduled fort could be conserved and managed as a monument in any future country park. On the foreshore a hulk was proposed to be salvaged and repaired and although this has not happened it is indicative of the archaeological potential the intertidal zone contains.

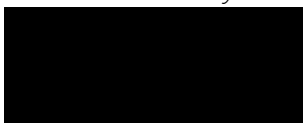


Historic England

In summary, from a historic environment point of view, we do not consider this to be a promising document as a starting point considering and integrating the historic environment into the framework for the future development of the Hoo St Werburgh expanded settlement. As outlined in the foregoing comments, we believe that there is much potential for the historic environment and heritage to contribute positively to the present and future communities of the Hoo Peninsula and the wider Medway area.

If you would like further advice on the content of this letter or to discuss how Historic England may strategic engagement in the project, please contact me. We would also encourage Medway Council to make full use of Kent County Council as your archaeological advisers.

Yours sincerely



Alan Byrne

Historic Environment Planning Adviser



Historic England, 4th Floor, The Atrium, Cannon Bridge House, 25 Dowgate Hill, London EC4R 2YA

Telephone 020 7973 3700 HistoricEngland.org.uk

Please note that Historic England operates an access to information policy.

Correspondence or information which you send us may therefore become publicly available.



Our Ref: 

15 April 2020

Medway Council
via email only



avisonyoung.co.uk

Dear Sir / Madam
**Planning for Growth on the Hoo Peninsula Consultation
March – April 2020
Representations on behalf of National Grid**

National Grid has appointed Avison Young to review and respond to local planning authority Development Plan Document consultations on its behalf. We are instructed by our client to submit the following representation with regard to the current consultation on the above document.

About National Grid

National Grid Electricity Transmission plc (NGET) owns and maintains the electricity transmission system in England and Wales. The energy is then distributed to the electricity distribution network operators, so it can reach homes and businesses.

National Grid Gas plc (NGG) owns and operates the high-pressure gas transmission system across the UK. In the UK, gas leaves the transmission system and enters the UK's four gas distribution networks where pressure is reduced for public use.

National Grid Ventures (NGV) is separate from National Grid's core regulated businesses. NGV develop, operate and invest in energy projects, technologies, and partnerships to help accelerate the development of a clean energy future for consumers across the UK, Europe and the United States.

Proposed development sites crossed or in close proximity to National Grid assets:

Following a review of the above Development Plan Document, we have identified that one or more proposed development sites are crossed or in close proximity to National Grid assets. Due to the number of National Grid assets within the area, an exhaustive list is not provided in this response. A plan showing the location of National Grid assets within the area of search is included with this response. Please note that this plan is illustrative only.

Please also see attached information outlining further guidance on development close to National Grid assets.

Further Advice

National Grid is happy to provide advice and guidance to the Council concerning their networks. If we can be of any assistance to you in providing informal comments in confidence during your policy development, please do not hesitate to contact us.

Avison Young is the trading name of GVA Grimley Limited registered in England and Wales number 6382509. Registered office, 3 Brindleyplace, Birmingham B1 2JB

Regulated by RICS

To help ensure the continued safe operation of existing sites and equipment and to facilitate future infrastructure investment, National Grid wishes to be involved in the preparation, alteration and review of plans and strategies which may affect their assets. Please remember to consult National Grid on any Development Plan Document (DPD) or site-specific proposals that could affect National Grid's assets. We would be grateful if you could check that our details as shown below are included on your consultation database:

Matt Verlander, Director

[Redacted]

[Redacted]

Spencer Jefferies, Town Planner

[Redacted]

[Redacted]

If you require any further information in respect of this letter, then please contact us.

Yours faithfully,

[Redacted]

**Matt Verlander MRTPI
Director**

[Redacted]

For and on behalf of Avison Young

Guidance on development near National Grid assets

National Grid is able to provide advice and guidance to the Council concerning their networks and encourages high quality and well-planned development in the vicinity of its assets.

Electricity assets

Developers of sites crossed or in close proximity to National Grid assets should be aware that it is National Grid policy to retain existing overhead lines in-situ, though it recognises that there may be exceptional circumstances that would justify the request where, for example, the proposal is of regional or national importance.

