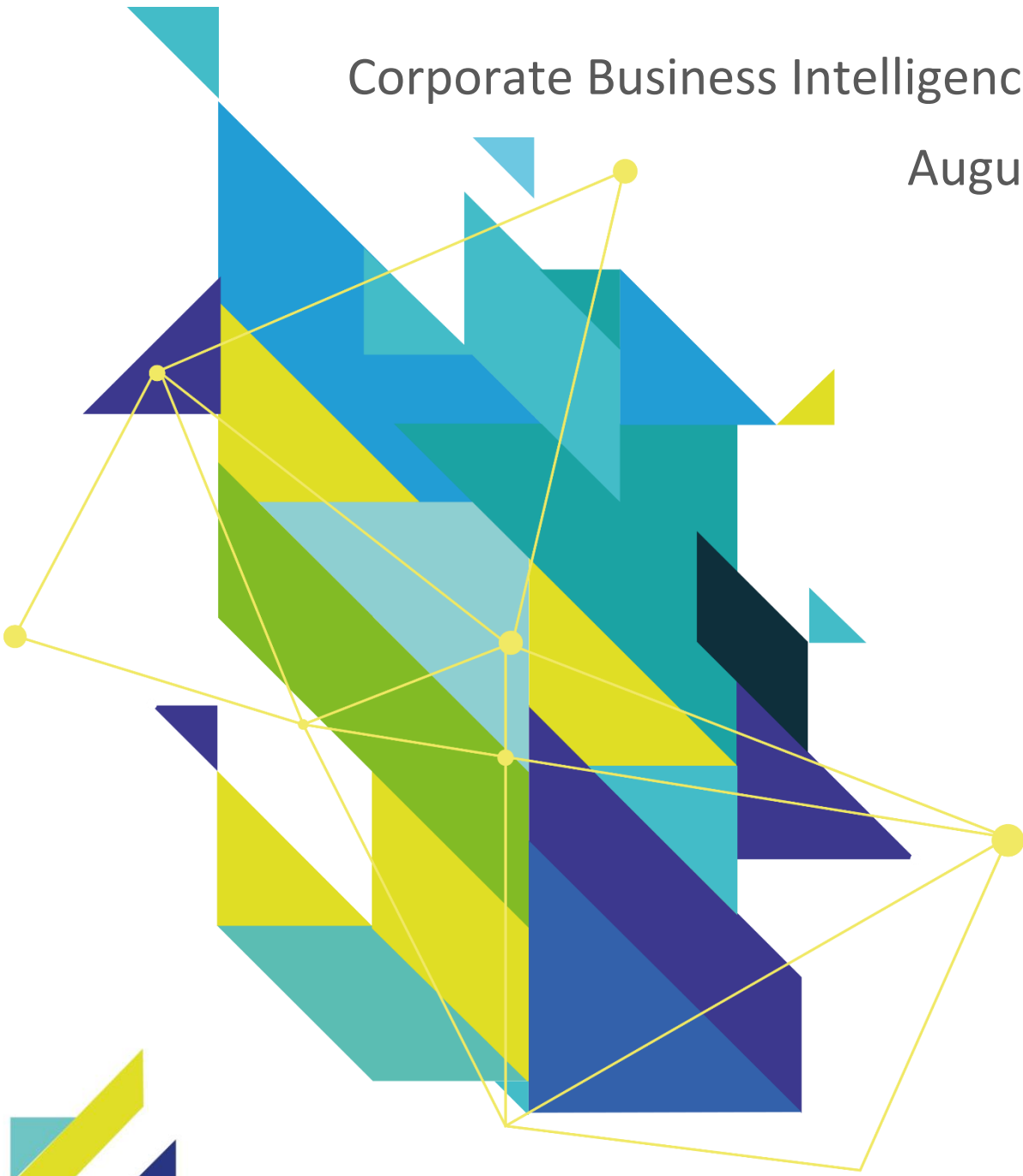


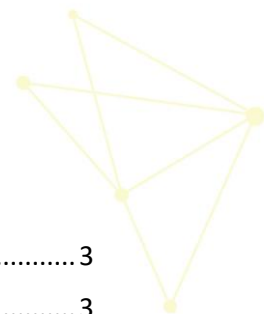


# HIF EMAIL AND REPRESENTATIONS ANALYSIS

Corporate Business Intelligence Team

August 2021

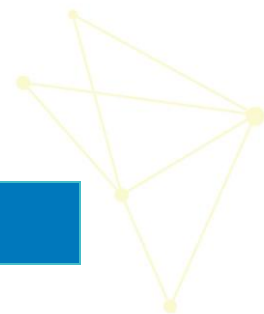




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## Emails and Representations made about the HIF

During the Highways Infrastructure Fund (HIF) consultation period, 11 January to 6 April 2021, interested parties were able to submit their views and representations via email. There were 227 submissions made. There were 208 email comments and 19 detailed representations.

The detailed representations were made from:

- Chattenden Primary School
- DTA / Tarmac
- Frindsbury Extra Parish Council
- Gravesham Borough Council
- Hoo St Werburgh Parish Council
- Hume Planning on behalf of F D Attwood + Partners
- Kent County Council
- Medway Green Party
- Medway Labour and Co-operative Group
- Medway Liberal Democrats
- Metrotidal
- MP Rochester and Strood
- Natural England
- RailFuture
- RSPB
- Tetlow King
- 3 resident / resident group submissions

This report summarises those submissions to provide further context to the overall consultation; detailed consideration of the submissions will still take place by the HIF Project Team.

## Email and representations analysis

In total 227 respondents made a comment; comments could cover more than one theme, resulting in a total of 1307 mentions. The full list of themes and the number of mentions is shown in Table 1.

The three most common themes raised were:

- object to the HIF proposals
- concerns about over/further development
- environmental impact.

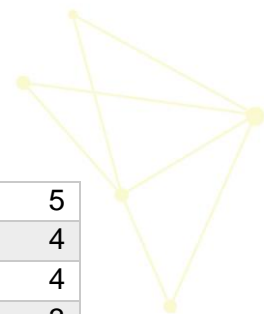
As well as these three key areas there were significant numbers of comments regarding pollution (air, dust, emissions, light and noise), concerns about phase 1 and comments expressing concern about the consultation process. There were notable numbers of clarifications requested these have been summarised in Appendix B, grouping issues



together in themes. Respondents also made 47 alternative suggestions; these have been included in full in Appendix A.