National Grid's '*Guidelines for Development near pylons and high voltage overhead power lines*' promote the successful development of sites crossed by existing overhead lines and the creation of well-designed places. The guidelines demonstrate that a creative design approach can minimise the impact of overhead lines whilst promoting a quality environment. The guidelines can be downloaded here: <https://www.nationalgridet.com/document/130626/download>

The statutory safety clearances between overhead lines, the ground, and built structures must not be infringed. Where changes are proposed to ground levels beneath an existing line then it is important that changes in ground levels do not result in safety clearances being infringed. National Grid can, on request, provide to developers detailed line profile drawings that detail the height of conductors, above ordnance datum, at a specific site.

National Grid's statutory safety clearances are detailed in their '*Guidelines when working near National Grid Electricity Transmission assets*', which can be downloaded here: www.nationalgridet.com/network-and-assets/working-near-our-assets

Gas assets

High-Pressure Gas Pipelines form an essential part of the national gas transmission system and National Grid's approach is always to seek to leave their existing transmission pipelines in situ. Contact should be made with the Health and Safety Executive (HSE) in respect of sites affected by High-Pressure Gas Pipelines.

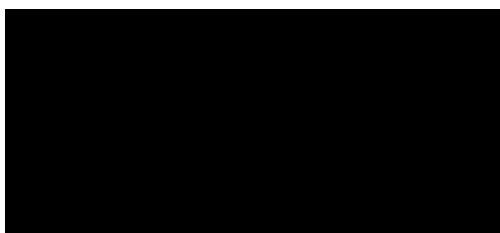
National Grid have land rights for each asset which prevents the erection of permanent/ temporary buildings, or structures, changes to existing ground levels, storage of materials etc. Additionally, written permission will be required before any works commence within the National Grid's 12.2m building proximity distance, and a deed of consent is required for any crossing of the easement.

National Grid's '*Guidelines when working near National Grid Gas assets*' can be downloaded here: www.nationalgridgas.com/land-and-assets/working-near-our-assets

How to contact National Grid

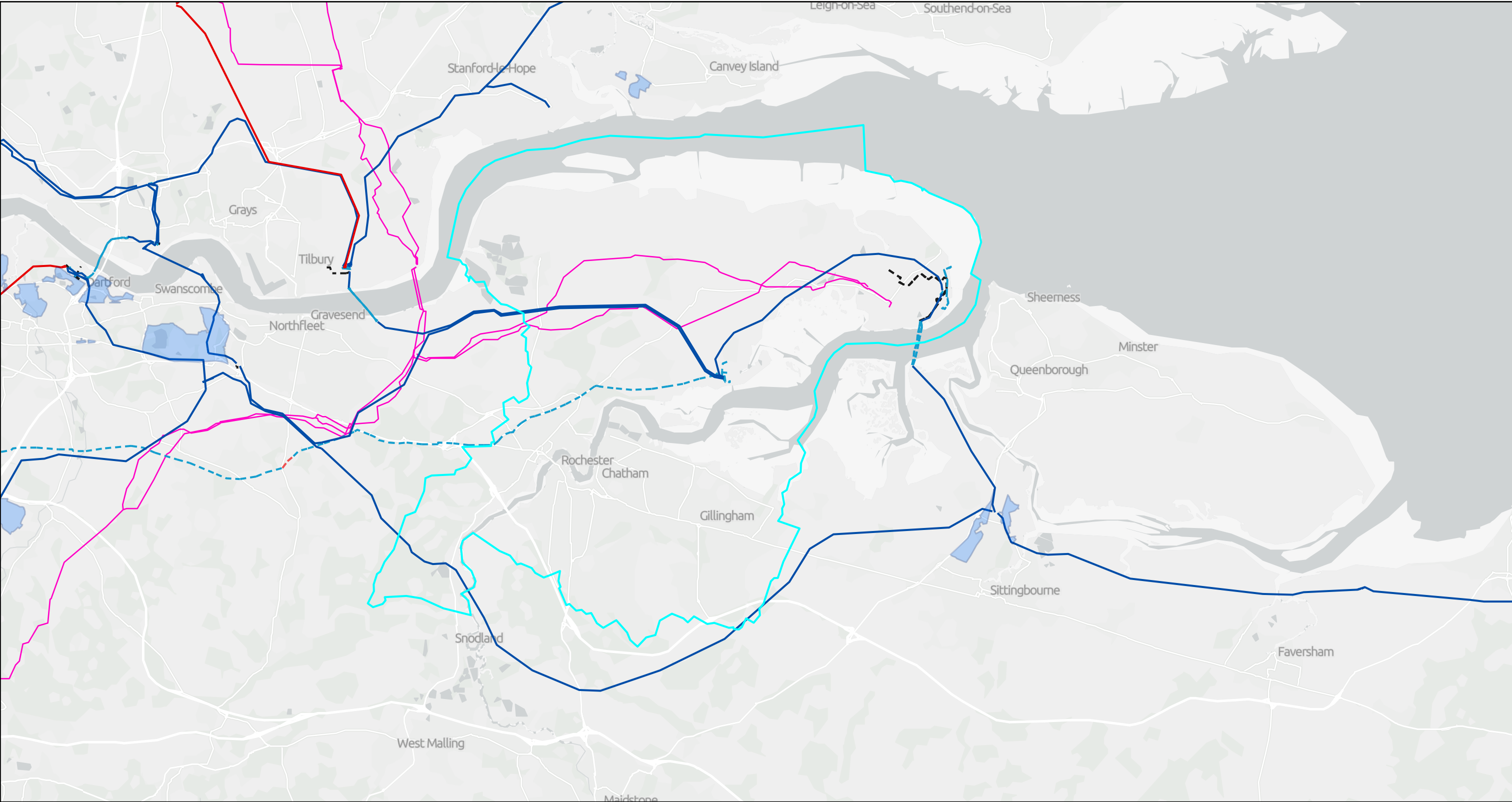
If you require any further information in relation to the above and/or if you would like to check if National Grid's transmission networks may be affected by a proposed development, please contact:

- National Grid's Plant Protection team: 



or visit the website: <https://www.beforeyoudig.cadentgas.com/login.aspx>

Medway Council - Planning for Growth on the Hoo Peninsula



07/04/2020, 14:14:38

Archived_Sites_2848

Electric_Assets_4020

400

 275

Electric_Assets_7634

400

275

----- 132 & Below

Gas_Assets_6495

1:144,136

A number line illustrating the conversion of miles to kilometers. The top scale is in miles, ranging from 0 to 7. The bottom scale is in kilometers, ranging from 0 to 11. Key points are marked at 1.75 miles (2.75 km), 3.5 miles (5.5 km), and 7 miles (11 km).

Contains OS data © Crown Copyright and database right 2019
Contains data from OS Zoomstack

[REDACTED]

From: [REDACTED]
Sent: 14 April 2020 22:18
To: futuremedway
Subject: Planning for Growth on the Hoo Peninsula

Follow Up Flag: Follow up
Flag Status: Flagged

[REDACTED]

I was pleased to see that the cut off date has been put back as this is the first time that I have come across this proposal.

The presentation document is all very glossy and upbeat but I do get the Idea that someone is trying to pull the wool over our eyes.

The various housing clusters all claim to be very pleasant but on past performance in and around Hoo the claims made can only be thought of as pie in the sky. The current additions to Hoo are all rabbit warrens and I would not expect the new housing to be any better. Neither is there any provision for any more local shops / supermarkets with additional parking areas.

In several parts of the document you talk of people working locally and having no need to commute. Is this why you would like to put a train station at Sharnal Street where I would expect most people would be commuting up to London. I would add that there is no mention of the Huge car park that would be required to provide the station parking because it is some considerable distance from the people of Hoo and surrounding areas. This new housing is obviously intended for yet more London commuters. This facility would in fact attract more people to this station from out side of the Hoo area that would have used other stations thus putting more pressure on the access roads.

By Far the biggest issue for most people already living here is the road access at Four Elms Roundabout. This can be a nightmare even now. The document only vaguely refers to what looks like a road that by passes Chatenden through a green area that the council has already tried building on and had permission refused. So how are you planning on doing it now with a new road.