Table 1: Themes from emails and representations received

Key themes	Number of mentions
Object to HIF proposals	146
Concerns about over / further development	129
Environmental impact	86
Pollution (air, dust, emissions, light and noise)	79
HIF clarification (budget / legal / proposals / questions)	75
Phase 1 concern	67
Consultation comment – concerns with consultation process	63
Impact on existing residents	49
Alternative suggestions	47
Loss of leisure facilities / asset of community value	41
Impact on existing properties	33
Increase in traffic / congestion	33
Impact on local area (general issues / impact on facilities / loss of views / loss of rural feel)	32
Not required / Not the answer to the issues	28
Farming impact	27
Negative railway / station	27
Improvements to infrastructure required (utilities / medical / education, etc)	26
Local plan comment	25
What are the alternatives / What other proposals were considered	23
Road issues (HGVs / MOD roads / parking / road safety)	22
Loss of property value	22
Physical health / mental health / wellbeing	20
Lack of information	20
Construction impact	16
Due consideration of local residents views	14
Other considerations (heritage / planning policy / other policy)	13
Phase 2 concern	13
HIF timings	12
Lack of communication	11
Phase 6 concern	11
Planning issues	9
Impact on existing roads	9
Positive HIF	8
Change in habits due to Covid19	7
Road improvements required	7
Negative SEMS proposals	7
Positive SEMS	6
Waste of public money	6
Conflicts of interest / Political motivation	6



Positive railway / station	5
Negative road (not specific to a phase)	4
Infrastructure for other users (cycling / horse riding / pedestrian)	4
Flooding concerns	3
Improve public transport	2
Negative - phase 2	2
Neutral railway / station	2
Negative - phase 3	1
Railway comment	1
Public rights of way comments	1
Negative railway crossing	1
Crime / ASB / Enviro-crime	1
Phase 3 concern	1
Phase 4 concern	1
Other	1
Affordability of properties	1
Lower Thames Crossing impact	1

Illustrative quotes for the most frequently cited reasons are provided below:

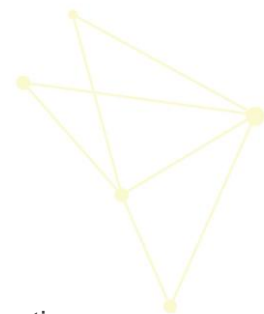
[Object to HIF proposals:](#)

“I OBJECT to Medway Council's Housing Infrastructure Fund (HIF) project and the construction of 12,000 homes on the Hoo Peninsula.”

“I am against the Wainscott Flyover and the HIF project for the Hoo Peninsula.....”

“I’m emailing against the proposed 12,000 houses that have been proposed for Hoo. Firstly, Hoo has already experienced thousands of houses being built within the last 15 years without any additional facilities, in actual fact reduced, while Medway council had still not organised a Medway Development plan, after failing miserably, wasting millions on the previous proposed developments at Chattenden. Not only are the roads considerably overcrowded but the pollution has exceeded the legal limits, even before the Amazon development, thus increasing the pollution considerably because of the added plethora of arctic lorries. The Hoo Peninsula is a unique area of land which is integral to many important, endangered wildlife. The proposed railway will not apparently be fulfilled considering the proposed budget for the complete overhaul of the area which was apparently key to the future numerous developments.”





### Concerns about over / further development:

“I note that as of 15 January 2021 the centres for the provision of Coronavirus vaccinations have been determined for every area in Kent EXCEPT for “Medway Peninsula” (Hoo Peninsula). I also note that in the summer of 2020 one of the two or three GP practices in the area was rated as “Inadequate” by the CQC and put into special measures. These two facts would indicate that the current level of primary care coverage on the peninsular is barely adequate and I am unable to see from the Future Hoo plan at which point during the construction of 12,500 new homes, will the provision of new services and facilities be in place? Can you indicate where this information can be obtained?”

“I write to object to the plans for the Hoo Infrastructure ‘improvements’, for many reasons, including: The proposals are a pathway to allow intensive house building (12,000 homes) on existing green spaces and grade 1 top quality farmland (which once lost, is gone forever) The intensive house building will increase air, light, noise pollution and be severely detrimental to current village community settings. Loss of villagers’ amenity. Transforming Hoo into a town whether residents want that or not. The Four Elms Hill area regularly exceeds WHO air quality limits and I understand is one of the worst areas in Kent. Increasing/‘improving’ infrastructure as a gateway to 12,000 new homes will add unacceptable increased traffic levels, increasing poor air quality and associated ill health of existing and proposed new residents. For many years the peninsula has needed an alternative route on/off the peninsula, for the safety of residents during emergency situations and for ease of access. However, this disjointed scheme, which churns up part of a former golf course, is only proposed now as a gateway enabling more housing.....”

“I very strongly OBJECT to the Medway Council’s Housing Infrastructure Project and the construction of 12,000 + extra homes on the Hoo Peninsula. The Hoo Peninsula is a very, very special place, you should cherish what you have before you. Places like the Hoo Peninsula are very few and far between, do you really think you have the right to destroy it? You should be safeguarding it for future generations. It is the green lung of the Medway Towns, growing much of our food, you really don’t have the right to bury it under tons of concrete.....”





### Environmental impact:

“... [I] wish to voice my objection to the proposed flyover. This will have a huge detrimental effect on our locality, the Hollywood heights development already suffers with excessive noise & pollution from the Wainscott bypass without it being added to with additional roads & a monstrous looking flyover. It is my belief it will not solve the traffic problem at the Four Elms roundabout & it will destroy the local nature trails & footpaths that we all enjoy with our families/pets and was partly the reason we decided to buy our property here. Not only that it will impact on our lives here with the additional noise & it could well devalue our properties.....”

“...In particular, I object to the Wainscott flyover which will serve no benefit whatsoever in alleviating any alleged current traffic issues but will blight the area and surrounding countryside.... Wildlife in the area will also be severely affected and disrupted from their current habitat.... There are other areas throughout the Medway Towns that could benefit from regeneration and redevelopment to facilitate the ever-increasing population and which would not have a detrimental effect on our valuable countryside and wildlife and which will also not blight the lives of existing residents.”

“...What is the environmental impact of these proposals? No details have been provided. Four Elms Hill is already an air quality management area. What is the impact on the SSSI's in and around the area? Building so many homes will place additional strain on the internationally protected habitats in the area. In the recent rejection of 800 homes being built on agricultural land in Capstone Valley, the head of planning Dave Harris is quoted as saying “the proposal would harm the character, function and appearance of the countryside, would harm that Area of Local Landscape Importance ... (would have) unacceptable impact on the setting of the country park.” Why is the Peninsula an area that is not afforded the same protection as Capstone Valley?...”

### Pollution (air, dust, emissions, light and noise):

“...Increased level of noise, light and dust pollution especially at an elevated level. ... Overall increased air pollution. Four Elms is notoriously high already. How can it be ethical to increase this level purposely?...”





“...The proposed railway station will cause more traffic as you will have to drive to park causing more pollution....”

“...At present the air quality around Wainscott does not meet WHO standards and as mentioned in the minutes of the Council meeting 25th April 2019, it was minuted that “The Council is currently working to tackle four Air Quality Management areas which includes Frindsbury Road, Four Elms Hill.” Your minutes state you are “demonstrably committed to preserving the environment”. Please could you let the residents of these areas know exactly how you propose to do this, when you are looking to build thousands of new houses in the area?...”

#### Phase 1 concern:

“I would like to raise my objection to the proposed Higham Road/Islingham Farm Road Flyover. ... and I feel the noise and pollution from this road will seriously affect my standard of living. I do not feel there is a need for this road...”

“... My principal objections relate to the infrastructure proposals aimed at relieving traffic congestion on Four Elms Hill. The Wainscott flyover in particular is going to cause disruption to many properties and the prospect of losing Islingham Farm and the Army roads for exercise is most disappointing, particularly with the number of people who have been exercising in that area over the last 12 months....”

“... In particular, I object to the Wainscott flyover which will serve no benefit whatsoever in alleviating any alleged current traffic issues but will blight the area and surrounding countryside. It will also impact massively on current housing near to the currently proposed flyover causing increased levels of pollution and noise which are currently already unacceptable. This in itself will contribute massively to the health and well-being of existing residents. Wildlife in the area will also be severely affected and disrupted from their current habitat. Finally, current housing will see a decrease in value which impacts massively on the finances of current residents.....”

#### Consultation comment – concerns with consultation process:

“I have looked at the consultation document. I felt it was not fit for purpose, too hard to understand, and designed in a way that I felt unable to express my disagreement without contradicting myself....”







“I've just received my hand delivered copy of 'Hoo New Routes to Good Growth' leaflet. Firstly, can I say that the first line of your letter stating 'we are resending copies as some residents do not recall receiving a copy' to be very patronising to the local resident. I believe that copies were not sent to any residents within Higham Road, Wainscot in December 2020 as stated ....”

“... The HIF consultation " Hoo New Routes to Good Growth" is fatally flawed. It offers no alternative options and Medway Council does not appear to have considered any. No environmental Impact Assessment has been carried out. Despite repeated requests High Halstow Councillors have not been provided with any transport assessments. Without these documents how can a proper assessment be made to evaluate the overall harm to the environment or the benefits the Council claim it will bring , without these documents being available the consultation is suspect/void.”





## APPENDIX A: ALTERNATIVE SUGGESTIONS

Try building the new homes along routes that are already existing like the fields between four elms Hill and Medway tunnel rather than beautiful peninsula that so many (10% of the electorate - 2011 census) bought homes on thinking the council would protect the green space.

Can the Council reassure the people of Medway that they will in the light of the recent press release from Government “Plan to regenerate England’s Cities with new homes” That Medway Councils new and revised draft Local Plan housing target will be reduced 17,000 in line with the ONS and appropriate reduction of houses for the Peninsula reduced to far less than 6,000 which will mean the HIF bid can be used by government for the urgent regeneration of towns in Medway that already have efficient travel hubs and can absorb increases in population that commute/require access to London.

### Road

#### Phase 3 – Bells Lane to Duxcourt improvements

- 1) The new link suggested for cyclists and pedestrians alongside the south of Peninsula Way needs to include equestrians as proposed in the WCHAR and link up to the ‘calmed Ratcliffe Highway and proposed green bridge.
- 2) RS45A restricted byway links to Dux Court Road. Legal users of this byway from High Halstow area need a safe route along Dux Court Road to link up the Bells Lane junction.

#### Phase 4 – Ropers Lane

- 1) There will be PROW users needing consideration for safe access to cross this road to access Ropers Green Lane (RS109). PROW’s RS94 and RS98 both lead to Ropers Lane. These should be looked at as part of any future development with a view to upgrading them to bridleways to allow equestrians, pedestrians and cyclists more linked safe routes in this area.

#### Phase 6 – Wulfere Way

- 1) The proposed footway and cycleway along the north edge of Wulfere Way will also need to allow for improvements to the RS125 from the pedestrian Bridge to Wainscott Road, as many people will use this PROW to access the new footway / cycleway. It is currently in an ageing condition and only allows legal use by pedestrians, so an upgrade to a bridleway needs to be considered.

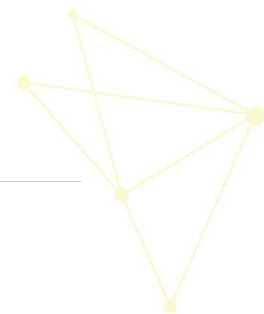
### Rail

- 1) I note that the RS109 Ropers Green Lane is proposed to be resurfaced to allow a safe alternative route for pedestrians and cyclists. Please be aware that this PROW is a Byway and the surfacing should consider the other legal users of this PROW

### Sems

- 1) Equestrians need serious consideration in this new development area. The community parkland could offer a vital safe link for equestrians to reach the proposed non-motorised Ratcliffe Highway and adjoining Green Bridge. This request has been submitted as a planning comment on the Community Parkland Planning Application
  - New routes to the north of the proposed green bridge through Deangate Ridge need to be considered to link up to PROW in Chattenden and also to the east in High Halstow.
  - Any development or infrastructure that involves the Saxon Shore Way should look to enhance this regional trail with improved surfaces, information boards, signage and





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similar.

Most of the traffic problems could be overcome by adding another lane each side of Four Elms Hill with slip roads introduced at the bottom of the hill, other than that a flyover could be constructed over the roundabout to link the 289 sections either side of the roundabout. There are other options: change the traffic lights on the top of the hill, make this a roundabout then upgrade the road to meet your existing plan onto the bypass.

Some of the proposal is great – we definitely need traffic lights at the Four Elms roundabout for example – but this part is badly thought out and has no discernible benefit. We also need pedestrian crossings at the bottom of four elms to allow students and other pedestrians to safely cross the bottom of four elms to connect Wainscott to Hoo.

There should be a new spur road built which connects Islingham Farm Road directly to the Four Elms Roundabout.

It would be better to build another bypass that starts back at Gads Hill and sweeps widely round to Hoo, joining at the top of the hill?  
Some of the proposal is great – we definitely need traffic lights at the Four Elms roundabout for example.



It would be better to build another bypass that starts back at Gads Hill and sweeps widely round to Hoo, joining at the top of the hill? Some of the proposal is great – we definitely need traffic lights at the Four Elms roundabout for example – but this part is badly thought out and has no discernible benefit. We also need pedestrian crossings at the bottom of four elms to allow students and other pedestrians to safely cross the bottom of four elms to connect Wainscott to Hoo.

A simple fly over or underpass and additional filter lanes at the Four Elms roundabout would solve all of the problems without the need for any additional roads. You also need to note that during the pandemic the amount of traffic on the Four Elms roundabout has greatly reduced. Peoples work patters have changed and most experts believe that once the pandemic is over many people will continue to work more from home. You therefore need to ask yourselves if any of this is needed.

I would add that it seems far more logical to place this further down the A289 prior to the four elms roundabout, away from all existing residents. Perhaps additional stations at Cliffe could also be considered to further limit the impact on the environment by vehicle traffic etc ?

The traffic problems from B2000 to four elms could be solved much more easily and cheaply by firstly slowing the speed of traffic around roundabout with tables or shrinking roundabout. You can drive at 30 to 40 mph around it making pulling out difficult. Secondly an additional Grain only turning lane around left of roundabout with a barrier would release traffic for grain to flow easily. Variable speed limits as already used on Medway tunnel could be installed to manage flow towards 4 elms roundabout. Finally a mini roundabout on B2000/A289 junction would allow more traffic to exit in rush hour when it is often full and people stay on to 4 elms roundabout causing more traffic on bypass. I hope my objection will be considered and a more environmentally and less costly to taxpayer revised scheme will be delivered...

I also feel that there are alternatives which have not yet been properly considered. A) There is currently a large area of open, seemingly waste ground, where the A289 curves around to join the existing Four Elms Roundabout. Would it not make more sense to consider a new junction here? It may mean realigning the road, and more involved construction works, but it would place the junction closer to the bottom of Woodfield Way and would also mean not having to destroy Islingham Farm Road in its current state, and it would have less impact on surrounding residents. B) If the new link road absolutely MUST join the A289 at Higham Road, then I feel it would be more appropriate to construct a normal slip road from the east end of the bridge down to the dual carriageway. This would reduce the need for a flyover, keeping as much of the new junction confined below the embankment level for longer. I say again, I cannot see the need for the construction of a much more invasive flyover. C) It seems to me that Phase 5 of these works would be where the most benefit is to be had from these improvements, and changes such as the addition of a segregated left turn lane from the A289 to the A228 are a good idea. But I feel more should be done here to improve the flow of traffic coming east-west across the roundabout, as personal experience has shown that this traffic flow is often the heaviest, and the biggest impediment for traffic attempting to join the A289 from the peninsula (A228), or from the Wainscott side (B2108). Perhaps an overpass, or underpass, across the roundabout for the bypass traffic coming from the Medway City Estate would take pressure of the roundabout itself and improve this situation.





I believe this road [Phase 2] in its present design is not required and will just cause increased pollution with vehicles having to slow for a roundabout on an upward slope. The layout of the proposal will slow traffic and slows little benefit. There is an existing road going across the old military training area at lodge hill which could be upgraded and opened to the public which would allow traffic to be released in this area, which would not encroach onto fields and would not slow traffic.

The new road [Phase 2] could be slightly re-aligned to run to the South of the Deangate boundary with no need to encroach on Deangate itself at all, without compromising the route of the new road.

The problems could be solved with an additional Grain only turning lane around the left of the roundabout (with a barrier) so allowing the Hoo/Grain traffic to flow easily. Traffic lights could be installed and variable speed limits could be extended from the Medway tunnel to include the approach to the 4 Elms Hill roundabout. A mini roundabout on the B2000/A289 junction would allow more traffic to exit in the rush hour when it is often full and people stay on the 4 Elms roundabout causing more traffic on the bypass. If a flyover must be built, why can't it be from the left-hand side of 4 elms hill as you come down, across the field and over the roundabout to join the existing bypass a few hundred yards along?

Build in Capstone for once!!

There is no need for a "new" green area called Cockham country park. It's an underhand tactic to have an excuse to build homes at Deangate. The green area is already there at Deangate. Save money and develop Deangate as a country park.

A new road leading down to the Four Ems roundabout or a road leading onto a newly created roundabout would be much better options and much kinder to the environment.

It also seems that the plan to create flyover slip roads on A289 at Junction of Higham Rd & Islingham Farm Road is the cheap option as it would appear to even the amateur planner that the best option would be to run the new relief road off the roundabout on the B200/A289 northeast over Bunter Hill Rd / Higham Rd , round behind Wainscott Camp and then join with Woodfield and onto Four Elms Hill. A new road following that route, will undoubtedly be more expensive but is easily offset by the positives of the reduced impact on the environment and the community and more importantly mean that the rat runs and the condensed area of heavy traffic cramped onto the smaller roads, as contained in the current proposal will be avoided. The road could also link on/off to the new lower Thames crossing approach road.

A new road leading down to the four elms roundabout or a road leading onto a newly created roundabout would be much better options and kinder to the environment.





Rail - It would make greater sense if instead of terminating at Gravesend, the line was routed and connected to the Southbound track utilising open land to the South of the track East of Hoo Junction. Passengers could interchange at Higham Station to travel Westbound towards London and the train service could continue to the Medway towns, Maidstone and stations further East. Buses: It is regrettable that there is little mention of buses in the consultation document, except, if demand is identified, in the context of connecting with the station at Sharnal Street. Given the geographic scattering of the various existing and proposed communities on the peninsular, it seems to me that; the provision of and financial support for a much improved and more frequent bus service is essential to encourage residents to reduce their reliance on their cars. For example, in the AM and PM travel peak periods a regular gyratory bus service connecting all of the villages on the Peninsular could be centred on a hub - let's say "Sharnal Street Station". From there, passengers could choose to transfer either to the train or onto an express bus service taking them directly and successively to Strood, Rochester, Chatham and Gillingham town centres. I would contend that financial support for bus services is a more efficient and sustainable use of resources than large infrastructure projects.

Road - Rather than creating a wholly unacceptable relief road through residential areas, it is surely more appropriate to consider how the capacity and priority issues at the A228/A289 junction can be resolved by modification of the layout of the junction.....\*without compromising existing traffic capacity, \*without causing adverse safety, noise and visual impact on existing and proposed residential areas and \*without causing adverse environmental and ecological impact.

I don't have the traffic flow data for the junction but anecdotally, one would assume that the principal flows are on the A289 link between the A2/M2 junction and the Medway City estate and Medway Tunnel. That being the case, the first principle of junction design (or re-design), that attempts to achieve greater capacity, demands that that route is prioritised. Secondly, additional junction capacity for traffic leaving or gaining access to the A228 can be sought within the design. It occurs to me; that it is possible to divert the SE bound A289 either under (desirably), or over the A228 NE of the roundabout. Existing topography North of Hasted Road on its approach to the junction would facilitate a tunnel solution. This proposal can achieve four major benefits.....1) It will almost eliminate existing queuing on the Hasted Road A289 link approach to the roundabout. Access to the A228 can simply be enhanced either directly from the roundabout utilising a segregated lane or, from the A289 North of the roundabout via a slip lane to merge with the A228 SW of the Upchat Road overbridge. The option to be determined by junction modelling. 2) As a result of relieving the queuing on Hasted Road, it will eliminate the temptation for "rat-running" traffic to use the B2000/B2108 link through Wainscott. 3)It will almost entirely eliminate the prioritised flow demand during the morning traffic peak period that currently inhibits access onto the roundabout from the A228, thereby increasing capacity for A2/M2 bound traffic.4) It will retain and contain existing and generated traffic on existing strategic routes rather than diverting traffic to new routes through sensitive residential areas. The majority of the works required to modify the junction layout can be carried out without major impediment to existing traffic flows. I'm not a quantity surveyor but would suspect that the cost of these works would be no more and probably less than the cost of the relief road and fly-over proposed in the consultation document.





I am writing to you today with regard to the proposed route to open up the Hoo Peninsula. One of the final stages proposed in this plan details a dedicated filter lane from the Wainscott Bypass onto Four Elms, surely this should be the first stage, with monitoring of traffic flow following this improvement. Why is this option a final stage?

I feel improvements could be made with a radical change to Four Elms. There are a number of roads throughout the UK which utilise reversible highways. During peak hours roads can be switched from two lanes in either direction to 3 and 1, with higher density traffic using more lanes at different times of the day. This reversible lane could also be used if there were to be a reason for shutting down the highway. Could this be considered as a viable option?

Just improve Four Elms. For the once or twice a year another road is actually needed for the peninsula.

Build in Capstone for once!!

There is no need for a "new" green area called Cockham country park.

For the size of development proposed there should be a totally independent trunk road into the area, which could spur from the new Thames Crossing approach and follow roughly the railway, which has already got to be upgraded so the works could take place together. A roundabout at Sharnel street would be the terminus.

Phase 6 - We understand that the roundabout gets congested, especially when trying to access it from the side roads, however a simple solution to this would be to put traffic lights on the roundabout, so as to give everyone a chance of getting out, thus not causing long queues of traffic. If a new road needs to be put in, perhaps using the space where this compound [green area with what looks like a building - which in actual fact is a compound for some electrical works that are going on at the moment] is currently situated would be a better solution.

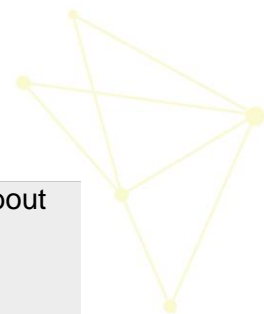
Rather than building this pointless and polluting carbuncle on the beautiful countryside of Medway, why not build a reservoir that could supply the homes that are already running short on water supply.

Please find attached, therefore, proposals we believe should be considered. We have combined the desire to remove the flyover (which will have substantial noise and pollution consequences for 600 houses) with other considerations: \*Reduction of pollution at nearby Liberty Park. \*Concerns of the MOD around increased Islingham Farm Road use. \*Desire within the Local Plan to improve access to and from the Hoo Peninsula.

Higham Road Residents provided alternative drawn proposals for Four Elms Roundabout.

Whilst we are aware of the need to improve access to Chattenden and beyond, we feel this can be achieved from the B2000 rather than creating an additional junction off the A289.





Detailed submission providing written and drawn proposals for the Four Elms roundabout design. In summary:

The proposal is for a grade separate junction separating cars and small vans to use a through route under the existing roundabout, with HGV / heavy vehicles using the roundabout. Both types of traffic would re-join together further along the network. The respondent stated that “A fundamental principle for avoiding greenhouse gas emissions is not to destroy existing infrastructure with all its embodied energy. My proposals fulfil this principle by retaining the existing roundabout, modifying it and putting it to further use.”

Wulfere Way Widening - Is there any possibility that traffic flow levels indicated by the need for 3 traffic lanes could be accommodated by the roundabouts at each end?

Anthony's Way and Sans Pareil Roundabouts – detailed drawings are again provided.

Currently at both these junctions there is a free flow bypass for traffic heading towards the Medway Tunnel whereas the opposite flow is required to use the roundabout.

“Cars only” lanes passing under the roundabouts for this flow might abstract 1500 cars per hour from each roundabout significantly improving their function. In both cases the existing central reserves appear to be narrower than at Nine Elms and therefore the carriageway pavement width would probably need to be widened on the near side.

At the Sans Pareil Roundabout: My suggestion of a cars only underpass in conjunction with this widening would probably be highly effective. Perhaps the relocation of the entry to Wainscott road could be avoided.

To the east side of Berwick Way is a large field, unused for crops for many years, only Boot Fairs in the Summer. Please don't accept the Green Belt excuse, you won't need it all, just enough land for a few concrete feet to support a flyover, two carriageways, no housing roads on 3 sides, it's ideal. Surely that must be better than severely blighting several houses at the lower end of Benenden and causing massive inconvenience for the inhabitants of Frittenden.

Any future building must be on a justifiable scale, sustainable, located sensitively and within keeping with the rural aspect presented by the Peninsula.

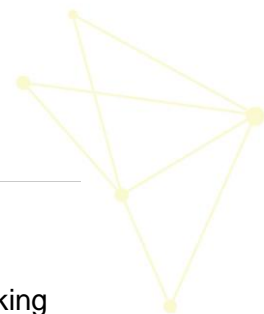
If the council are professed to support climate control and green initiatives, why do they continue to build on farmland that should be growing crops instead of importing them from neighbouring countries i.e Holland and France. They should encourage existing farmers and support encouraging schemes to make ourselves self sufficient.

I cannot understand why the Capstone Valley and Hempstead are not growth areas for housing and why when they do grant permission it is for detached executive housing..... This area is much better placed to receive extra numbers of housing with good links to the M2/A2.

A published masterplan must be given that clearly states where all the infrastructure is to be put in place before any further housing is built on the Hoo Peninsular.







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Why can't the Hoo Peninsula be left alone as a beautiful green lung (perhaps even a National Park) instead of being concreted over.

The Covid 19 pandemic has highlighted that technology has enabled more home working & internet procurement. This will free up town centre brownfield opportunities that can be utilised for central housing development thus saving the destruction of irreplaceable high grade agricultural land (required to assist in the UK being less reliant on imports).

Deangate should be the parkland.

If this road scheme is approved, I strongly object to the road phase 2, which would include closing Ratcliffe Highway to vehicular traffic, denying access to Main Road. What consideration has been given to Ratcliffe Highway residents and businesses? A journey to the school or pool or towns will involve many more miles travelled - same for emergency vehicles attempting to get to Ratcliffe homes and businesses. Closure also denies use of Ratcliffe as an alternative route for the flow of traffic during emergencies - something relied upon many times in the past. Vehicular access should not be denied. If the plan means there are serious, documented, risk assessed, safety concerns for road users accessing Ratcliffe Highway, a compromise may be to allow left turn only on exit to Main Road and left turn only on entry to Ratcliffe (no right turn when approaching from Hoo). This would still be inconvenient but not completely restrictive for residents.

It is the position of the Medway Labour and Cooperative Group that a lower figure would be more realistic and that a sustainable figure for the development around Hoo should be proposed based on a more in-depth analysis of the condition of existing housing across Medway, population trends and the current housing waiting list.

... a new Strategic Housing Land Availability Assessment is required to review the viability and deliverability of sites being proposed for the Hoo housing development. The HIF proposals would then have a much greater chance of achieving the aims for providing some of the infrastructure required for the new communities which are being created. There would also be the opportunity to make these new communities merge more seamlessly with the existing ones and allow us to bring about real improvements for both.

The Town and Country Planning Association recently launched its Guide to the 20 Minute Neighbourhood (<https://www.tcpa.org.uk/the-20-minute-neighbourhood>). This is a concept which ensures that all the immediate needs for the residents in new communities can be found within a 20 minute walk or cycle. These include:

- Local Shops
- Local Schools
- Local greenspaces
- Local public transport
- Community facilities – libraries, churches, medical centres, etc.

We feel strongly that walking or cycling should become the preferred way of travelling for most people in the community and where this is not possible then there should be provision of affordable and carbon neutral public transport. This would lead to a community of minimal car ownership and minimal car usage. Consequently, as the targets for EV vehicles are achieved vehicle related pollution will quickly drop to virtually zero.





Brownfield sites should be developed before destroying top grade farmland and green spaces, for the sake of housing. In particular farmland should not be destroyed for the creation of a park, when Deangate is a suitable alternative.

The Medway Liberal Democrats' (MLD) submission suggested:

Improving Upcast Road and introduce an additional slip road from Four Elms north-bound.

Four Elms Roundabout. The most important junction design within the HIF project – this is already severely congested at peak hours and the increased population on the Hoo Peninsula will only make poor traffic flow worse. We propose that a significant portion of the highway fund be spent on upgrading and grade-separating this junction – via the construction of a viaducted dual carriageway flyover.

The only practical means of ensuring traffic flow, particularly generated traffic from an increased Hoo, is to make it grade separated. In short, a junction similar to the current ones on the bypass at A226 and B2000. It is appreciated that there is insufficient space and scope for the roundabout and slip roads to be placed over the dual carriageway. Therefore, we recommend that the dual carriageway be raised and viaducted over the roundabout. In addition, the enlarged roundabout would work as a gyratory, as traffic signals would be added. We consider something similar to what has been constructed at Bridgewater Roundabout, Chatham, would be appropriate. The viaduct option can be constructed in such a manner that there can be a traffic scheme in place to keep traffic flowing. Below is a means of constructing the junction:

- build a temporary clockwise road
- then construct the clockwise carriageway portion
- temporary transfer of anti-clockwise traffic
- construction of anti-clockwise carriageway
- transfer anti-clockwise to new permanent route
- complete clockwise carriageway
- transfer clockwise traffic
- complete gyratory traffic works
- remove remaining temporary road

The second important junction redesign within the HIF project – is other already severely congested at peak hours roundabout at Sans Pareil – here too there shall be an increase in traffic due to local increase in population along with the proposed secondary school. The natural formation of the land lends to the construction of a grade separated junction, this time with the dual carriageway set in a cut. Here the natural geography could be used to benefit all, by the provision of another grade separated junction with the dual carriageway placed into a cutting, separating the through traffic from local traffic, without dramatically affecting the current sight of vision lines across the remaining greenspaces. A grade separated junction would also ensure a safer space for pupils attending the proposed new secondary school, both from traffic flow and reduced local emissions.

There are junction improvement proposals at Main Road Hoo onto Peninsula Way and at Bell's Lane, Dux Court Road onto Peninsula Way. It is our opinion is that although these appear to be highway designed, contrary to some other junction designs, these should not be constructed when the most pressing and overloaded junctions have not been adequately addressed.

Alternate phasing provided:

Current Phase 5 should be Phase 1

Current Phase 6 should be Phase 2





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Current Phase 2 should be Phase 3  
Current Phase 3 should be Phase 4  
Current Phase 4 should be Phase 4 / 5 with the proposed access to the station only to be constructed when the rail works are guaranteed to be undertaken not necessarily on this layout.

Current Phase 1 should not take place.

The single line requires a rail loop partway along the line between Hoo Junction and Hoo Station. We think the loop necessity provides the opportunity for a new Cooling Station. Trains shall have to stop and wait at the loop, so why not offer the opportunity for those who live in the nearby villages to board and leave the trains local to where they live?

However, it is our opinion that it is short-sighted not to build a two-platform station as shown below.

Hoo railway station should be built on the current rail alignment to permit the future extension of passenger services to Grain and the villages in-between.

We would prefer that some of the highway funding and some of the greenspaces funding be transferred to constructing cycle paths that can be used for both commuting and for leisure.

Cycle paths we have identified for commuting are:

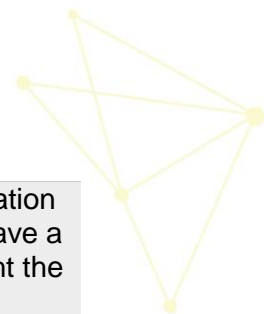
- from Hoo Station to Thamesport
- Hoo to Medway City Estate
- High Halstow to Hoo Station

There are three significant leisure cycle paths that could be constructed on the peninsula these are:

- a) Cliffe Marshes – a cycle path that takes people from Cooling Station towards Cliffe and then onto the sea wall around the Cliffe Marshes and onto Egypt Bay and ending at Allhallows
- b) Allhallows to Grain Marshes and then to Grain
- c) Allhallows to Stoke and then along River Medway to new Hoo Station

We propose that another country community park be formed to the north of Hoo that extends from Cliffe Woods to High Halstow and incorporates Great Chattenden Wood (SSSI), Lodge Hill (SSSI), Deangate and some farmland towards AC Goatham in a similar manner as with the farmland near Hoo Lodge. We propose that £3.8m of the remaining sum be allocated for the purchasing and developing the community country park. Such a significant community park on the northside of Hoo would complement the current proposed Cookham Community Park one on its southern flank. These two parklands would both ensure a modern greenbelt to prevent further the growth of Hoo into greenspaces and provide local recreation areas for the existing and new residents of Hoo. The two large parks would also provide and enhance wildlife habits. The northern community park would also act as a partial greenbelt to Cliffe Woods, preventing housing creeping further eastwards over the hill into Great Chattenden Wood.





There are other areas throughout the Medway Towns that could benefit from regeneration and redevelopment to facilitate the ever-increasing population and which would not have a detrimental effect on our valuable countryside and wildlife and which will also not blight the lives of existing residents.

Rail Futures response included the following suggestions:

Station design - Involve the Kent Community Rail Partnership in its planning and design from the beginning

While we accept that the funding allocated and the timescale for spending it are both limited, we note that the number of new homes under consideration at 10,600 is almost identical to the scale of development at Barking Riverside, where a four trains per hour service is considered necessary. We must therefore urge that all parties strive to provide what is generally regarded as the minimum turn-up-and-go train service of quarter-hourly, and transform the new development's connectivity in what might become the basis for a new Medway Metro concept, through delivery of a Higham Curve option as named in Figure 17 on page 32 of 'Hoo: New Routes to Good Growth'.

Is it not time for Medway council to consider building at Capstone?

A new linear park along the north bank of the Medway estuary is proposed. We already have a readymade countryside park in the form of Deangate Ridge, complete with car parking facilities and a now redundant Golf Clubhouse for refreshment facilities in the future.

The Green Party response included the following alternative suggestions:

The housing infrastructure included in the Medway Council bid will generate a massive carbon footprint which presumably must be offset by other means, as asphalt doesn't sequester carbon. To be in line with Government policy, the infrastructure's carbon footprint would need to be offset, by the houses being carbon negative.

Our volume house builders haven't seemingly got a clue how to make houses carbon neutral, let alone carbon negative. So, until they have, let's build where we already have roads leading to our brownfield and urban sites.

Rather than spend tax payers' money on highway engineering works to open up grade one agricultural land for exploitation by the volume house builders, we should assess the damage that they have inflicted on the population and environment and, at the very least, force them to build out the planning approvals that they already possess.

Metrotidal Ltd suggested an extended rail and cycle network with increased connectivity, an in-built flood defence scheme, data storage and green energy generation. The proposal would be for multiple additional stations across the Hoo Peninsula with:

- a Crossrail connection with an additional orbital element (Thames Orbital);
- an orbital railway that would connect with Southend, Cambridge/Bedford, Oxford/Reading and Guildford/Redhill and stations in between (R25 Orbital);
- a coastal route connecting Colchester, Sittingbourne and Canterbury through stations on the Peninsula (Coastal).





Full details can be found online at <http://www.metrotidal.com/>.

The Kent County Council submission included the following suggestions:

The funding for this project dictates all works need to be in place and completed by Spring 2024, with construction proposed to commence in Summer 2022. Where possible, all construction movements should be made by rail to minimise the distribution on the highway network and reduce the cumulative impacts of construction of other large scale infrastructure schemes in the area taking place at the same time, such as the potential London Resort and the LTC.

The presumption that the converted freight route will be electrified (to as far as the proposed new terminus at Hoo) should not be made at this stage. Whilst 3rd rail extension electrification based on the existing network 750v DC system is clearly preferable, there is currently opposition within the regulatory arm of the rail industry to any further extension of the 3rd rail network, unless there is a high level of protection provided. At present, the Office of Rail and Road (ORR) and the Rail Safety Standards Board (RSSB) are continuing assessments of requests for similar extensions on the 3rd rail network (e.g. Hurst Green to Uckfield), so there may be a template from another route which could be adopted for the Hoo line. In the meantime, the scheme sponsors should keep other traction options open, such as bi-mode electric/battery rolling-stock in case the preferred option of electrification is not permitted.

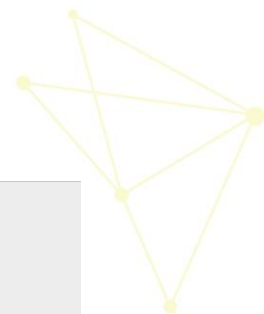
The County Council notes the level crossing proposals within the consultation document and would urge consideration of the enjoyment of a PRoW when proposing diversions. Some PRoW in this area may be at risk of flooding and KCC would recommend consideration of mitigation measures, such as aggregate surfaces where appropriate.

The road and rail improvements will impact significantly on a range of designated and non-designated heritage assets, and on a fragile historic landscape. It is essential that the needs of these assets are integrated into the proposals from the very beginning of the process so that the assets themselves are not adversely affected, and so that the heritage landscape that they comprise does not become fragmented.

After archaeological work is completed, an archaeological 'archive' will be created – a sample of the most significant finds and records from the excavation. This archive is what allows the research and community exploitation of the archaeological work. It allows researchers to investigate aspects of the excavation even many years after the event. It allows schools and community groups to investigate their local heritage and see the materials that were discovered, even, perhaps, underneath their own homes. The archives are a key method by which the now-lost heritage is connected to the modern community. In most counties in England these archives are deposited in local museums. In Kent, however, most museums are now full, and the archives are left in what are often insecure and inappropriate stores at the archaeological contractors.

The need for archaeological storage for these materials, with proper education and access facilities, is critical to allow a full appreciation of the heritage of Medway. This need is created almost entirely by commercial development and represents a significant infrastructure requirement; and for which there are no additional resources. Some of the ongoing costs of the service could be met by charging the





developer on a site-by-site basis. This will not provide for the initial setup cost, however, nor the facilities for community use, and it is these elements that are appropriate for inclusion as part of development contributions. KCC would urge that Medway Council considers the provision of archiving facilities as an appropriate use of HIF environmental mitigation funds.

KCC would also encourage Medway Council to continue to support the 'Whose Hoo' National Heritage Lottery Fund (NHLF) project application that is in development. A successful project could play a key role in helping to integrate the proposed development and its associated infrastructure into the existing landscape and in engaging the local community. Irrespective of whether the NHLF application is successful or not, KCC would encourage Medway Council to continue to support the goals of the project and, as far as possible, try to assist partners in delivery.

KCC recommends that all aspects of the environment participate in the SEMS proposals so that they can complement one another. As an example of what could happen if the SEMS scope is expanded, a planning application has recently been submitted for a new community parkland at Cockham Wood (which forms Phase 1 of the SEMS work and is the example discussed in the consultation document), but the redline area appears to have been drawn to specifically exclude Cockham Wood Fort, a scheduled monument on the Heritage at Risk Register. The fort and scheduled monument extend up the riverbank into the woodland behind the gun batteries visible at the waterline. Had the fort been included within the community parkland, then there would have been opportunity to both improve the management of an at-risk monument and include an important heritage element to a new community green space. At present, the attraction of more people to the community woodland is likely to indirectly put more pressure on the monument, but with no corresponding opportunity for improved management or conservation.

In terms of future development and bearing in mind the ever increasing rise in dog ownership we would like to see dog friendly green infrastructure implemented where possible. St Mary's Island is a good example where there is an enclosed open space designated for dogs and numerous dog waste bins along the riverside walk.

The Peninsular should have a MAXIMUM house build of ~3 to 4,000 quality houses, including a mix of bungalows to meet the requirements of the ageing / disabled population and bringing more of a balanced approach to quality homes, flats, social housing etc.

The Council have totally avoided mentioning the two main rivers in its infrastructure plan, the rivers would provide a far more sustainable and useful travel corridor for people and businesses.





## APPENDIX B: QUESTIONS AND CLARIFICATIONS

### ALTERNATIVES CONSIDERED

What are the road alternatives?

What rail alternatives have been considered?

How have other travel methods been assessed as being able to relieve travel demand as an alternative to new roads?

Are there alternative sustainable forms of transport being planned such as trackless trams and dedicated bus lanes and/or provision of ultra-low emission buses connecting the Peninsula with the rest of Medway?

### ASSESSMENTS

What assessments have been completed? E.g. Environmental Impact Assessments, Traffic Assessments, Air Quality Assessments and Construction Environmental Management Plans

How will ongoing assessments of the impacts of the HIF on residents be made? E.g. pollution, noise, vibration etc.

How can the assessments conducted for the HIF be accessed?

How can the impact of the HIF be assessed without the relevant assessments and development plans?

### CONSTRUCTION

When would construction take place? E.g. times of day, evenings and weekends

What roads would be used to access construction sites for the HIF?

What are the construction arrangements? E.g. site offices etc.

### CONSULTATION

How were the consultation arrangements publicised? E.g. survey, meetings etc.

How will members of the public be able to influence final designs?

What engagement or consultation has previously taken place with residents?



How will resident's views be taken into account / what are the plans for future consultation?

Why have alternatives not been consulted on?

HIF

How is the HIF going to be completed in the planned timeline?

What are the financial arrangements for the HIF? Is it a loan that will need to be repaid?

How have changes in habits due to Covid-19 been taken into account?

Why are the houses highlighted in red in the consultation document? Are they blighted?

What public meetings are planned to discuss the HIF plans?

Will properties be bonded against damage?

Will there be compulsory purchases made? Both for properties and land?

How will people be notified of any compulsory purchases that need to be made?

What are the compensation plans?

Why has the Council awarded the contract [for the HIF] to Project Centre?

Is there sufficient monies to complete the HIF?

If there was an overspend on the HIF how would this be met? E.g. would Medway residents be expected to pay the bill, would Section 106 funds be used etc?

How far is the HIF in the planning process?

Why has there been a lack of information about the proposals?

Why has the HIF not appeared on property searches?

How has travel demand been assessed?

Which companies have been selected for which parts of the projects? What was the vendor selection process used? If the selection process has been completed, could you share selection criteria and allocation of work decisions?

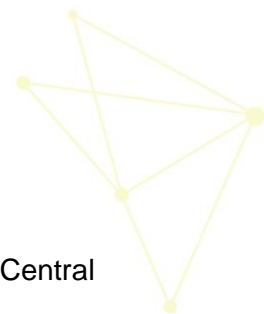
What on-site assessments of the proposals have taken place?

Why are exploratory ground works being carried out?

What are the heritage implications of the HIF?







What is the impact on farming land?

If the council does not deliver parts of the HIF will it be able to enter negotiations with Central Government around delivery?

If the HIF was not delivered would the monies have to be repaid?

Do the conditions of the HIF funding require the council to have an adopted Local Plan / up-to-date development plan?

What is the need for the scheme?

What are the costs-benefits of the HIF?

Will Cockham Community Parkland actually contribute to a net biodiversity gain? Due to its advanced stage compared to other infrastructure works.

## HIGHWAYS

What is the purpose of the new road? (Relief road, new main route, roads to enable development or something else)

Why does the Wainscott Bypass no longer have noise reducing surfaces?

What are the design and technical specifications of the Phase 1 flyover? E.g. Height, location in relation to existing features, junctions and mitigations against adverse impact etc.

How can an elevated flyover be permitted when the original bypass was sunken to reduce visual impact?

What are the impacts of the flyover on residents? E.g. pollution, noise, dust, visual degradation and financial

What additional traffic will be caused by new developments / what are the traffic forecasts?

How do the HIF plans help reduce traffic problems in the area?

How can MOD roads be used when they are subject to short notice closures?

Where there are proposed road changes, how will existing accesses be maintained? E.g. to properties

How many vehicle movements per hour will the new flyover and relief road generate?

Why was a flyover not included in the South East LEP papers of February 2020? What has changed so a flyover is now needed?





Why is Higham Road deemed suitable as a through road when previous mitigations were put in place to prevent its use as a rat run?

As Higham Road is unsuitable for HGVs, what restrictions are planned to prevent HGV access?

Will vehicles be able to turn into Higham Road from the flyover / slip road?

How does the development of the flyover impact on the agreements that the Wainscott Bypass should be below ground level? What legal review of these agreements has been carried out?

What considerations have been made regarding the Lower Thames Crossing? E.g. changes in vehicle movements, infill, capacity and modelling etc.

What are the detailed plans for Phase 6 and what impact will they have?

Why are the changes at Four Elms Roundabout not the first phase of HIF?

How has best practice for highways design been taken into account?

How will road safety for other users, e.g. pedestrians, cyclists and riders, be prioritised?

When does work for each road phase start and end?

What are the traffic flow impacts on other junctions? E.g. A2/M2/A289 junction at Three Crutches.

## LEISURE

What are the plans for indoor leisure facilities on the Peninsula?

How will existing public rights of way / cycle paths be maintained?

What are the plans for Deangate?

How will mitigations be made to changes for public rights of way?

## LOCAL PLAN / DEVELOPMENT

What are the housing development plans?

Will there be new infrastructure? e.g. health services, utilities, schools etc.





Where can more information be found about the plans for Hoo? What is the masterplan for Hoo?

How does the levelling up agenda impact the need for new homes in the South East and housing targets for Medway? Impacting the Local Plan and HIF.

Why are new properties not being built, in line with government policy, on brownfield sites?

How does the HIF impact on the local plan?

Will homes be fit for future needs? E.g. adaptable, one bedroom properties to support an ageing population.

How have other infrastructure changes been considered as part of the HIF?

Should the Local Plan not be adopted before the HIF proceeds? i.e. it isn't possible to know infrastructure requirements before housing demand is determined

What is the difference between proposed development in the Capstone Valley and the Hoo Peninsula?

Why are the Central Government housing targets for Medway so high?

How are young people being supported to buy homes locally?

Are the housing development plans sustainable?

How will the HIF enable the integration of existing and future communities?

How does the HIF fulfil the principles of 20 minute neighbourhoods?

How can Hoo be considered a sustainable place for growth without the HIF funding?

## POLLUTION

How will you address the impacts of air pollution on local resident's health?

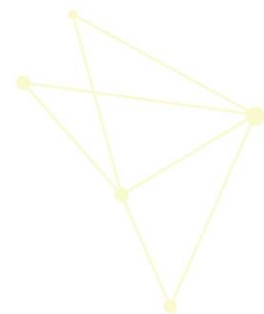
Will the Council await the Prevention of Future Deaths report from the inquest into the death of 9 year old Ella Adoo-Kissi-Debrah before proceeding with the HIF?

## RAILWAY / STATION

Are there any proposals for a train service from Hoo Station to the Medway towns?

How does the freight service affect the passenger rail timetable?





What are the rail passenger journey times?

Will the rail scheme be financially viable?

How are the impacts of the rail scheme going to be mitigated?

Is the loss of the Higham Curve only temporary? What would need to happen to reinstate it?

How will sustainable travel to the rail station be encouraged?

What is the capacity of the rail network for the HIF proposals?

What other options for rail traction? Other than electrification

What impact do the rail proposals have on Higham Station?

What impacts do the new rail crossings have on the local area / access for users?

How will the demand for rail services be determined?

#### SEMS / ENVIRONMENT

What are the equestrian facilities for Cockham Community Parkland?

What are the impact on SSSIs?

What mitigations are there to protect SSSIs?

What are the climate change impacts?

How can the HIF support low carbon approaches / mitigate climate change impacts?

What are the impacts on Nightingale populations?

What are the plans for the SEMS / environmental changes?

What are the environmental impacts of HIF?

What are the cumulative environmental impacts of the HIF?