On this issue I would suggest my one positive contribution. The main issue of getting out at four elms is the considerable traffic approaching from the A2/M2, most of which wants to go towards the midway tunnel . The solution to this problem would be a Fly over thus allowing the people from Hoo to make an exit with a much reduced traffic flow in front of them.

Over all I am not at all impressed by the proposal document it concentrates on building more houses but there is, as usual, a great lack of information about the supporting infrastructure.

Regards Mike Windsor.

[REDACTED]

From:

Sent:

[REDACTED]
16 April 2020 20:02

To:

futuremedway

Subject:

A NEW VISION FOR HOO ST WERBURGH

Dear Sir

I wish to make the following comments on the above document.

I was very disappointed whilst reading the very glossy blue sky happy face people document that there was very little of protecting what is there now. small villages and a quite way of life, which is already under threat from huge development's with no protection.

I noticed that there was no reference to the rights of way and no reference to horse riders Approx 7% of the proposed population increase of 12000 houses with perhaps 4 to a house means that 3400 people will want to ride and/or keep their horses in the area no mention of horses etc only walking and cycling the proposed bridge over the A228 is only pedestrian this is something we have been asking for when the road was widened.

The equestrian industry brings in a lot of money into the rural economy livery yards farriers vets feed merchant all which the peninsular has now are they going to be pushed out slowly but surely.

The area is under huge threat and Medway needs to protect it limited rural areas.

I am sorry that this reply is quite negative but i feel the area needs to be protected before it to late

Regards

Sue

Ref:

Planning for Growth on the Hoo Peninsula Response Form

This response form has two parts to complete below.

Data Protection

Personal information gathered on this form will only be used for planning policy purposes and will be held in accordance with the requirements of the Data Protection Act 2018. Your contact details will be **kept confidential** but your comments will form part of the public record of the consultation and published on the council's website. Please address any questions or requests regarding our data processing practices to planning.policy@medway.gov.uk.

Details about how your information will be held and used are found on the link below:
https://www.medway.gov.uk/info/200133/planning/714/planning_service_privacy_statement

Part 1 – Your Details

Name:

Steve Hill and Jude Keen

Name of organisation (if applicable):

Address:

[Redacted]

Email:

[Redacted]

Phone:

[Redacted]

Ref:

Part 2 – Your Response

- This public consultation proposes a vision for growth on the Hoo Peninsula.
- The vision should help to make it clear what we want to achieve. It should be clear, realistic and locally distinctive.
- The vision is important because it will guide the objectives, policies and design principles.

The proposed vision is:

By 2037, Hoo St Werburgh will be a thriving rural town, sensitively integrated into the extraordinary landscape of the Hoo Peninsula. A valued place providing homes, jobs and services for vibrant communities. A small town with an attractive choice of travel connections. A place built for the future, and respecting the past.

1. Do you get a clear sense of what the Hoo Peninsula will be like by 2037?

Yes ☐

No ☒

Comments:

The current brochure is big on pretty pictures and short on actual detail.

2. Does the vision describe the Hoo Peninsula as opposed to anywhere?

Yes ☒

No ☐

Comments:

3. Does the vision reflect your priorities?

Yes ☐

No ☒

Comments:

Our priority, as residents, are obviously going to be conflicting with your priority of providing a built environment to meet the government's targets for housing large numbers of people wherever they can.

4. Is it concise and easy to understand?

Yes ☐

No ☒

Comments:

There is no detail, which we await in the still-to-be-published plans.

5. How can we measure success of achieving the vision?

Comments:

By taking notice of local people's concerns with regard to many issues that these plans raise.

6. Can you set out a better vision for growth on the Hoo Peninsula? Please tell us:

In view of the current pandemic crisis and its attendant consequences, and the growing number of calls in the country to become more self-sufficient in many areas of supply – not least of which would be provision of locally grown food – it would, in our opinion, be total folly to build on the farmland which could provide that very thing that we may need in the future.

7. Please use the space below to make any other comments on the consultation document: