MEDWAYONE

POWERING FUTURE GROWTH

DESIGN & ACCESS STATEMENT

MARCH 2021

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CONTENTS

1. INTRODUCTION

MEDWAYONE
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1.1 VISION

MedwayOne is a strategic brownfield site uniquely positioned within an already industrialised landscape, with good access to the local and strategic highway network. It provides the unique opportunity to deliver diverse new employment opportunities through the delivery of commercial and energy generating uses, supporting sustainable growth in Medway.

1.2 SITE LOCATION AND DESCRIPTION

1.2.1 The application Site (hereafter referred to as the Site) is located approximately 4.2 kilometres east of the settlement of Hoo St Werburgh and approximately 15 kilometres north east from the town of Chatham, 13 kilometres to the M2 motorway, and just 37 kilometres from the M25 motorway.

1.2.2 Damhead Creek Gas-fired Power Station is located directly to the north of the northern boundary. The Site also abuts the existing Kingsnorth industrial estate to the north-east corner of the Site.

1.2.3 To the immediate west of the Site is low-lying flat marshland, which forms part of a broader landscape of open fields, scattered development, mineral extraction works and associated water bodies.

1.2.4 The southern and eastern boundaries of the Site are met by the mouth of the Medway river estuary, where there is a flood defence system in place.

1.2.5 The total site area is approximately 111 Ha, compromising of mostly brownfield land, being either the former coal power station or grassland found in the northern area of the Site which was formally the site of the RNAS Kingsnorth airfield.

1.2.6 The Site has a varied topography, from 1m to 7m AOD. Majority of the Site sits between 2m to 4m AOD, with topographical features such as flood defence bunds rising up to 7m AOD.

1.2.7 The existing Kingsnorth substation, owned by National Grid, is located in the south west of the Site and sitting outside the application boundary.

1.2.8 Due to previous uses vegetation is limited to the Site boundaries and the area to the south of the Site entrance.

1.2.9 Reaching out into the Medway River to the south of the Site are the Oakham Ness and Long Reach jetties. The Oakham Ness is a jetty designed for the importation of oil, whilst the Long Reach Jetty was purposefully designed for importing coal.

1.2.10 A full assessment of the Site features and development constraints is provided in Section 2.3.

Photograph taken from the centre of the Site looking East

Historic photograph taken from River Medway looking North at the Site

Figure 1: Site Context Plan

1.3 THE APPLICATION SITE

1.3.1 This Design and Access Statement accompanies the Outline application with all matters reserved except access.

1.3.2 The Outline application elements include:

- Industrial uses, Use Class E (g) (iii) and B2;
- Storage & distribution, including data centre & parcel distribution (Use Class B8); and
- Sui generis, including energy uses not exceeding 49.9MW & lorry park/ layover.

1.3.3 The application is supported by an Environmental Statement and supporting technical assessments which assess the max possible floorspace for each of the above mentioned uses. However, the max floorspace on the Site shall not exceed 315,000 sqm GIA or 324,450sqm GEA or exceed maximum AM and PM peak trips of 615 trips and 598 trips respectively.

1.3.4 The Outline proposals will secure the redevelopment of this strategic brownfield Site and ensure that a framework is in place for its comprehensive redevelopment. This will secure an integrated approach taking account of the Site's opportunities and constraints and its wider setting, delivering a joined up response on matters such as highways, drainage, landscape and ecology.

1.3.5 The proposed application parameter plan, shown at Figure 2, is supported as part of the planning application for approval. The masterplan defines where development will and will not be located, maximum building heights, the principal access routes and location of green infrastructure. Future detailed applications (reserved matters) will need to comply with the masterplan. However, the application is supported by an illustrative layout (Figure 18), which demonstrates how the development can be delivered within the defined development areas. The masterplan also forms the basis of the accompanying technical assessments (also referred to as a "parameter plan").

Site Photo - Taken from East end of the Site looking East

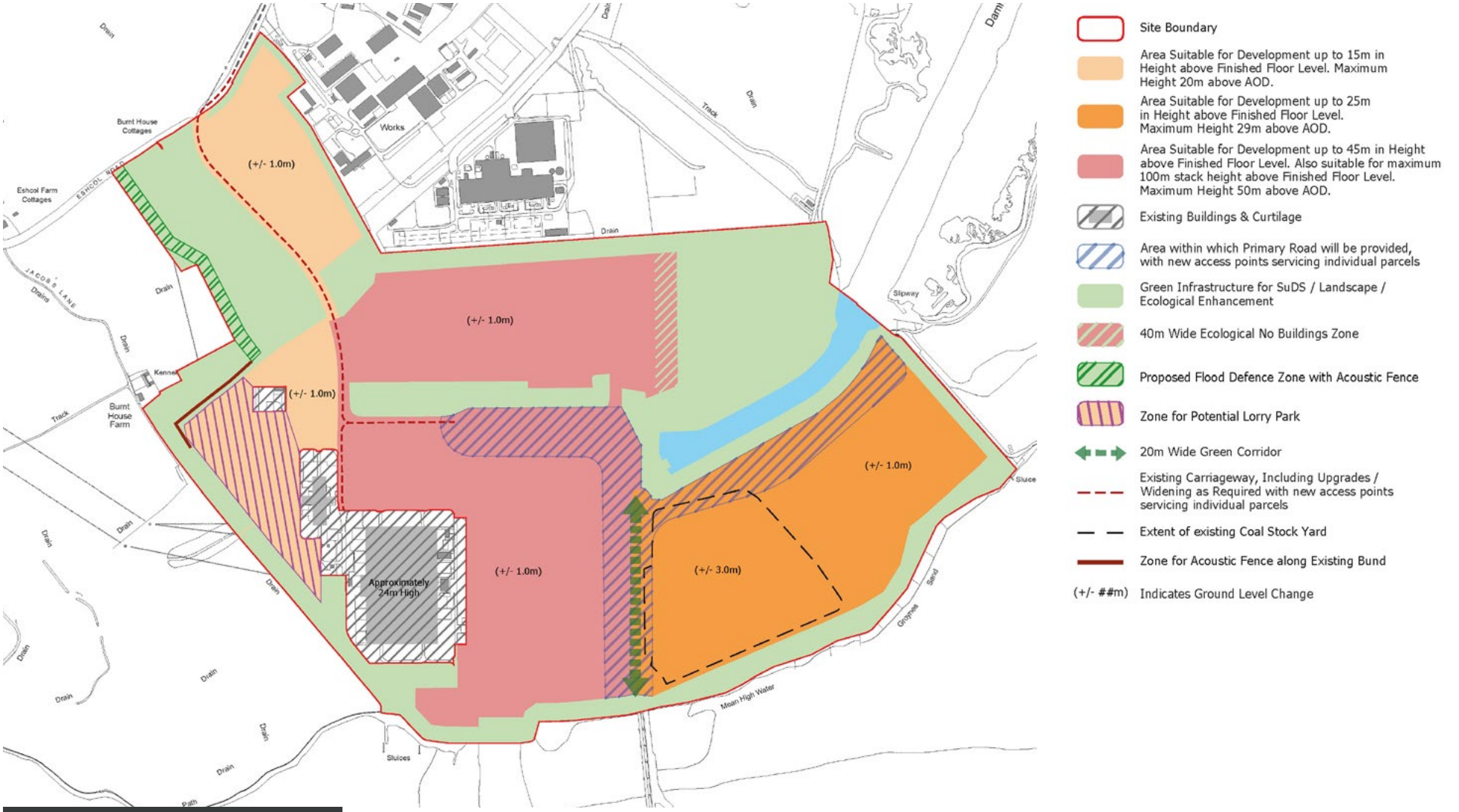

Figure 2: Application Parameter Plan

1.4 SCOPE AND CONTEXT

1.3.6 This Design and Access Statement has been prepared on behalf of Uniper, and is part of a comprehensive package of information submitted in support of the Outline application, which principally includes:

- Environmental Statement (ES) which covers the following topics;
  - Highways and access;
  - Water resources and floodrisk;
  - Air Quality;
  - Landscape and views;
  - Biodiversity;
  - Socio economics;
  - Climate change ; and
  - Cumulative effects.
- Within the ES there is also a separate Heritage Impact Assessment;
- Outside of the ES, the following additional reports are also provided:
  - Noise Impact Assessment;
  - Remediation Strategy;
  - Archaeology Assessment;
  - Geoarchaeological Assessment;
  - Planning Statement; and
  - Statement of Community Involvement.

1.3.7 The Design and Access Statement has been prepared to be compliant with the The Town and Country Planning (Development Management Procedure)(England) Order 2015 (as amended),

1.3.8 Consideration has been given to the importance of demonstrating the mechanisms for the delivery of design quality within the built environment. The document also has the following functions and purposes:

- To provide a concise description of the key issues, their evaluation and the design decisions that informed the proposed development form and layout;
- To provide comprehensive information on the development in terms of composition, urban design, access and circulation, open space and landscape; and
- To set out design standards which will establish:
  - A framework for the development which promotes high quality design;
  - Clear standards and criteria to evaluate and assess detailed applications, supporting the development control process, and ensuring high quality and coordinated design; and
  - A clear brief for designers and others involved in the development process which will guarantee the achievement of high standards.

1.3.9 This Design and Access Statement provides specific information as set on the page adjacent.

CONTEXT APPRAISAL

PLANNING POLICY CONTEXT: An assessment of policies relevant to the redevelopment of the Site, including an evaluation of the local plan policies and their impact on the proposal

SITE HISTORY: Summarising the history of the Site, and how this has influenced the proposal

TECHNICAL WORK: An assessment, evaluation and illustration of the existing opportunities and constraints on the Site

INVOLVEMENT

DESIGN EVOLUTION AND CONSULTATION: Summarising the public consultation events and findings, and providing details of the evolution of the design of the Application Masterplan including implications to the design arising from the consultation process.

MASTERPLAN AND DESIGN DESCRIPTION

An Outline of the proposals for the Masterplan, including an explanation of the design principles for the redevelopment of the Site as informed by the assessment, evaluation and involvement stages.
The remainder of the section provides an explanation of the scale, amount, layout, scale, appearance, landscape character, drainage strategy and access of the proposed development. Details of the approach to land form, building performance, and adaptation to climate change are also included in this section.

2. CONTEXT APPRAISAL

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2.1 PLANNING POLICY CONTEXT

2.1.1 The following section summarises the Planning Policy position in respect of the Site and should be read in conjunction with the supporting Planning Statement which provides a more detailed assessment of the proposals against relevant planning policies.

2.1.2 The development proposals have been formulated in accordance with National planning Policies contained in the National Planning Policy Framework (NPPF), Planning Practice Guidance (PPG) and Medway Council's local planning policies.

Site Allocation

2.1.3 The Site is allocated in the Medway Local Plan 2003 for employment uses including light industrial and industrial uses as well as storage and distribution.

2.1.4 Figure 3 shows an extract from the adopted Local Plan proposals map illustrating the extent of the existing allocation and shows the Site within a wider "Kingsnorth Strategy" area which supports industrial development across a larger area.

Other Relevant Local Policies

The Site is also affected by other landscape and ecological designations which do not extend into the development but bound the Site. These include:

- Medway Estuary Marshes, which is an identified RAMSAR, SSSI and a Special Protection Area (SPA);
- Land to the east of the Site is identified as undeveloped coast;
- The shoreline is identified as an area for improvement; and
- The existing jetties at the Site are identified for retention.

In addition to the above, the Site is located within an area of flood risk, but is defended to a 1 in 1,000yr flood event. See section 4.8 'Drainage Strategy for further details.

The Local Plan also includes a raft of policies which supports and promotes development that:

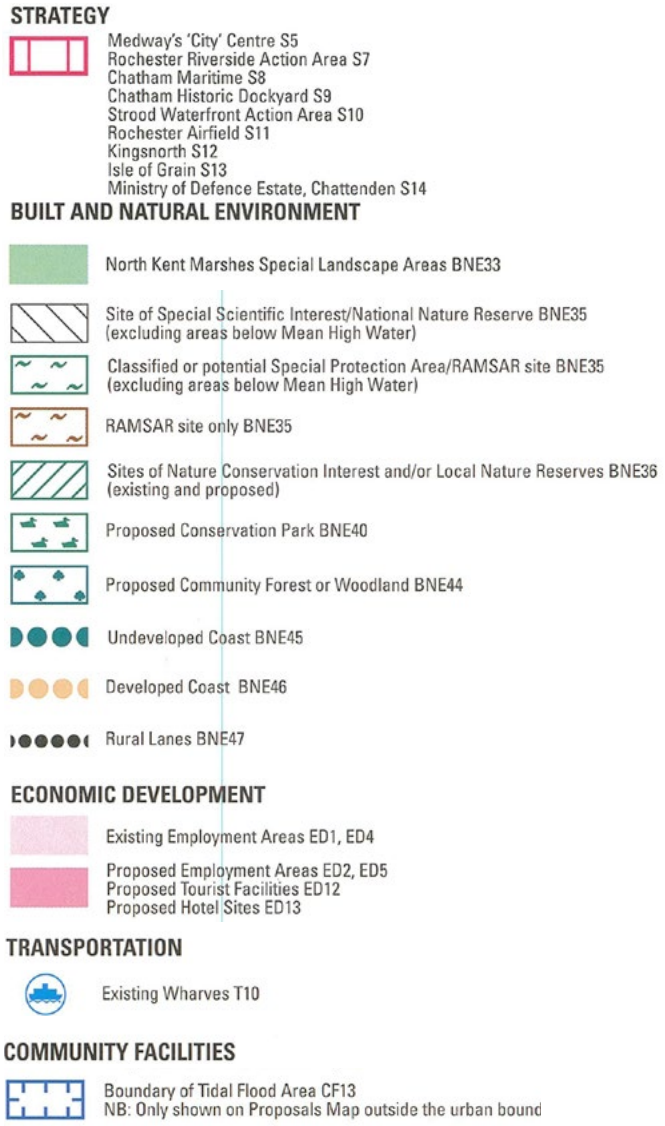
- Maintains and improves environmental quality;
- Responds appropriately to its context;
- Is satisfactory in terms of scale, mass, proportions and layout;
- Where appropriate provides well structured open space;
- Promotes sustainable modes of transport;
- Incorporates energy efficient measures;
- Incorporates structural landscaping;
- Protects and supports biodiversity; and
- Addresses and reduces impacts in respect of land contamination, noise and air pollution.

Emerging Local Plan

2.1.5 Medway Council is also currently preparing a new Local Plan. The last Regulation 18 consultation Local Plan did not include Site allocations at that stage, but set out an overarching strategy that would provide the basis for the next iteration of the Plan (Regulation 19). Key themes included:

- Making the most efficient use of brownfield land;
- Based on the findings of the "Medway Commissioned employment Needs Assessment" growth of circa 17,000 new jobs is needed over the Plan period;
- Kingsnorth is identified as an area better focussed for more land intensive light and heavy industrial activities and distribution, supporting the expansion and/or intensification of existing employment areas; and
- More generally the Plan also supported energy uses.

2.1.6 Current and emerging planning policy supports the redevelopment of this strategic brownfield site for the range of employment/commercial uses proposed, subject to satisfying environmental considerations. These have been addressed through the design process, as set out in the following sections of this Statement.



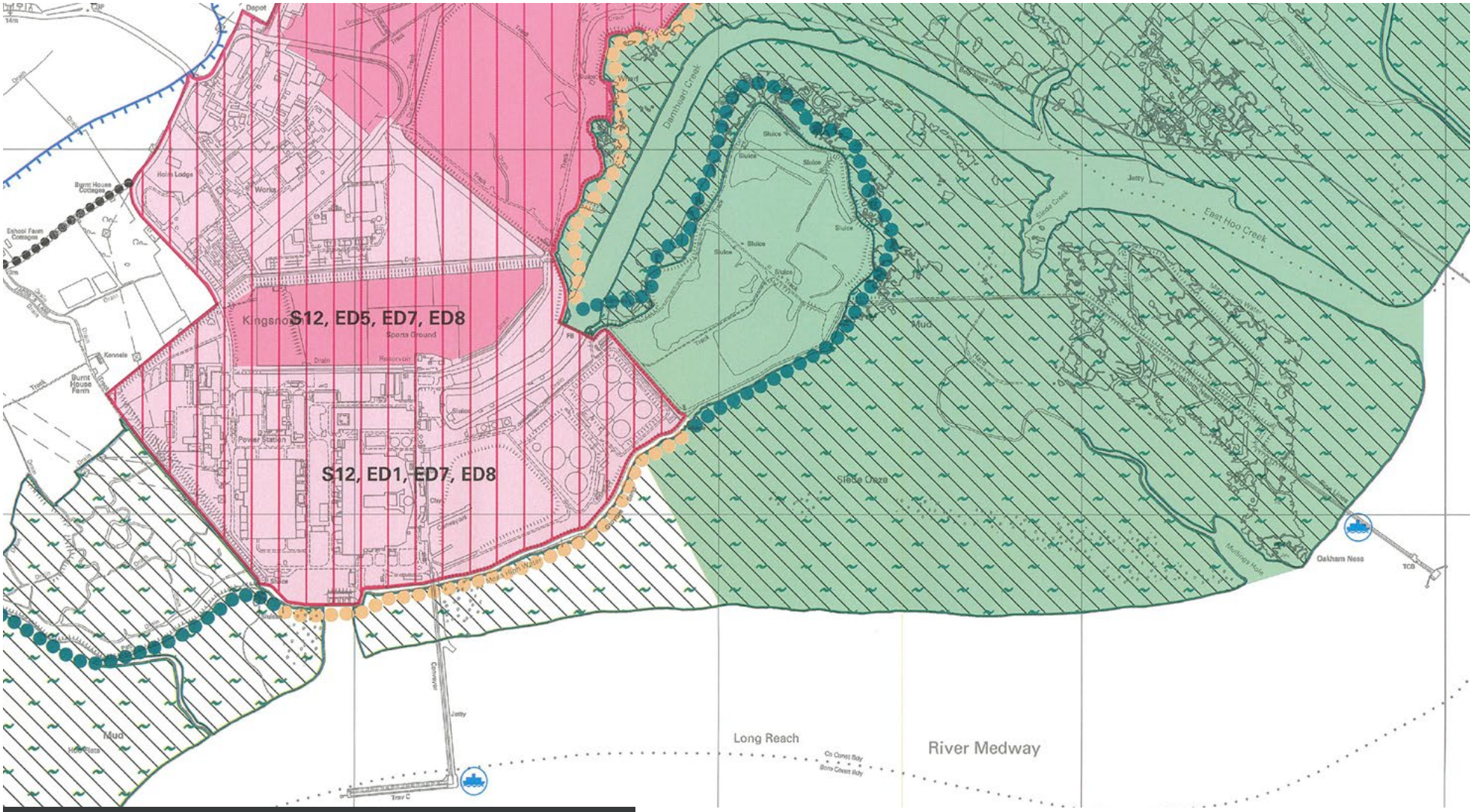


Figure 3: Kingsnorth Allocation Map (adopted Medway Local Plan 2003)

2.2 SITE HISTORY

2.2.1 The Site is the former home of the First World War naval airship station, Royal Naval Air Service (RNAS) Kingsnorth, which was opened in April 1914. Prior to this the land had been used as agricultural land, with much of the Site vegetation being the Hoo Marches, as shown in Figure 4.

2.2.2 This airship station was notably involved in the development of various non rigid airships. By the end of World War I development emphasis had been prioritised on aircraft rather then airships.

2.2.3 After the closure of the Site in the 1920s, the huge airship sheds were used as wood-pulping factories. The last aircraft shed was dismantled in 1938.

2.2.4 Between 1963 and 1973 the Central Electricity Generating Board (CEGB) built the only dual-fired power station in Great Britain on the Site. It was the largest of its type in Europe, designed to run on both oil and coal. The power station's chimney, was a prominent local landmark, standing at 200m against the Kent skyline – twice the height of Big Ben.

2.2.5 The power station finally closed in December 2012 and was demolished by 2018. The only building retained on Site, is the existing National Grid substation, which lies outside of the proposed development area.

2.2.6 MedwayOne has been a Site of employment, innovation and development for over a century. This latest proposal provides the opportunity for further innovation, employment opportunities and industry leading facilities.

Historic Photo of Kingsnorth Power station - Image 1

Historic Photo of Kingsnorth Power station - Image 2

Figure 4: Historic Map - 1888-1913

2.3 TECHNICAL SITE ANALYSIS

Transport

2.3.1 A traffic impact assessment has been undertaken using Medway Council's Aimsun Model. The use of the model is suitable where it is currently being used to assess the emerging Local Plan.

2.3.2 2037 scenarios consider the core test of committed development with and without the development, together with further assumptions that factor in background traffic growth assumptions. An assessment of the full development has been made for 2028 with consideration of Local Plan growth and infrastructure.

2.3.3 The assessment considers highway works which will be delivered through the implementation of off-site highway works. Key reports supporting the planning application are the Transport Assessment, Framework Travel Plan and Sustainable Distribution Plan.

2.3.4 The Access section of this Statement considers in more detail how movement to and within the Site has been accommodated to support the proposed uses as well as sustainable transport measures such as cycling and walking.

Heritage

2.3.5 Within 2km of the Site, there are three heritage assets impacted by the development:

- Hoo Fort – Scheduled Monument
- Fort Darnet – Scheduled Monument
- Church of St Werburgh – Grade I Listed

2.3.6 Hoo Fort and Fort Darnet are located in the River Medway. They were constructed in the late 19th Century by Royal Commission to provide an inner line of defence from invasion from France and to protect the navel dockyards at Chatham.

2.3.7 The character of the surrounding area is already industrialised. With development proposed to be set back from the river edge, together with an appropriate detailed response to form, massing and architectural treatment at the reserved matter stage the proposals are considered to have a negligible impact on these assets.

2.3.8 The Church of St Werburgh is of Ragstone construction. Its heritage interest is considered to primarily derive from its architectural, and historic interest, dating from the 12th Century. Given the degree of separation, combined with existing built form and enclosed setting of the Church, the development would have a negligible impact.

Utilities

2.3.9 There are existing utility connections that cross Parcels 1 and 2 (see figure 6) and connect with the National Grid Substation. On the western side of the Substation, there is an electricity pylon and a further pylon in Parcel 1, connecting with a broader electrical network. Development will be positioned outside of any easements to protect this infrastructure (as seen in Figure 5).

2.3.10 The national grid substation provides a direct electricity supply. Further utilities will be brought into the site, via Eschol Road. Routes will be safeguarded for utility connections along the main Spine Road within soft verges.

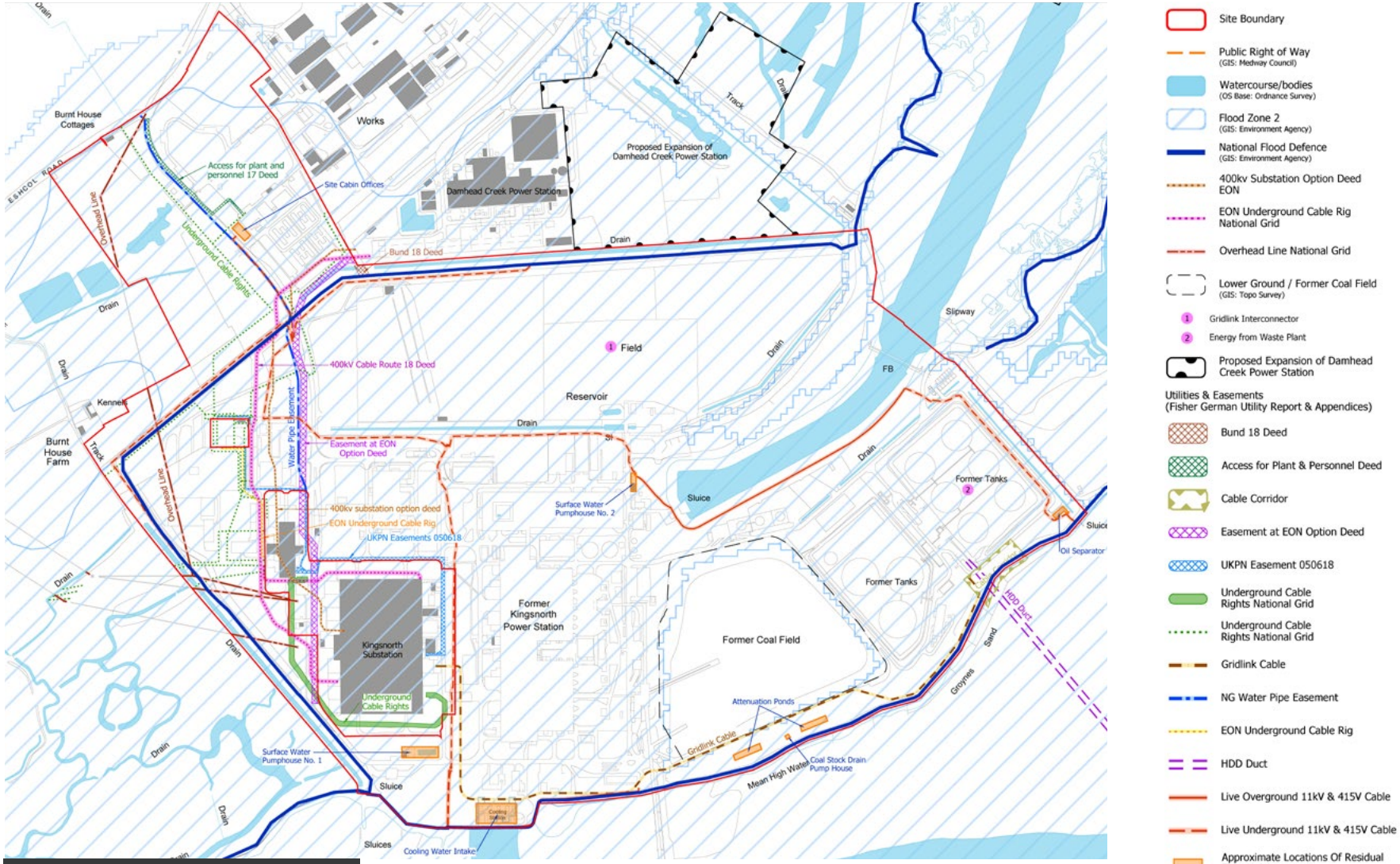


Figure 5: Utilities Constraints Plan

Noise

2.3.11 Noise surveys have been undertaken in the vicinity of the Site in order to inform an assessment of potential noise impacts arising from site operations, construction noise and off-site traffic noise. Taking into account the Site context and proximity of development, the receptors assessed include Burnt House Farm; properties on Jacobs Lane including Lance Farmhouse; Eschol Farm Cottages and the SSSI to the south of the Site.

2.3.12 With regards to traffic noise, potential impacts to properties from the main Stoke Road, Ropers Lane and Ratcliffe Highway as well as properties fronting Peninsula Way and Four Elms. In response to the Noise Assessment, a Noise Barrier is to be included on top of the existing and proposed flood defences on Parcels 1 and 2 (see Figure 6). The proposed barrier will be incorporated into the landscaping scheme for the bund.

Archaeology

2.3.13 Due to the historical use of the Site as a Power Station, which has caused significant disturbance to the Site, there is no potential for archaeological remains across most of the Site, except Parcel 4 (see figure 6). The archaeological potential of the Site is considered moderate for Bronze Age, Iron Age and Roman periods and low for the Early Prehistoric, Medieval and Most Medieval periods. Any archaeological remains that might be present would most likely be of local significance and not a constraint to development.

Long Reach Jetty

2.3.14 Long Reach Jetty extends from the southern boundary of Parcel 3 (as seen in figure 6) into the River Medway. The jetty was purpose built to receive and transport coal onto the Site. To bring the jetty back into operational use, other than for the transportation of coal would require significant modification. What works would be required cannot be determined at this Outline stage without an identified end user (modifications would be specific to the product being transported). The jetty can therefore not be included within this Outline application. However, the masterplan for the Site does not prejudice its re-use, maintaining a corridor to the jetty. Proposals for works to the jetty could be subject to a separate application, if a suitable variable use came forward.

Air Quality

2.3.15 The Site is not located within or close to an Air Quality Management Area (AQMA), however traffic generated by the Proposed Development is likely to travel through the Four Elms Hill AQMA which is located in Chattenden approximately 4km to the west of the Site. The assessment has identified particular location which are sensitive to changes in air quality, including residential properties and ecological sites such as the Medway Estuary & Marshes Ramsar Site, SPA and SSSI which borders the Site to the west and south and Chattenden Woods and Lodge Hill SSSI which is located along a key transport route to the Site.

2.3.16 The outcomes of the assessment do not require any specific design response, other than the inclusion of electric charging points (10% of spaces) alongside securing Travel Plan measures.

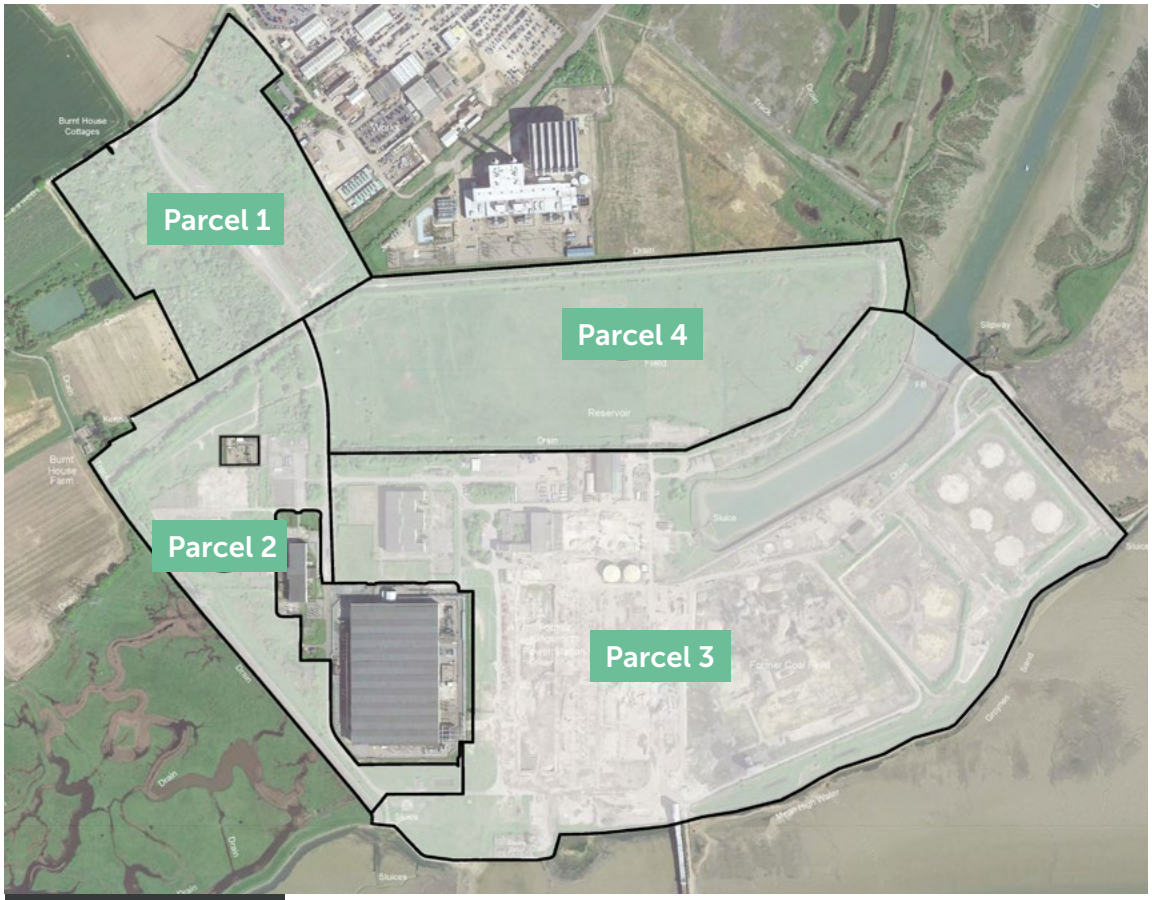


Figure 6: Parcel Plan

Wider Growth at Hoo

2.3.17 In 2018, Medway Council consulted on its Regulation 18 Local Plan. To meet its increased housing requirement it consulted on options to deliver between circa 10,000-12,000 new homes on Hoo Peninsula as a focus for growth. Principally concentrated around Hoo St Werburgh, which would become a Rural Town.

2.3.18 Medway Council has since been successful in its bid to secure £170m in "Housing & Infrastructure Funding"(HIF) from central Government to facilitate emerging proposals for 10,600 new homes on the Peninsula. HIF will fund a new road onto the Peninsula, rail station at Sharnal Street and ecology mitigation measures.

2.3.19 The development proposals at MedwayOne provide the opportunity to support the delivery of sustainable development in Medway and particularly on the peninsula, supporting economic growth and providing local employment opportunities, helping to reduce the need of residents to travel to access work, whilst optimising the use of a strategic brownfield Site. The proposals also provide the opportunity to provide a local energy supply to support housing growth.

Ecology

2.3.20 **Survey Work.** To inform the proposals, a range of ecological surveys have been carried out by specialist consultants during 2019 and 2020. The surveys aimed to identify the designations, habitats and fauna which are currently present which could be affected by the redevelopment of the Site. The surveys carried out included, habitat survey, rare plant survey, mammal surveys – including for bats, badger, water vole and otter, bird surveys – including breeding birds, wintering birds and migrant birds, reptile surveys, amphibian surveys and invertebrate surveys.

2.3.21 **Designations.** There are a number of ecological designations in proximity to the Site, including Medway Estuary and Marshes Special Protection Area (SPA), Ramsar and Site of Special Scientific Interest (SSSI). Measures will be implemented during construction and built into detailed designs to ensure nearby designations are protected.

2.3.22 **Habitats.** The Site is dominated by hard surfaces on the footprint of the former power station, but there are a number of Priority Habitats within the Site, including ponds, woodland and Open Mosaic Habitat. Other habitats are present such as trees, scrub and tall ruderal vegetation. Due to the configuration of the Site, with the hardstanding areas dominating the centre, the majority of the key habitats are found around the peripheries of the Site. This has been incorporated into the proposals with the inclusion of a range of green infrastructure corridors which retain these habitats.

2.3.23 **Fauna.** There are populations of notable fauna on and in proximity to the Site including, some potential for roosting bats, a small number of common bats using the Site for commuting and foraging, presence of badgers, presence of water vole in some of the on-site ditches and one pond, presence of otter adjacent to the Site, presence of great crested newts in some of the on-site ponds and ditches, presence of common native reptile species in areas of suitable habitat on-site, presence of important populations of birds within and adjacent to the Site and the presence of important populations of invertebrates within the Site. The proposals have sought to retain the key habitats for the species recorded on the Site, and where this is not possible, habitat losses will be compensated for and ecological enhancements delivered which can be targeted to specific fauna. In addition, measures will be implemented prior to and during construction and built into detailed designs to safeguard the faunal populations associated with the Site.

Drainage and Flood Risk

2.3.24 The Site is located on the north banks of the River Medway, which is an EA designated Main River flowing from west to east.

2.3.25 The former Kingsnorth Power Station has an extensive internal surface water drainage system that ultimately discharges to the River Medway via a series of coastal outfalls.

2.3.26 A secondary tidal watercourse, Damhead Creek, arches around the eastern extent of the Site with the head of the creek located on the eastern extent of development Parcels 3 and 4. The Damhead Creek catchment is relatively small, as the tributary only stretches approximately 1.92 km in length. The Creek is likely only receiving water from the surrounding area.

2.3.27 Environment Agency flood mapping indicates that the majority of the Site is situated within Flood Zone 3 with the area benefitting from flood defences. A localised area of Parcel 3 has been assessed as Flood Zone 2. This is likely associated with elevated ground, potentially caused by the former coal stockpiles. It is noted that ground levels in the former coal stocking area are lower to adjacent land following removal of coal stocks.

2.3.28 The EA Spatial Flood Defence dataset indicates that formal flood defences are present along the bank of the River Medway comprising a mix of earth embankment, seawall, rock revetment and sheet piling. The defences provide protection against flood events with a present day 1 in 1,000 year return probability. Current EA policy is to 'hold the line' whereby flood defences are maintained for the next 100 years.

2.3.29 In addition to the primary coastline flood defences, the Site is protected by a secondary concrete and sheet piled flood defences present along Damhead Creek to the east and around the perimeter of the former Kingsnorth Power Station (Parcels 2, 3 and 4). A review of the EA standardised flood defence dataset and Site specific topographical data records indicate flood defence heights along the Damhead Creek flood defences as approximately 6.2 mAOD. Current defences provide adequate protection against a present day 1 in 1000 year probability event, as well as a 1 in 200 year in 2070.

2.3.30 It is proposed that the a 1 in 1000 year standard of flood protection will be maintained for the life of the scheme.

Landscape Planning

2.3.31 The Site lies within Kent County Council 'Medway Marshes' landscape character area. The majority of the Site consists of extensive areas of hardstanding, built form and infrastructure associated with the former power station, with Damhead Creek bisecting the eastern part of the Site. The surrounding landscape character area is industrial mixed with agricultural and marsh grassland across a low-lying and level landscape. The character of the Site is considered to be of low landscape value. Visually, the Site is seen in the context of the dominant massing of the Damhead Creek Combined Cylinder Gas Turbine (CCGT) along with large scale warehouses within Kingsnorth Industrial Estate. There is also an extant permission for a further CCGT to the east of the existing Damhead Creek power station.

Setting

2.3.32 The Site is located within the low-lying and flat 'marshes' character area on the northern edge of the Medway. The central plateau landscape of the central Hoo Peninsula farmlands rises up to a series of broad ridgelines to the north and west of the Site. These ridgelines extend from the west at Cockham Ridge, west of Hoo St Werburgh, follow Peninsula Way, and extend eastwards from Sharnal Street at High Halstow, approximately 1km north of the Site. The character of these areas is influenced by the existing infrastructure and industrial character of the marshes as well as the views across the Medway. South of the Medway the landscape is dominated by urban land uses which occupy the rising landform. Along the shoreline however are well -used open spaces including the Saxon Shore Way and country parks, which are characterised by open views across the water to the Hoo Peninsula, within which the existing industrial features can be seen.

Landscape Designations

2.3.33 The Site context plan highlights the local Landscape Designations as detailed within the LVIA section of the Environmental Statement:

- To the immediate east of the Site and to the south, separated by the Long Reach, is the North Kent Marshes Special Landscape Area, subject of Saved Policy BNE33 which requires that the natural beauty of the marshes be conserved and enhanced. This is a broad area that reaches to the north of the Hoo Peninsula and stretches between the existing industrial areas at Kingsnorth and that at Grain island to the north;

- There are two scheduled monuments to the south and south-east of the Site. Fort Darnet and Hoo Fort, 19th Century 'island' forts are located within the Medway at a distance of 1km and1.5km from the Site respectively;

- A number of listed buildings are found within the wider landscape including the Grade I listed Church of St Werburgh, which dates from the 12th Century, 2km to the east of the Site; and

- The Site is 1.8km to the east of Cockham Farm Ridge Area of Local Landscape Importance (ALLI), to the south-east of Chattenden Ridge ALLI, and 2.84km to the north of the Gillingham Riverside ALLI.

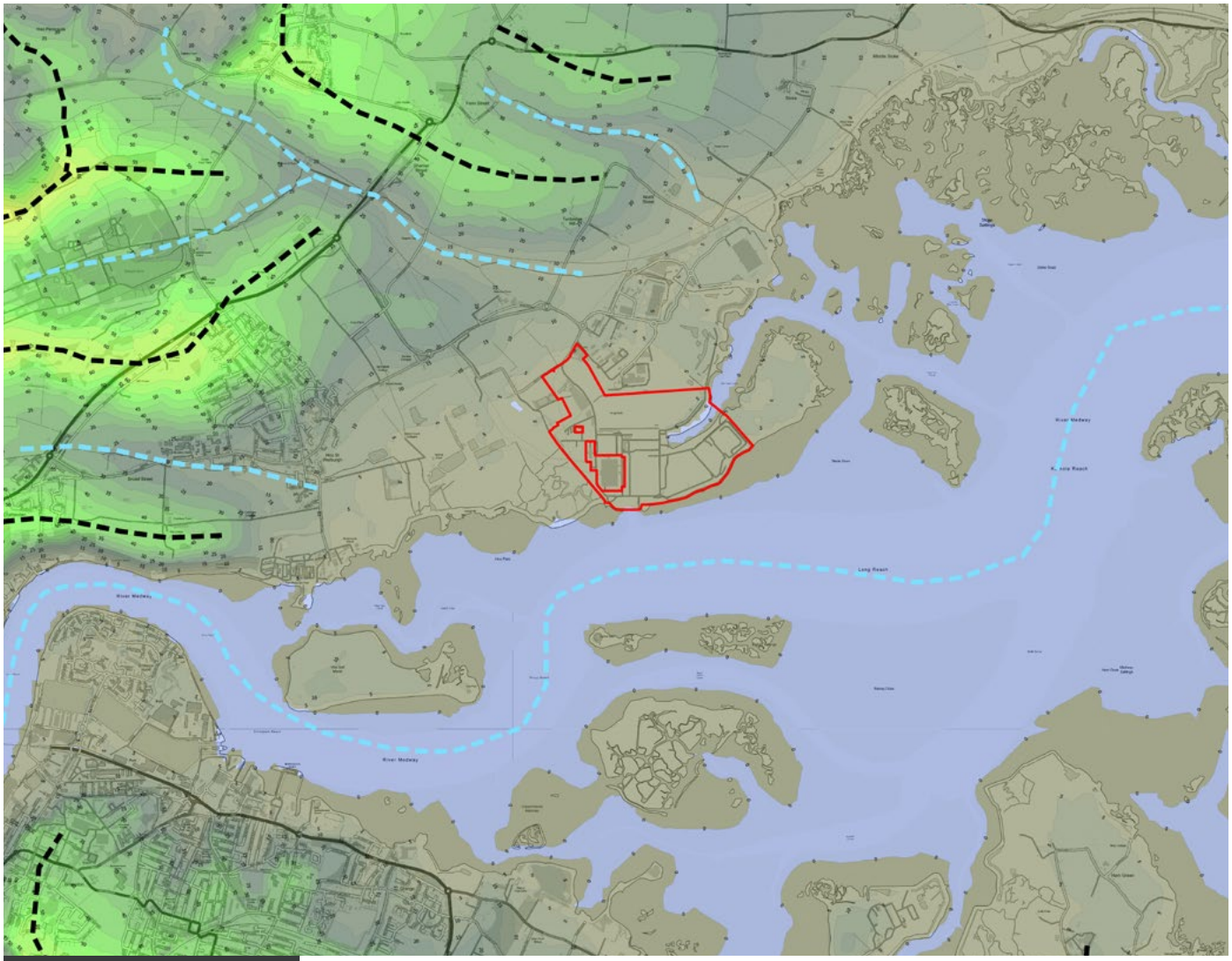
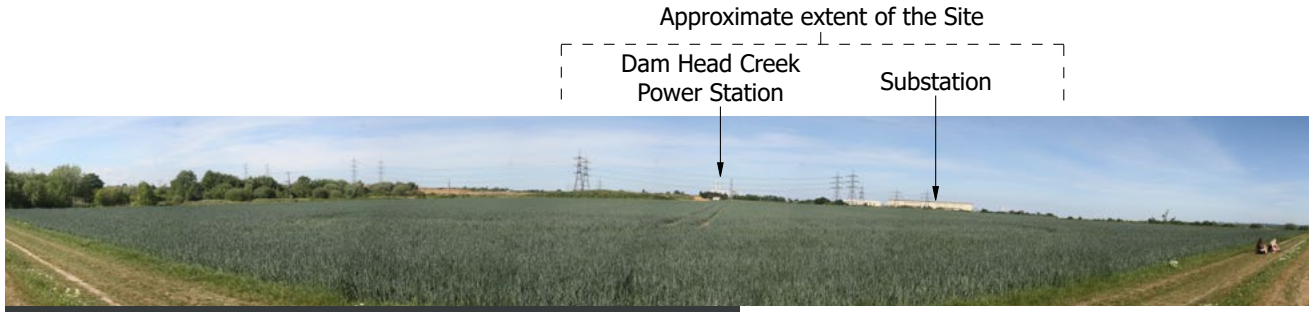


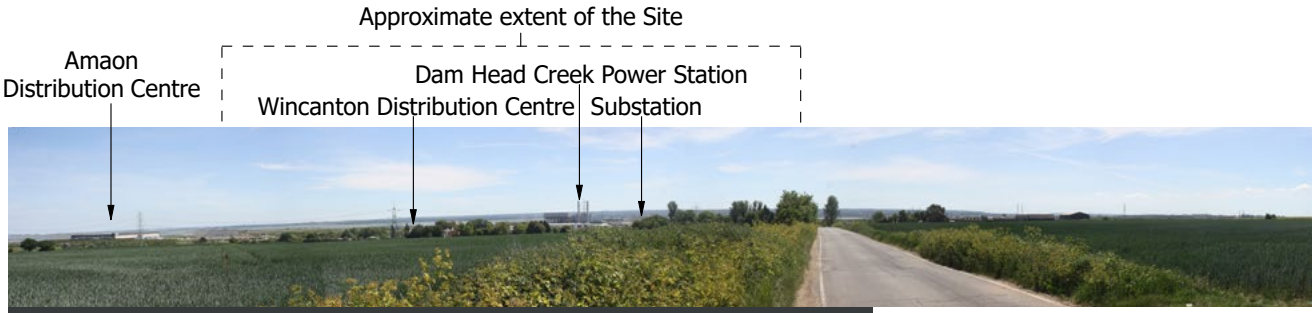
Figure 7: Topography Plan

Site Context, Visual Impact Considerations

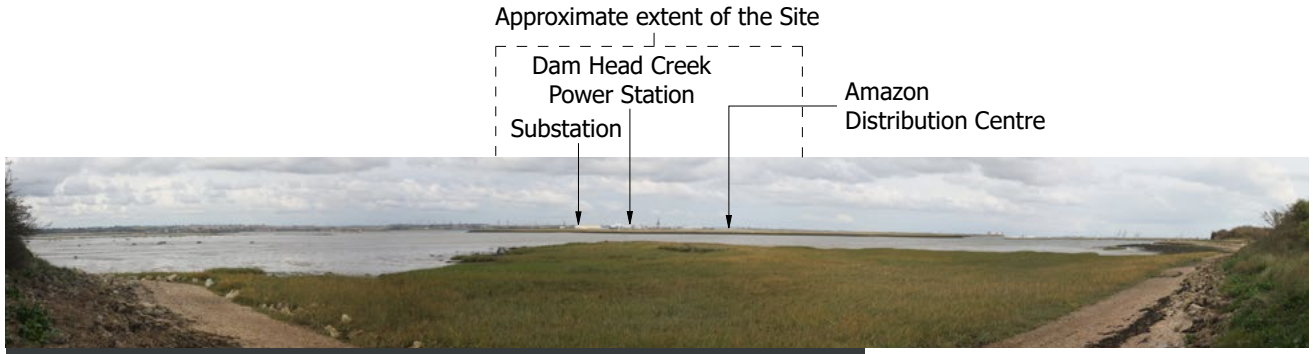
2.3.34 The context and character of the Site is informed by the inter-visibility of the Site and the wider area, which extends north and west on to the surrounding slopes of the Hoo farmlands and south across the Medway to the shoreline between Gillingham and Rainham and from elevated open locations to the south and east of these settled areas. 21 key viewpoints have been identified and agreed with Medway District Council as representative of areas to be considered within the landscape and Visual Impact Assessment (LVIA) from these areas. Three key views are illustrated here to show typical views from the west (SCP2 on RS111), from the north-east (SCP7 on Stoke Road at Cold Arbour) and from the south of the Medway (SCP21 at Riverside Country Park).



Site Context Photograph 2: View North-EAst from PRoW RS111



Site Context Photograph 7: View South from Stoke Road, Near Cold Arbour



Site Context Photograph 21: View North-West from Riverside Country Park

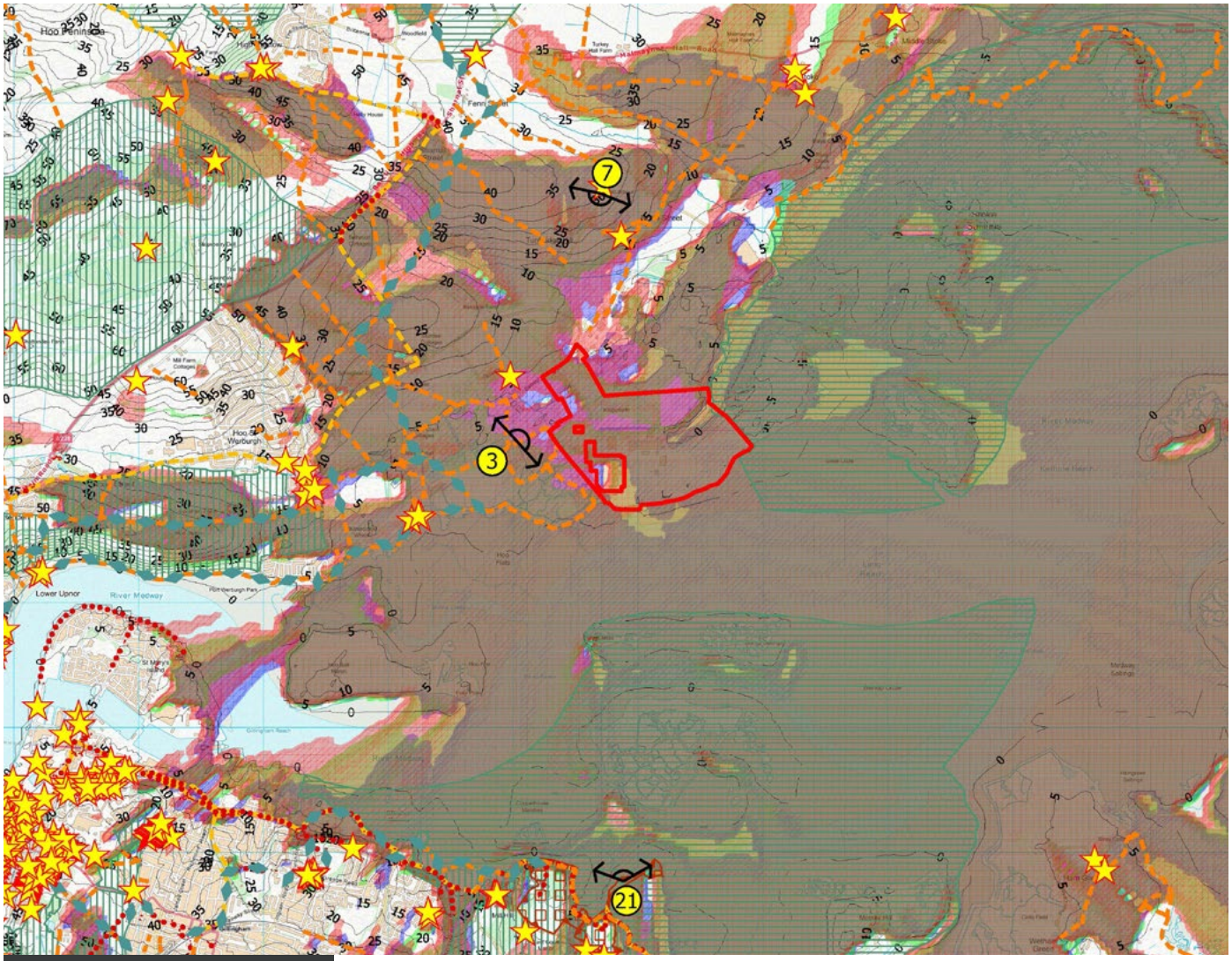


Figure 8: Visual Appraisal Plan

Site Boundary

Contours/Spot Heights (Metres AOD) ^

Public Rights of Way *

National Trails # / Long Distance Walks ^

Sustrans Cycle Route +

Cycle Route ++

Listed Buildings ~

Area of Outstanding Natural Beauty #

Country Park #

Location of Photographic Viewpoints (Site Context Photographs: 1-6)

Areas of Local Landscape Importance (Policy BNE34)

North Kent Marshes Special Landscape Area (Policy BNE33)

Zone of Theoretical Visibility (ZTV)

Targets within Western Zone Potential Visible (Development up to 20m in height)

Targets within Central Zone Potential Visible (Development up to 30m in height)

Targets within Eastern Zone Potential Visible (Development up to 15m in height)

Targets within Western and Central Zones Potential Visible

Targets within Western and Eastern Zones Potential Visible

Targets within Central and Eastern Zone Potential Visible

All Targets Potential Visible

3. INVOLVEMENT

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3.1 DESIGN EVOLUTION

Stage 1 - Initial Capacity Study

An initial Capacity Plan was prepared, identifying development areas based on known physical constraints on Site, i.e. existing habitat areas, drainage systems, flood defences and existing infrastructure such as roads. It further tested how the development areas could be broken down/work as smaller development parcels.

Figure 9: Capacity Plan

Stage 2 - Concept Thinking

The Capacity Assessment was refined through further technical studies, principally covering ecology, drainage & flood risk and highways. Informed by this information, a series of sketches were produced to start to further refine the design thinking on how the Site could be utilised. This initially tested how the previous uses and existing constraints would facilitate/shape future development.

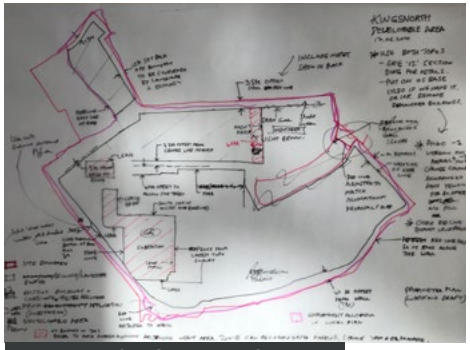


Figure 10: Concept Sketch

Stage 3 - Response to Setting

In views from the south, the Development would be seen against the rising backdrop of the Hoo peninsula hills. In order to create a cohesive pattern of development in that setting taller elements of built form were deliberately zoned in the centre of this composition, relating to the existing elements of built from in the view.

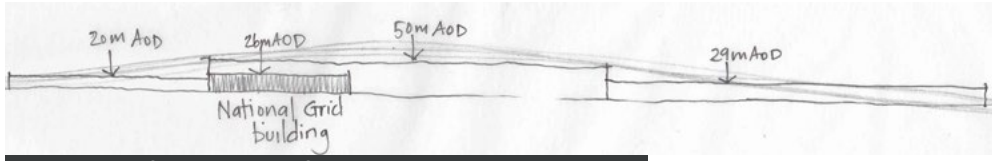


Figure 11: Site Elevation Sketch Understanding Heights

Stage 4 - Layout Evolution

With the development area defined, built form could start to be resolved. A series of sketches were made testing circulation, block structures and building sizes. The masterplans takes into consideration the various requirements for employment sites, such as building footprint sizes, required parking, loading/ unloading space and landscaping.

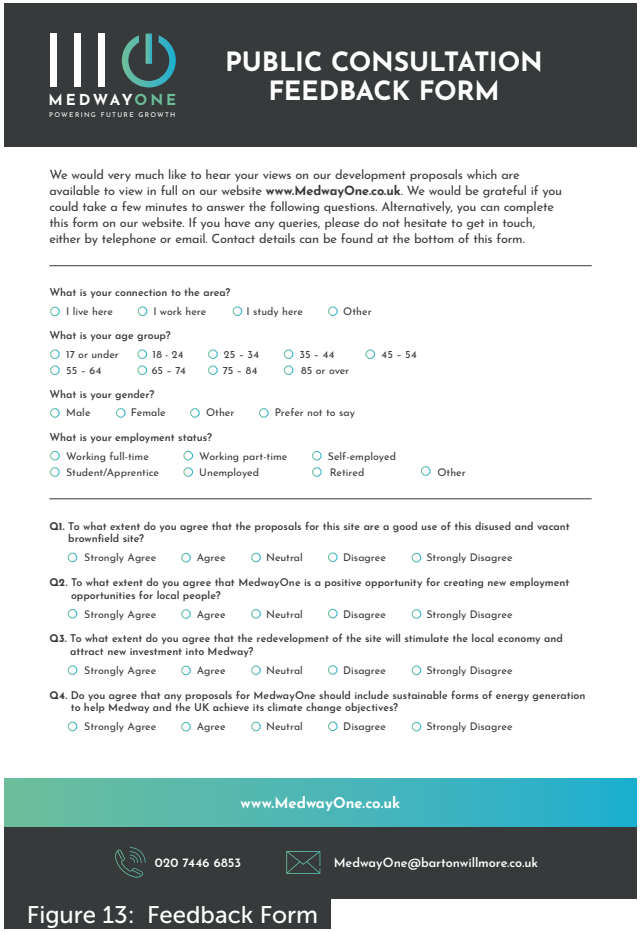
Figure 12: Early Masterplan Layout

3.2 PUBLIC ENGAGEMENT

3.2.1 Consultation was undertaken with the local community, Medway Council, nearby Parish Councils and local and regional stakeholders. Consultation with the local community commenced on February 3. An A5 4 page leaflet was posted to 4,857 residential and business addresses around the Site, and information was also sent out electronically via email to Councillors and stakeholders. The leaflet asked for comments on the application to be submitted by 24th February, but this was extended to the 26th February to allow more time for comments to be submitted to the team. Whilst encouragement was given to respond online and via the project website, information on how to respond by post, telephone and email were provided in the leaflet. A paper copy of the feedback form was also enclosed with the leaflet.

3.2.2 On February 3 a bespoke website was launched www.medwayone.co.uk. The website provided details of the consultation and included a public virtual exhibition room - available to be viewed at any time until the end of the consultation period on February 26. There was also a flythrough video with an audio overview to provide an example of how the Site could be configured when built out. Information and details of how to join the public question and answer sessions was available on the website. Consultation materials such as the feedback form, information leaflet, Q&A presentation slides and exhibition boards were available to download from the website.

3.2.3 On February 11, the first public question and answer session was held on Zoom. A further Q&A session was arranged on Saturday February 13, but was cancelled as there was no uptake for the session. The final Q&A session was held on Monday February 15. The sessions included a presentation of the proposals by Uniper's project team and then time for any questions from the public, which were answered live by the project team.



MEDWAYONE
POWERING FUTURE GROWTH

PUBLIC CONSULTATION FEEDBACK FORM

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

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

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

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

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

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

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

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

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

www.MedwayOne.co.uk

020 7446 6853 MedwayOne@bartonwillmore.co.uk

Figure 13: Feedback Form

Figure 14: Consultation Leaflet

3.2.4 Two hundred people responded to the consultation event via the website, telephone, post and by email. The issues raised by the local community and key statutory stakeholder consultation process are discussed further in Chapter 4 of this Environmental Statement and the Statement of Community Involvement submitted in support of the planning application.

3.2.5 Table 1 is a high-level summary of feedback received from the comment forms, showing key positive comments and concerns raised about the proposal.

3.2.6 However, whilst consulted on as part of the public consultation event, the proposal to include a lorry park/layover responded to early engagement with the Parish Councils which identified concerns about lorry parking on local roads, following current experiences with the issue.

Positive comments	Concerns
• Good use of a redundant brownfield site • New HGV facilities on the Site • Local employment opportunities • New business opportunities • Support for local trades and businesses • Pleased not more housing developments • Sustainable forms of energy generation • Continuing pedestrian/ cycleways through the Site	• Insufficient road capacity • Environmental impact • Increased traffic • Management and size of new HGV facilities • Impact on Hoo St Werburgh • Insufficient local infrastructure • Local employment opportunities • Energy Hub – confusion over use (by another applicant for an incinerator for clinical waste) • Lack of public transport • Scale of development

Table 1: Summary of Feedback Table

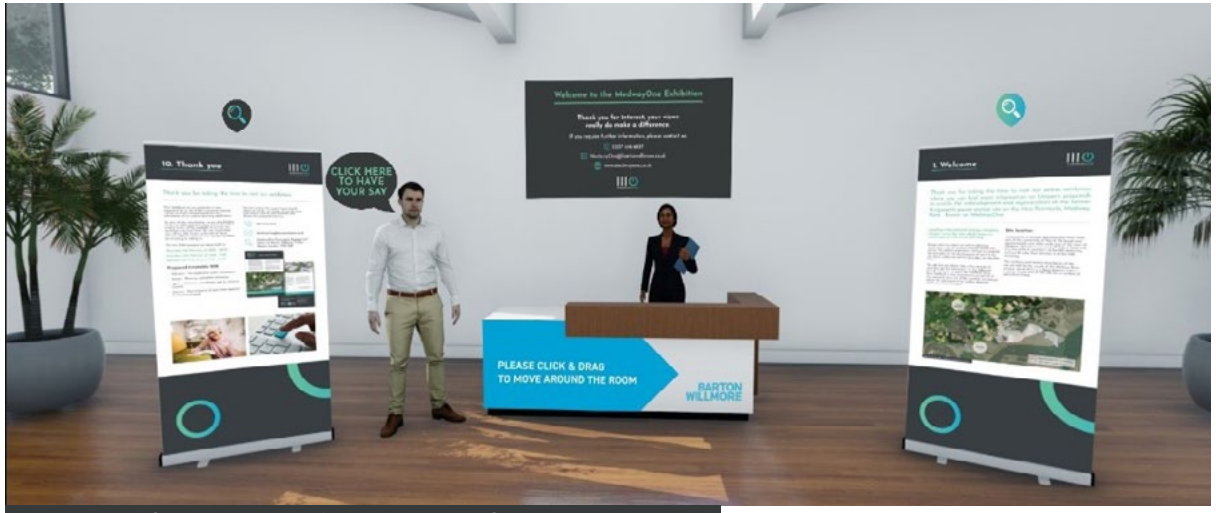


Figure 15: Screen-shots of Virtual Public Consultation Room

4. MASTERPLAN AND DEVELOPMENT DESCRIPTION

MEDWAYONE
POWERING FUTURE GROWTH

4.1 DESIGN PRINCIPLES

1.1.1 The Masterplan has been developed to create a strong sense of place that responds to the Site and its context and technical analysis. The design and layout embraces considerations for large scale energy, logistics and industrial uses and aims at providing a blend of high-quality public realm, green infrastructure, ecological enhancements and opportunities for staff and visitors to experience the Site and appreciate its setting.

1.2.2 The key drivers of the project are listed below:

- Reflects the demands of the contemporary and future logistics markets the design of which is being driven by larger social changes as well as technological disruptions;
- Provides a principle movement framework via a Spine Road, from which development parcels can be easily accessed;
- Respects the industrial archaeology and established infrastructure and its potential for re-use, adaptation or retention for legacy and heritage considerations;
- Embraces the synergies with Kingsnorth Industrial Estate in providing complementary facilities;
- Considers the nature of activities and process in a future fuel economy and how these can be incorporated as emerging technologies, develop and become economically viable driven by the political agenda;
- Facilitates future use of Long Reach Jetty; and
- The preservation and enhancement of biodiverse habitats and amenity land within the development Site to promote its attractiveness as a destination for better working.

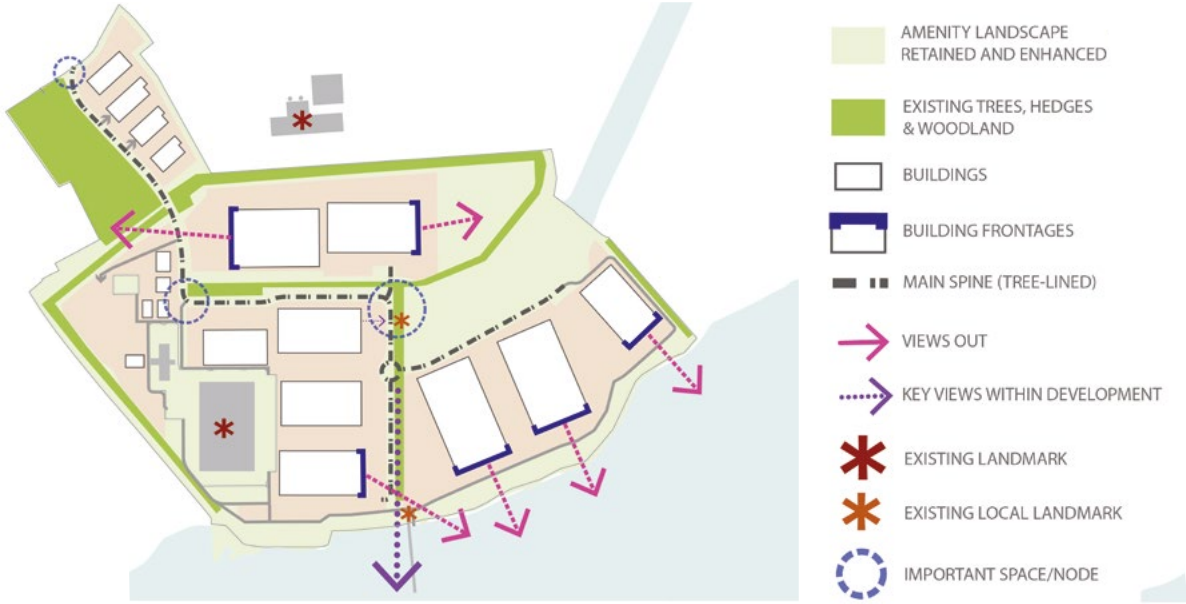


Figure 16: Site Analysis - Opportunities

4.2 APPLICATION MASTERPLAN

4.2.1 The Application Masterplan, as shown in Figure 17, provides up to 69.7 ha of employment area between:

- Industrial uses, Use Class E (g) (iii) and B2;
- Storage & distribution, including data centre & parcel distribution (Use Class B8); and
- Sui generis, including energy uses not exceeding 49.9MW & lorry park/ layover.

4.2.2 A 40 metre wide ecological no-build zone is proposed along the eastern edge of the build area to ease the transition to the adjacent open space. In addition, a 20 metre wide green corridor would separate the different parcels of land in the south of the Site. It is envisaged that buildings would be positioned to make the best use of views across the River Medway

4.2.3 The following sections 4.3 to 4.9 of this document describe the design principles that will underpin the future detailed masterplan and will guide subsequent reserved matters applications. The following principles are dealt with in the proceeding sections:

- Scale, use and amount;
- Illustrative Layout;
- Layout and Appearance;
- Access and Movement Strategy;
- Landscape Strategy;
- Drainage Strategy; and
- Climate Impact Assessment.

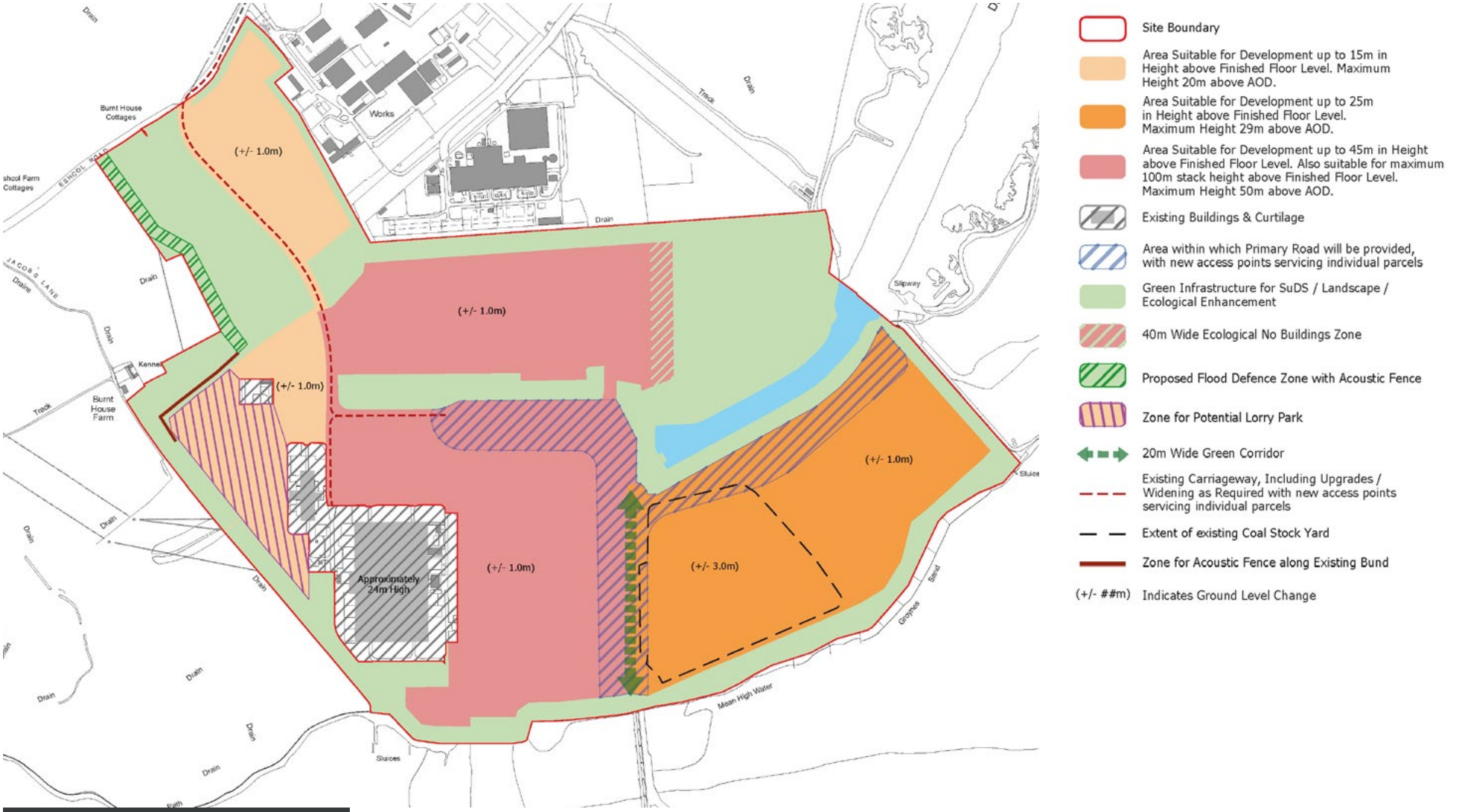


Figure 17: Application Parameter Plan

4.3 SCALE, USE AND AMOUNT

Scale

4.3.1 The proposed scale and massing of the development follows the principles set out below:

- Building heights take into account views into the Site; and
- Potential visual impacts to the landscape setting.

4.3.2 The range of building heights per parcel across the development, and the maximum AOD (in metres) as shown in Figure 17

4.3.3 It is expected that building heights would vary across the Site. The buildings closest to the Site entrance would be limited to 15 metres in height. In the centre of the Site, building heights would be limited to 45 metres, with the potential for a chimney stack of up to 100 metres. In the south east of the Site this land has been identified as suitable for buildings up to 25 metres.

4.3.4 The general design approach has been to concentrate taller development towards the middle of the Site in the location of the former power station and adjacent to Damnhead Creek power station.

Amount

4.3.5 The type of land uses and development areas as shown in Figure 17 are set out in tables 2 & 3

4.3.6 The Site also accommodates approximately 41.31 ha of open space and structural landscape buffers.

Land Use	Area (hectares)	Area (acres)
Development Area	69.7	172.2
Open Space	41.3	102.1
Site Area	**111.0**	**274.3**

Table 2: Land Use Table

4.3.12 The floor areas in table 3, set out the maximum amount of floorspace that can be delivered on the Site by anyone type of use. However, either on its own, or in combination with other uses the total built floorspace for any development scenario on the Site cannot exceed 315,000sqm (GIA) /324,450sqm (GEA), excluding the lorry park. Allied to this, there is a peak AM and peak PM vehicle trip parameter, that shall also not exceed 615 trips for the AM and 598 trips for the PM. The trip parameter has been informed by the supporting Transport Assessment and takes into account that different uses have different highway impacts. Both the limits on floorspace and trips, keeps the proposals within assessed environmental parameters, whilst providing market flexibility.

Use Class	Max Use Class Floorspace (GIA)*	Max Use Class Floorspace (GEA)*
E g(iii)	33,000 sqm	33,990 sqm
B2	157,500 sqm	162,225 sqm
B8 (non-data centre)	315,000 sqm	324,450 sqm
B8 (data centre)	87,379 sqm	90,000 sqm
B8 (parcel distribution only)	60,000 sqm	61,800 sqm
Sui generis (energy uses not exceeding 49.9MW)	60,000 sqm	61,800 sqm
Sui Generis (lorry park/ layover)	40–50 spaces together with associated facilities (Site area up to 1ha)	

Table 3: Land-use Parameters Table

Uses

4.3.7 The main components of the development are described in the following paragraphs.

4.3.8 The proposed development comprises the following land uses:

- Industrial uses, Use Class E (g) (iii) and B2;
- Storage & distribution, including data centre & parcel distribution (Use Class B8); and
- Sui generis, including energy uses not exceeding 49.9MW & lorry park/ layover.

4.3.9 The aim is to be flexible with the types of uses envisaged for the Site so that innovative and sustainable technologies can be accommodated at MedwayOne as the Site's redevelopment progresses.

4.3.10 The table adjacent gives an overview of the of the industries and operations which could occupy the Site if an Outline planning permission is granted by Medway Council. It also describes the potential relationship with each use, providing the potential for a mutually supportive and innovative environment.

4.3.11 The Energy Hub seeks to describe the potential for energy uses on the Site which could work/ operate collaboratively with other businesses on the Site providing a source of energy supply that could serve the site and wider area. The precise energy use/s are unknown and could comprise a single use or multiple uses subject to not exceeding an energy output of 49.9MW. The supporting ES considers a range of options.

Overview of uses which could come forward

	**HGV layover area**	**In response to ongoing issues that the local community is facing in the wider area, the proposals include space for around 40 - 50 HGVs to park overnight with associated wash and canteen facilities.**
	**Energy Hub**	**The proposals include an Energy Hub to potentially provide an energy source, steam and heat for neighbouring businesses. This could also include a district heating scheme for the proposed housing development Hoo Rural Town. The Energy Hub could also act as a catalyst, attracting businesses to MedwayOne who could benefit from the availability of a reliable connection to a local energy supply.**
	**Data centres**	**There is potential demand for the provision of data centres. Data centres also generate excess heat which could be used as part of a district heating scheme. The potential Energy Hub and cooling water supply from the River Medway makes this an attractive location for a data centre.**
	**Modern industrial and manufacturing**	**Modern manufacturers that choose to locate in MedwayOne can take advantage of the power, heat, storage and distribution opportunities that are available.**
	**Storage and distribution**	**Efficient logistics centre with adequate parking for supply and manufacture of goods.**

4.4 ILLUSTRATIVE LAYOUT PLAN

4.4.1 The combination of the principles set out earlier in the DAS have informed the illustrative layout plan shown at Figure 18. This is one potential design solution generated by the design principles of use, scale and amount set out in the preceding pages. The plan also illustrates how the landscape and design principles can be integrated within the design approach.

4.4.2 In developing the scheme, we have taken into account the following:

- A desire to create a flexible, attractive and high quality commercial scheme, that can host a range of different types and uses of space to meet market demand. A mixture of commercial, manufacturing, industrial, distribution, data centre and energy uses;

- The existing flood defence wall at the southern and eastern boundaries of the Site, which would ensure flood protection for MedwayOne from the River Medway;

- A new flood defence bund is also proposed at the north west edge of the Site to protect the northern development parcels;

- The opportunity to help provide a space for HGVs to park reducing pressure on local roads;

- Options to create an Energy Hub that could potentially provide power, steam and heat for neighbouring businesses, as well as a district heating scheme for the proposed housing development - Hoo Rural Town;

- Improving the landscape by enhancing the ecological assets within the Site, whilst also considering those on the wider peninsula;

- Delivering an attractive development in a landscaped setting with a focus on sustainability and the importance of creating a desirable place to work, which is also sensitive to the surrounding environment and nature conservation areas;

- Ensuring the Long Reach Jetty's future use is not prejudiced by the development areas;

- Development areas to be serviced off a spine road running through the centre of the Site;

- Access is maintained to other parcels of land which remain in the control of Uniper; and

- The importance of creating a safe environment for all those working on or visiting the Site, and ensuring the design discourages antisocial activity.

4.4.3 The inclusion of the illustrative layout provides clarity on the quality of the development that can emerge based on the design principles, but does not preclude alternative solutions emerging at the reserved matters stage providing the principles set out in the DAS are achieved.

4.4.4 The illustrative layout plan forms the basis of the proceeding plans relating to landscape, appearance, drainage and movement, where more illustrative details assist in explaining the design principles.

Figure 18: Illustrative Layout Plan

1. Site access
2. Proposed footpaths connecting through the Site
3. Retain and enhance existing trees/ hedgerows
4. Ponds and wetland ditches to form a network to reflect the character of surrounding marshes
5. Informal landscaped spaces, naturally regenerated vegetation and marshland with reeds and ditches managed for biodiversity
6. Formal landscaped spaces including amenities, grasslands, hedges and tree planting
7. Indicative layout showing one way the Site could be developed
8. Primary vehicular access road with proposed avenue tree planting
9. Secondary vehicular access road
10. Kingsnorth Substation to be retained
11. HGV layover area
12. Flood Defence Bund with Acoustic Fence

4.5 LAYOUT AND APPEARANCE

4.5.1 This section sets out a series of layout and appearance principles to guide the future reserved matters submission for the Site in relation to the following uses:

- Industrial uses, Use Class E (g) (iii) and B2;
- Storage & distribution, including data centre & parcel distribution (Use Class B8); and
- Sui generis, including energy uses not exceeding 49.9MW & lorry park/ layover.

4.5.2 The final layout and appearance of the development will be determined at the reserved matters stage and further justification at this stage will be provided in respect of the design approach. However, the layout will be dictated by the identified development areas and spine road which are established as part of the masterplan.

4.5.3 The exact layout of the different uses on-site would be determined by the individual companies who choose to locate at MedwayOne. In the future these companies would be responsible for seeking a reserved matters approval which would provide more details about the final built design for their respective developments.

4.5.4 External lighting will be designed in accordance with the Institute of Lighting Professionals (ILP) Guidance Note for the Reduction of Obtrusive Light 2020 as well as Guidance Note 01/20, BS EN 12464-2 and other institutional guides for exterior lighting. Lighting will also be sensitively designed in response to ecological considerations.

4.5.5 Architectural principles for the development are influenced by a number of factors which include:

- Creating a sense of local distinctiveness, referencing national and internal best practise examples;
- Responding to density and heights as determined in the application masterplan;
- Providing sustainable buildings designed to reduce energy consumption and waste generated; and
- Encourage a variety of architectural aesthetics and solutions to create a vibrant and attractive place to work.

4.5.6 Special consideration should be made to the appearance of buildings that have an overall height greater then 20m, with the objective to:

- Respond to local or wider landmarks;
- Respect and enhance the areas identity;
- Use high quality materials to sensitively deal with additional height;
- Frame and enhance views into the development; and
- Use lighting strategies that positively emphasises the building whilst considering the surrounding context and ecological considerations.

4.5.7 Based on these architectural principles set out above several precedent images have been included across each of proposed uses, which illustrate how the overarching architectural principles can be interpreted to achieve high quality outcomes. These precedent images examples show modern solutions but do not preclude other more traditional alternatives.

B8 Storage, Data Centre and Parcel Distribution

B8 uses such as storage, data centre and parcel distribution buildings are large in scale, with a traditionally limited variation in form, therefore require innovating design solutions to reduce impact. This can be achieved through such features as corner details, high quality facade materials and articulated openings.

Example of Separating HGV Circulation to Staff/ Pedestrian Access

Incorporating design features to visually reduce scale

Example of articulating facade elements to create a striking Data Centre

Class E (iii) & B2 Industrial Uses

Within the Class E (iii) & B2 classification there are opportunities for striking 'one off' architectural expressions.

Protruding Architectural Elements to Help Identify Buildings Uses

Office Element Acting as a Landmark Feature

Opportunity for striking design

Sui Generis - Energy Uses & Lorry Park

Sui generis uses such as energy from waste facilities, gasification or hydrogen production can provide the opportunity for unique building forms and materials, as seen in the examples below. These architectural solutions can both celebrate or disguise the use, and fit in with the local vernacular. For other sui generis uses such as lorry park/ layovers landscape buffers can be used to reduce visual impact. Lorry park/ layovers would also be required to be secure, well lit facilities with accompanying structures for amenities designed to the same appearance standards as the other buildings on site.

Waste Gasification Plant in Cheshire

Prototype Hydrogen Production

Suffolk Energy from Waste Plant

4.6 ACCESS AND MOVEMENT STRATEGY

4.6.1 Vehicular access to the Site is proposed via Eschol Road via an upgraded access road. The design of the internal road would incorporate a 7.3-metre-wide carriageway with junctions providing access to individual plots. The principle of the vehicle access was discussed with Medway Council as part of on-going pre-application consultation and was considered appropriate. However, in response to Officers comments, a cycleway was included providing a connection with Eschol Road.

4.6.2 Access to the existing jetty at the River Medway is provided and will be retained. To ensure access for pedestrians and cyclists, sufficient width to provide footways and cycleways along the length of the access road has been provided. This will ensure all plots will have direct access for travel on foot and by bike.

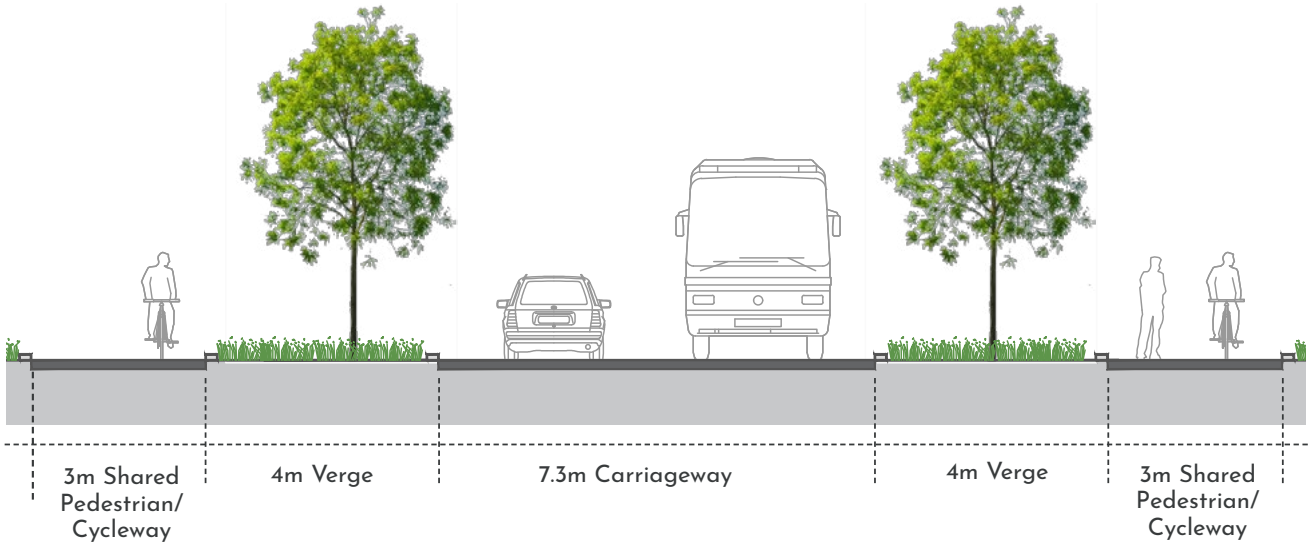


Figure 19: Primary Access Typical Section

4.6.3 The cycle route would continue through the Site to Eschol Road where a new shared-use path would continue further towards the Eschol Road Roundabout where it would meet the existing shared use footway / cycleway.

4.6.4 There is sufficient space to provide bus stops within the Site, along the access road. The inclusion of an internal roundabout will allow buses to access the Site and then turn and leave in an efficient manner.

4.6.5 The outline nature of the planning application means that parking provision for each unit will be provided at the reserved matters stage.

4.6.6 The proposed level of car parking will accord with the relevant maximum parking standards, and will be sufficient to meet the forecast demand in car parking when taking into account the likely number of staff on Site each day and the nature of the development.

4.6.7 Car parking for disabled staff and visitors will be provided along with dedicated Car Club and Car Share spaces. Provision for powered two wheelers will also be made.

4.6.8 In line with Medway Councils Air Quality Planning Guidance, 10% of car parking spaces to be provided with Electric Vehicle charge points. Cycle parking will be provided in accordance with local standards and will be provided to accommodate the growth in cycling.

4.6.9 A Sustainable Distribution Plan is proposed which will seek to manage HGV traffic use of the most suitable routes on the Site.

Travel Plan

4.6.10 A Framework Travel Plan (FTP) has been prepared to accompany the planning application. The primary objective of the Travel Plan will be to set out a long term strategy to facilitate and encourage modes of travel to the Site by means other than the private car. A Target is set to reduce private car driver trips by 10 percentage points against the current travel patterns. The development has an opportunity to utilise the mobility improvements as part of the HIF programme, and other sustainable travel approaches, to deliver a modern Mobility Strategy. The principal of facilitating sustainable travel as a way of reducing car trips was a key matter raised by Medway Council as part of the consultation. The Travel Plan helps facilitate this.

4.6.11 On Site provision for a bike sharing scheme can be made that might contribute to a wider initiative as part of the Local Plan. Bus route 191 is currently operated by Arriva, who has indicated that the diversion of the service to the Site would be acceptable in principle. There is the potential for the operators to provide shuttle bus services for employees. Such services could link to the local rail stations, as well as any locations where there is a concentration of employees. There is potential to introduce a car club at the Site. A formal operator such as Faxi will be employed to deliver an effective car pooling system for operators within MedwayOne.

4.6.12 The highway and access strategy for the Site has been developed in response to the Council's adopted policies, optimising the accessibility of the Site by a range of transport modes and providing a safe environment for all. Parking will also be provided in accordance with adopted policies.

4.6.13 Following public consultation, the potential for a lorry park/layover has been included in the scheme as a possible measure to address concerns regarding HGV's parking on the local roads. However, all occupiers are expected to provide adequate parking to meet requirements.

Figure 20: Travel Plan Diagram

4.7 LANDSCAPE AND ECOLOGY

Opportunities and Constraints

4.7.1 The key landscape and visual considerations which have emerged from the Landscape and Visual Impact Assessment, and informed by the Heritage and Ecology Impact Assessments, are:

- The visual effect of a large-scale development in views from within and on the southern shores of the Medway, where the development will be seen against the backdrop of the Hoo peninsula farmlands. Create a smooth transition of built form against the profile of the rising landform within the Hoo Peninsula;
- Views from the historic core of Hoo St Werburgh and the Cockham Ridge Area of Local Landscape Importance to the west of the Site. Consolidate tallest parts of the built form around existing elements of built from in the view (Damhead Creek CCGT and the National Grid substation. Reinforce the existing layering effect of intervening vegetation to ensure a softened view of the development edges;
- Visual amenity of views from the public right of way network to the north of the Site, to minimise effect on views to and across the Medway, consolidate tallest parts of the proposed built form centrally around existing elements of built form and ensure a cohesive appearance through careful choice of façade treatment;
- Make a sensitive transition to the North Kent Marshes SLA to the east of the Site; and
- Retention and enhancement of existing wildlife habitats and vegetation within the Site.

4.7.2 Development of the Site provides an opportunity to:

- Reverse the degraded character of the Site (characterised by cleared industrial land, high voltage power lines, industrial buildings and chain link fencing) by providing a cohesive pattern of well-designed built-development within a strong landscape structure, improving the overall image of the area;
- Respond to the scale and form of the existing and emerging built form at Kingsnorth Industrial Estate and Damhead Creek CCGT;
- Strengthen local landscape features such as naturally regenerated wet scrub woodland and open mosaic habitats;
- Provide green infrastructure to contribute to improved connectivity, biodiversity, recreation and resilience of the natural environment;
- Create new wetlands as part of the SuDS strategy reflecting the historic pattern of reed-filled ditches;
- Reflect the industrial heritage of the Site and the historic military connections; and
- Provide an attractive and sustainable location for business.

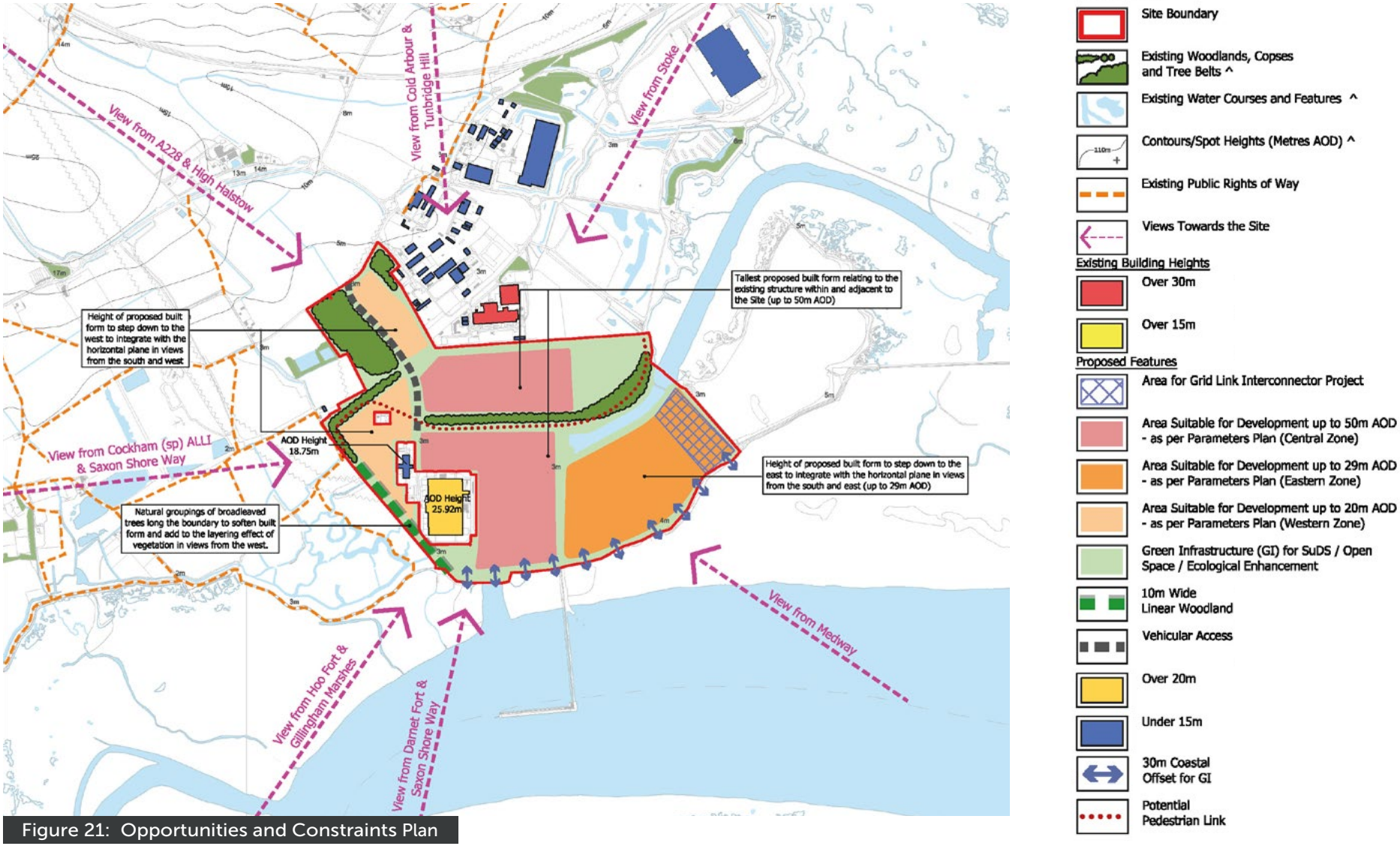


Figure 21: Opportunities and Constraints Plan

Ecology

4.7.3 Based on the ecological survey work undertaken, the key considerations when forming the development parameters and masterplan for the Site have been to develop a sensitive layout which:

- Protects the off-site ecological designations by incorporating on-site buffer zones and maintain the integrity of the designations;
- Protects key habitats such as the ponds, ditches and woodland;
- Protect other habitats as far as possible by focussing development on the footprint of the former power station (which is dominated by hard standing and is therefore of negligible ecological value);
- Allows for areas where compensation for any habitat losses can be delivered (for example by creating new Open Mosaic habitats on what is currently hard standing);
- Ensures that any retained habitats would not be adversely affected by the operational development e.g. being overshaded by the new buildings, and incorporating set-back zones where required;
- Allows for opportunities to create new habitats such as flower-rich meadow and wildlife friendly SuDS features;
- Allows for retained habitats to be enhanced and become better connected to each other;
- Incorporates green and blue corridors around and across the Site to benefit people and maintain movement corridors for wildlife;
- Develops opportunities to link the on-site ditch networks to allow the isolated populations of Water Vole to expand;
- Allows for opportunities to deliver enhancements targeted to specific faunal species to contribute to local and national action plan targets;
- Delivers a net gain for biodiversity;
- Can be actively managed in the long-term to benefit biodiversity; and
- Can respond to future changes in climate (e.g. by planting suitable tree species).

Pond within the woodland has become choked with vegetation – this will be retained, enhanced and managed in the long-term

Bird hide built by the local Scout Group can be rebuilt to provide wildlife viewing opportunities

Mitigation and Enhancements

4.7.4 As well as the above measures which have been built into the scheme design, a number of additional mitigation, compensation and enhancement measures are likely to be necessary. These will be developed and set out in full in the planning application, but could include:

- Restrictions on the timing of works for certain activities and in certain areas during construction, for example to ensure important populations of birds are not disturbed;
- Use of visual screens along the sea wall during construction to minimise the risk of disturbance to birds and sea mammals such as Seals;
- Use of buffer zones and protective fencing during construction to protect retained habitats (e.g. tree protection fencing);
- Pollution prevention measures during construction (e.g. damping down of dust);
- Delivery of compensation for any habitat losses (e.g. by creating new habitats elsewhere on Site);
- Develop species specific mitigation plans e.g. for reptiles and implement accordingly prior to and during construction;
- Obtain Natural England licenses where required (e.g. for Great Crested Newts);
- Delivering faunal enhancements such as bird boxes, bat boxes, log piles and hibernacula to benefit reptiles and amphibians, creation of new ponds;
- Development of sensitive lighting schemes;
- Carrying out update survey work and pre-construction checking surveys where necessary;
- Ensure the operational development does not affect important bird populations on the Medway Estuary (e.g. use of permanent visual screens with designated viewing areas); and
- Develop a long-term management plan for the Site.

Pockets of grassland to the west of the woodland will be retained, enhanced and managed to benefit wildlife

Flood defence bund on the western Site boundary screens the Site (left) from the Hoo Marshes (right)

Landscape Strategy

4.7.5 The development proposals take full consideration of their context, setting and environmental constraints to create a transformation for a post fossil fuel era of biodiversity landscape, contemporary business and leisure activities all working together as an aggregated whole.

4.7.6 A considered landscape design strategy provides the community the opportunity to engage with the Site and its setting whilst retaining safe and secure operations for the key elements of MedwayOne.

4.7.7 Key to the Development as a whole is to create a strategic hierarchy of green safe spaces combining and enhancing existing key features such as existing wetland and open mosaic habitats.

4.7.8 It is intended to encourage and promote community links by the provision of new footpaths and cycleways to form a complete circuit of the Site in an attractive and safe manner for the public with significant amenity facilities along the journey.

4.7.9 The landscape strategy changes from the existing peripheral natural environment to a more integrated mosaic of landscape throughout the overall setting of the Site.

4.7.10 The objective is one of enhancement and improvements to the existing environment, recognising the industrial archaeology with complementary new contemporary treatments within.

4.7.11 The Landscape Strategy shows the green infrastructure proposals for the Site. A series of green infrastructure corridors are shown across the Site, integrated between the Development parcels which are to include roads, sustainable drainage systems (SuDS) and open space provision. The existing vegetation located along the boundaries of the Site are to be retained. In addition, an extensive ecological mitigation zone will be delivered within the north-eastern e extent of the Site.

4.7.12 A Framework Landscape and Biodiversity Management Plan (LBMS) has been prepared which sets out the strategy for the Development to ensure an appropriate landscape setting and measures for protecting and enhancing biodiversity are delivered through the parameters shown.

Figure 22: Landscape Strategy Plan

Proposed Footpaths Connecting through the Site

Existing Trees/Hedgerows to be Retained and Enhanched

Formal Landscape Spaces including Amenities, Grasslands, Hedges, Tree Planting and Street Furniture

Informal Landscape Spaces, Naturally Regenerated Vegetation (Broad-leaved Woodland) and Marshland with Reeds and Ditches Managed for Biodiversity Foraging Opportunities

Attenuation and Wetland Ditches / SuDs to Extend the Local Networks of Reed Filled Ditches

Scrub Planting

Flood Defense Mound

1. Broad-leaved woodland extended along the length of the existing flood-defense bund to add to the layering of vegetation in views toward the development in views from the west. Maintain the exiting marshy character below the bunding as a transition zone to the marshland to the west.

2. Coastal offset to minimise visual effects from within the estuary and provide a biodiversity corridor including a mosaic of coastal, freshwater and terrestrial habitats. Regrowth of pioneer scrub and trees to be encouraged alongside creation of new wetland areas associated with the SuDS network.

3. Enhancement and management as an Open Mosaic Habitat for invertebrates on this south facing slope above Damhead Creek.

4. Existing wetland area retained and enhanced as an important habitat for newts and other invertebrates. An attractive accessible wildlife area providing a transition zone from the development area to the adjacent marshland.

5. Restoration of the damaged bird hide and dipping platform together with provision of upgraded pathways to provide access to this retained area of wetland and regenerating scrub woodland.

Overarching Design Principles

4.7.13 The key overarching aims and objectives of the landscape strategy which are to be incorporated into the detailed design of the Development are as follows:

- Develop a landscape framework to create a distinctive sense of place, with a focus on sustainable design using carefully selected materials in keeping with the local vernacular and landscape character'
- Establish a strong sense of place, using the arrangement of streets, open spaces, building types and materials to create an attractive, welcoming and distinctive place to live and through which to enjoy access to the countryside;
- Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users;
- Protect and enhance the positive features that provide local distinctiveness and sense of place such as the topography of the Site, the existing hedgerows, mature tree structure and woodland areas;
- Creation of new linkages through new vehicular and pedestrian access;
- Creation of new public open spaces to provide recreational value;
- Introduce high quality surfacing and street furniture and equipment to create a safe, inclusive environment that reflect the sense of place;
- Introduce a variety of natural techniques to intercept, filter, slow down and store surface water run-off, creating sustainably managed biodiverse planting areas as an integral element of the landscape framework and as part of a comprehensive Sustainable Urban Drainage (SUDs) network;
- Innovative façade detailing to the buildings, and secured through condition;
- Promote active river frontages to help ensure a distinctive approach with links to the river where possible and tallest elements set back from the immediate river frontages;
- Proposed buildings should respond positively and ensure a high-quality point of arrival at key gateways and nodes;
- Promote holistic, long-term management for public amenity and biodiversity and provide a green infrastructure to ensure the protection of the root zones of the mature trees and to restore the hedgerows and shelter belts and to enlarge the woodland areas; noting the value of lowland woodland refuges (to address climate change impacts); the carbon fixing benefits of woodland and the relatively low percentage of woodland within Medway compared to the rest of Kent and to enhance biodiversity (10m linear woodland to strengthen the boundary and to soften and screen the built form in views from the west and areas of broad-leaved woodland)
- Retain and enhance landscape features such as trees, scrub and reedbeds and management of those features in accordance with ecological enhancement proposals;
- Manage and natural regeneration along GI and habitat corridors, allowing the regrowth of pioneer scrub, trees and grassland together with new wetland features associated with the SuDS;

- 30m coastal offset to maintain and enhance the local landscape character and the area's biodiversity assets and to manage the mosaic of coastal, freshwater and terrestrial habitats;

- Management of an urban core and access landscape consisting of street trees and native ornamental shrub planting;

- Enhance biodiversity by create foraging opportunities for wildlife and important pollinators by creating flower-rich brownfields; and

- Retain and protect the existing drainage and ditches to accommodate wildlife opportunities.

4.7.14 In order to provide variation and interest across the Site, and to enable a strong landscape response to the existing characteristics and future uses, a landscape character zone strategy has been established, with three zones identified with a specific landscape design strategy for each one.

Active river frontages

Enhance biodiversity

Creation of new linkages

Landscape Character Zones

4.7.15 There are seven distinct landscape character areas within the masterplan. These areas are distinct due to their setting, uses, adjacencies, scale, function and quantum of soft and hard landscaping.

4.7.16 The design proposals should reinforce the separate and identities of the character areas as well as create a strong sense of place for MedwayOne which is robust, enduring and in keeping with its context.

4.7.17 The 'Character Area Plan' to the right sets out these areas, their location within MedwayOne and illustrates how they relate to each other.

Site Boundary

Landscape Character Zones

Zone 1:
On Plot Frontages and Road Infrastructure

Zone 2:
Semi-formal Open Spaces and GI Corridors

Zone 3:
Northern Buffer Boundary

Zone 4:
Western Wildlife Area - Wet Woodland Regeneration

Zone 5:
Western Edge - Transition to Marshes

Zone 6:
Medway Park - Transition to River

Zone 7:
Eastern Wildlife Area - Transition to Marshes

Figure 23: Landscape Character Zones Plan

Zone 1 - Development Parcels and Road Infrastructure

4.7.18Formal commercial/industrial areas softened by street tree and ornamental planting within plot frontages and on roads. These broad movement corridors will deliver attractive cycle and pedestrian routes, SuDS features as well as the main vehicle corridors for the Site. The soft landscape structure is deliberately formal reflecting the structured pattern of development. The design of the spine road aims to promote active transport through cycling and walking. Individual development plots will have separate cycle/pedestrian, car and HGV access points. Cycle routes will have priority at all side entrances to development plots.

Figure 24: Zone 1 Location Plan

LANDSCAPE FEEL

- Integrated;
- Verdant;
- Orderly; and
- Accesible.

LANDSCAPE FEATURES / OBJECTIVES

- Formal landscape planting scheme to roadsides and plot frontages;
- Robust hard landscape strategy to respond to industrial character; and
- Signage and integrated legibility to help orientate.

RESPONSE TO POLICY AND GUIDANCE

- Create an attractive, inviting and sustainable location for business (Planning for Growth- Hoo);
- Provide a clear hierarchy of use – pedestrian/ cycle/ car (Saved Policy S4); and
- Provide a comprehensive network of Green Infrastructure with improved public access, interpretation, and connectivity (Saved Policy S4/ Emerging Policy NE5/ Medway Landscape Character Assessment Policy 11/ NCA81 SEA)

PLANTING STRATEGY

- High quality but restrained palette of native and ornamental trees, shrubs, herbaceous planting add amenity grassland.

Avenue trees

Hard strategy to respond to industrial character

Signage to help orientate

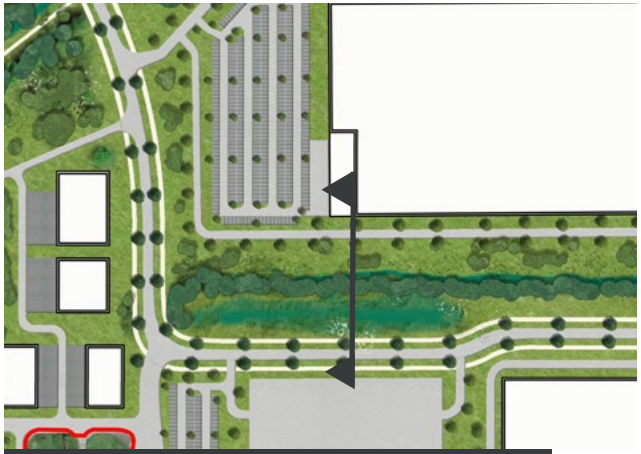


Figure 25: Zone 1 Section Location Plan

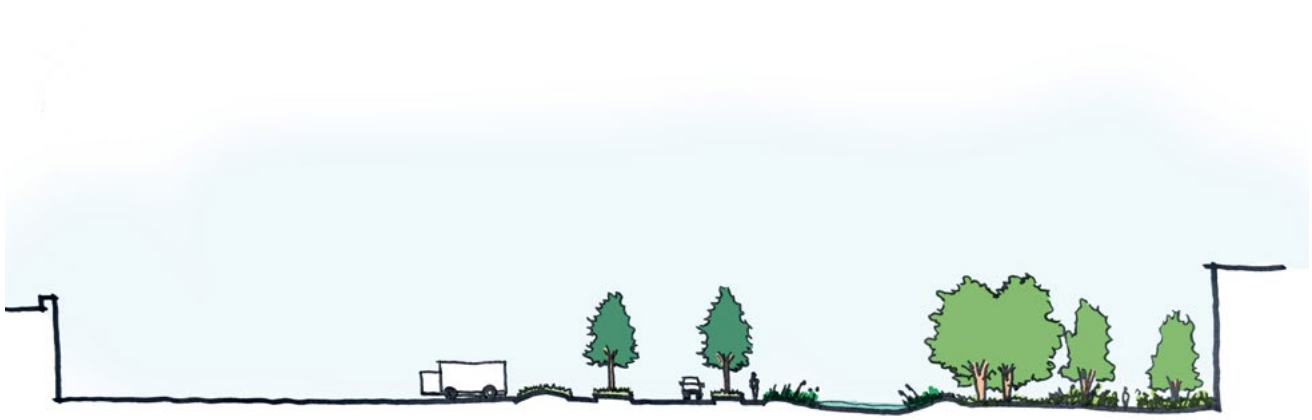


Figure 26: Zone 1 Typical Sketch Section

Zone 2 - Semi-Formal Open Space/ GI Corridors

4.7.19The central corridor provides a spine of Green Infrastructure for workers and visitors to explore MedwayOne and its surrounding landscape. Cycle lanes and footpaths will link through a soft landscape of planting, water bodies and ecological enhancements, broadening in places to provide generous public parks. The north-south corridor provides a viewing corridor through the development to the Medway.

Figure 27: Zone 2 Location Plan

LANDSCAPE FEEL

- Accessible;
- Interlinked;
- Natural; and
- Inspiring.

LANDSCAPE FEATURES / OBJECTIVES

- Semi-formal planting mixed with areas of natural wetland;
- Semi-formal groups of native ornamental trees;
- Areas for passive and active recreation;
- Species-rich meadows; and
- Amenity grassland.

RESPONSE TO POLICY AND GUIDANCE

- Provide a comprehensive network of Green Infrastructure with improved public access, interpretation, and connectivity (Saved Policy S4/ Emerging Policy NE5/ Medway Landscape Character Assessment Policy 11/ NCA81 SEA); and
- Strengthen Biodiversity Networks connecting features of local landscape importance, integrate development into the landscape, improve biodiversity and resilience of the natural environment (Emerging Policies NE2, NE4 and NE5).

PLANTING STRATEGY

- Native and ornamental tree species providing a semi-formal structure to the spaces, together with swathes of ornamental shrub planting with an emphasis on herbaceous species, berries, and year-round interest.

Figure 28: Zone 2 Typical Sketch

Amenity Areas

Semi-formal planting mixed with areas of wetland

Figure 29: Zone 2 Section Location Plan

Figure 30: Zone 2 Typical Sketch Section

Zone 3 - Northern Buffer Boundary

4.7.20 This linear woodland zone provides a strong buffer between the Site and Damhead Creek CCGT to the north filtering views of the existing and proposed tall structures. The linear zone also provides foraging opportunities (bird nests, bat boxes) and biodiversity enhancements. Footpaths and cycle paths link through the zone to connect with the wider green infrastructure network, creating an attractive place to walk or/and exercise through broadleaved woodland.

Figure 31: Zone 3 Location Plan

LANDSCAPE FEEL

- Natural;
- Verdant; and
- Active.

LANDSCAPE FEATURES / OBJECTIVES

- Native broadleaved woodland;
- Exercise paths;
- Low level lighting;
- Biodiversity enhancement –Deadwood piles and hibernacula;
- Species-rich grassland; and
- Ditches maintained and enhanced.

RESPONSE TO POLICY AND GUIDANCE

- Strengthen Biodiversity Networks connecting features of local landscape importance, integrate development into the landscape, improve biodiversity and resilience of the natural environment (Emerging Policies NE2, NE4 and NE5); and
- • Promote broadleaved woodland and hedgerows without impacting on open views (Medway Landscape Character Assessment Policy 13).

PLANTING STRATEGY

- Woodland mix with species to reflect those of the surrounding area.

Exercising paths

Low level lighting

Biodiversity enhancement

Figure 32: Zone 3 Section Location Plan

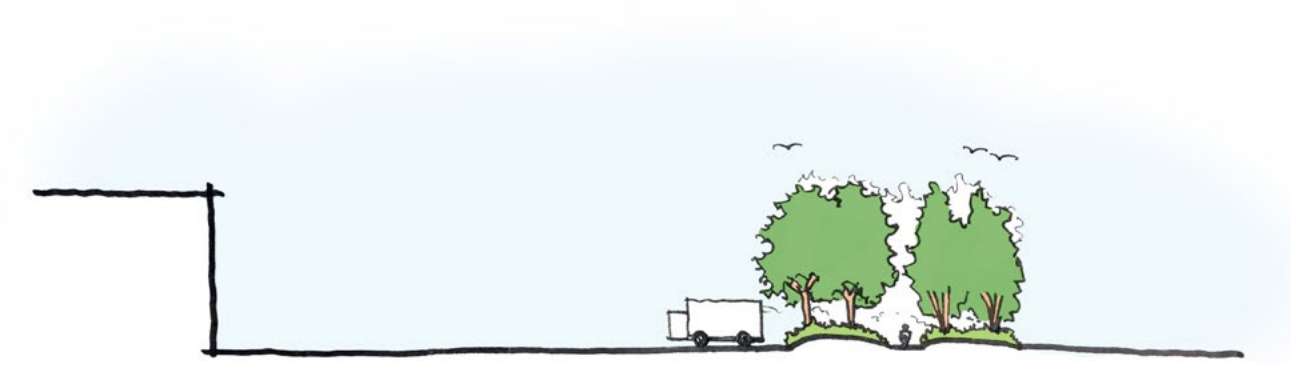


Figure 33: Zone 3 Typical Sketch Section

Zone 4 - Western Wildlife Area: Wet Woodland

4.7.21 The existing area of naturally regenerated scrub woodland and wetland is managed and enhanced for biodiversity. New footpaths link through the area to provide access for users of the Site and also provides connections to the wider PRoW network to the west of the Site. Existing bird-hide restored. A new flood attenuation bund along the eastern boundary requires removal of some existing vegetation, species reflected in the replacement planting to the embankment. The zone continues to provide visual filtering of the Site in views from the immediate north west of the Site.

Figure 34: Zone 4 Location Plan

LANDSCAPE FEEL

- Natural;
- Diverse;
- Vedant; and
- Peaceful.

LANDSCAPE FEATURES / OBJECTIVES

- Permanently wet SuDS features;
- Native reedbeds, marginal and wetland meadow;
- Native trees and wet woodland; and
- Deadwood piles and hibernacula.

PLANTING STRATEGY

- Copses of wet-woodland carr including species to reflect the existing naturally regenerated scrub woodland. Manage and enhance existing reed-beds and wet grassland meadows.

RESPONSE TO POLICY AND GUIDANCE

- Recognise/appreciate the intrinsic and distinctive character of the countryside and the context of the Site in particular the sense of place within the Medway Marshes. Seek to provide a positive contribution to the Site's context and strengthen local distinctiveness (NPPF/ Saved Policy S4/ Medway Landscape Character Assessment Policies 1, 7, 9 and 10);
- Make a positive contribution to surrounding context and a suitable transition for urban to rural areas improving the image of the existing Kingsnorth area, repairing the damage of insensitive boundary treatments, strengthen the landscape structure. (Saved Policies S4 and S12/ Medway Landscape Character Assessment Policies 3 & 4);
- Strengthen Biodiversity Networks connecting features of local landscape importance, integrate development into the landscape, improve biodiversity and resilience of the natural environment (Emerging Policies NE2, NE4 and NE5).

Wet woodland

Bird hide

Marginal planting

Figure 35: Zone 4 Section Location Plan

Figure 36: Zone 4 Typical Sketch Section

Zone 5 - Western Edge: Transition to Marshes

4.7.22 An informal plantation of native broadleaved trees on the existing flood attenuation embankment strengthens this western boundary and softens the built form in views from the west. Informal grouping and low density of the trees to maintain a natural character in keeping with the surrounding area. Footpath links along this raised area could form part of the wider green infrastructure network, taking advantage of views to the west. On the low-lying marshy area between the embankment and the development area, access to be minimised to allow this to be managed for biodiversity, maintaining a link with the wider marshland landscape.

Figure 37: Zone 5 Location Plan

LANDSCAPE FEEL

- Inspiring;
- Natural;
- Accessible; and
- Broadly Open.

LANDSCAPE FEATURES / OBJECTIVES

- Permanently wet SuDS features;
- Native reedbeds, marginal and wetland meadow;
- Native trees and wet woodland; and
- Deadwood piles and hibernacula.

PLANTING STRATEGY

- Woodland mix with species to reflect those of the surrounding area. Manage and enhance existing reed-beds and wet grassland meadows.

RESPONSE TO POLICY AND GUIDANCE

- Recognise/appreciate the intrinsic and distinctive character of the countryside and the context of the Site in particular the sense of place within the Medway Marshes. Seek to provide a positive contribution to the Site's context and strengthen local distinctiveness (NPPF/ Saved Policy S4/ Medway Landscape Character Assessment Policies 1, 7, 9 and 10);
- Make a positive contribution to surrounding context and a suitable transition for urban to rural areas improving the image of the existing Kingsnorth area, repairing the damage of insensitive boundary treatments, strengthen the landscape structure. (Saved Policies S4 and S12/ Medway Landscape Character Assessment Policies 3 & 4);
- Promote broadleaved woodland and hedgerows without impacting on open views (Medway Landscape Character Assessment Policy 13);
- Minimise harm to the landscape character of Cookham Ridge ALLI (Saved Policy BNE34/ Medway Landscape Character Assessment Policy 16); and
- Conserve and enhance the natural beauty of the North Kent Marshes SLA (Saved Policy BNE33).

Deadwood piles

Transition to marshes

Existing marginal planting to retained

Figure 38: Zone 5 Section Location Plan

Figure 39: Zone 5 Typical Sketch Section

Zone 6 - Medway Park: Transition to River

4.7.23 On the southern edge of the Site, Medway Park delivers a broad new open space with views the Medway to mainland Kent. These new open spaces will be linked with broad greenways and a network of foot and cycle paths interspersed with areas to sit, play and ecological enhancements, including a mosaic of coastal, freshwater and terrestrial habitats. Grouping of tree planting within this zone will provide a softening of built from in views from the south but will be low density to maintain the predominantly open characteristics of the marshland areas.

Figure 40: Zone 6 Location Plan

LANDSCAPE FEEL

- Inspiring;
- Natural;
- Accessible; and
- Broadly Open.

LANDSCAPE FEATURES / OBJECTIVES

- Focal points to take advantage of the views over the medway;
- Semi-formal planting mixed with areas reedbeds, marginal and wetland meadow; and
- Areas for passive and active recreation.

PLANTING STRATEGY

- Native tree species providing a semi-formal structure to the spaces, together with swathes of shrub planting with an emphasis on coastal species, and year-round interest.

RESPONSE TO POLICY AND GUIDANCE

- Recognise/appreciate the intrinsic and distinctive character of the countryside and the context of the Site in particular the sense of place within the Medway Marshes. Seek to provide a positive contribution to the Site's context and strengthen local distinctiveness (NPPF/ Saved Policy S4/ Medway Landscape Character Assessment Policies 1, 7, 9 and 10);
- Create an attractive, inviting and sustainable location for business (Planning for Growth- Hoo); and
- Create new wetlands close to the Medway. Coserve historic character including reed-filled drainage ditches (Planning for Growth- Hoo/ NCA81 SEA).

Cycle path along the river

Focal points

Mosaic of coastal, freshwater and terrestrial habitats

Figure 41: Zone 6 Section Location Plan

Figure 42: Zone 6 Typical Sketch Section

Zone 7 - Eastern Wildlife Areas: Transition to Marshes

4.7.24 The eastern marshes will be the focus of the ecological enhancements undertaken on Site. Existing landscape features will be carefully modified and sensitively maintained to maximise their ecological potential, including open mosaic habitat and reed-filled drainage ditches and SUDS features. Pedestrian access will be limited, confined to a low-key path to the margins of the areas.

Figure 43: Zone 7 Location Plan

LANDSCAPE FEEL

- Broadly Open; and
- Natural.

LANDSCAPE FEATURES / OBJECTIVES

- Permanently wet SuDS features;
- Native reedbeds, marginal and wetland meadow; and
- On southern facing embankments, enhancement of an open mosaic habitat (OMH).

PLANTING STRATEGY

- Natural regeneration of scrub and woodland, managed to allow OMH to be maintained in target areas. Manage and enhance existing reed-beds and wet grassland meadows.

RESPONSE TO POLICY AND GUIDANCE

- Make a positive contribution to surrounding context and a suitable transition for urban to rural areas improving the image of the existing Kingsnorth area, repairing the damage of insensitive boundary treatments, strengthen the landscape structure. (Saved Policies S4 and S12/ Medway Landscape Character Assessment Policies 3 & 4);
- Strengthen Biodiversity Networks connecting features of local landscape importance, integrate development into the landscape, improve biodiversity and resilience of the natural environment (Emerging Policies NE2, NE4 and NE5); and
- Maintain open Mosaic and Coastal Habitats (NCA81 SEA).

Open Mosaic Habitat

Native reedbeds, marginal and wetland meadow

Permanently wet SuDS features

Figure 44: Zone 7 Section Location Plan

Figure 45: Zone 7 Typical Sketch Section

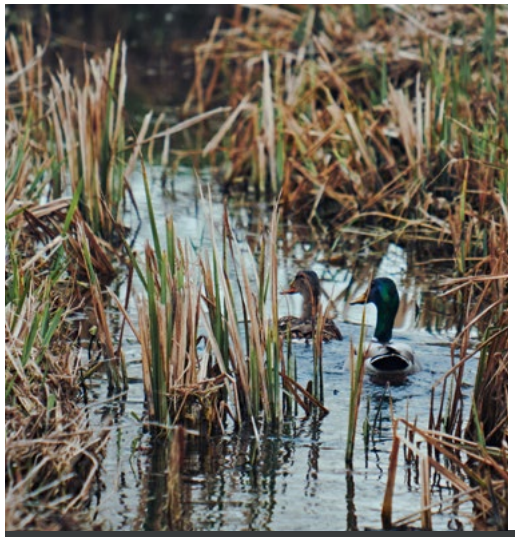
4.8 DRAINAGE STRATEGY

4.8.1 The drainage network is designed to drain surface water via a series of gravity drains and pumped drainage systems, with the main body of the Site pumped via pumphouse 1 with the remained directed to pumphouse 2 from where water pumped to a drain along the northern extent of the Parcel discharging to a western boundary drain. In the event the boundary drain becomes full water overtops the channel and floods the marshland to the west of the former Power Station. Water is held on the marshland and then gradually discharged during low tides via a manually activated penstock.

4.8.2 Two further pumps manage water from the former coal stocking yard and land to the east. The surface water drainage networks has been designed to limit the effects of the tidal location of the Site. All the drainage outfalls incorporate a system which prevents backflow of water from the River Medway during high tide conditions.

4.8.3 A review of existing pumps indicates that Pump House 1 houses three pumps with a conservatively estimated total flow of 1,200 l/s, whilst Pump House 2 has two pumps averaging 164 l/s each (total 328 l/s).

4.8.4 It is proposed that the scheme will retain existing flow rates as well as outfall locations. Sufficient storm water attenuation capacity for a 1 in 100 year event plus a 40% allowance for climate change will provided via a series of swale/pond features. The rough locations of which presented in Figure 46. These features will also look, where possible, to provide opportunities for bio-diversity net gain.



Aspirational Images of Swale/ Pond Features Highlighting Biodiversity

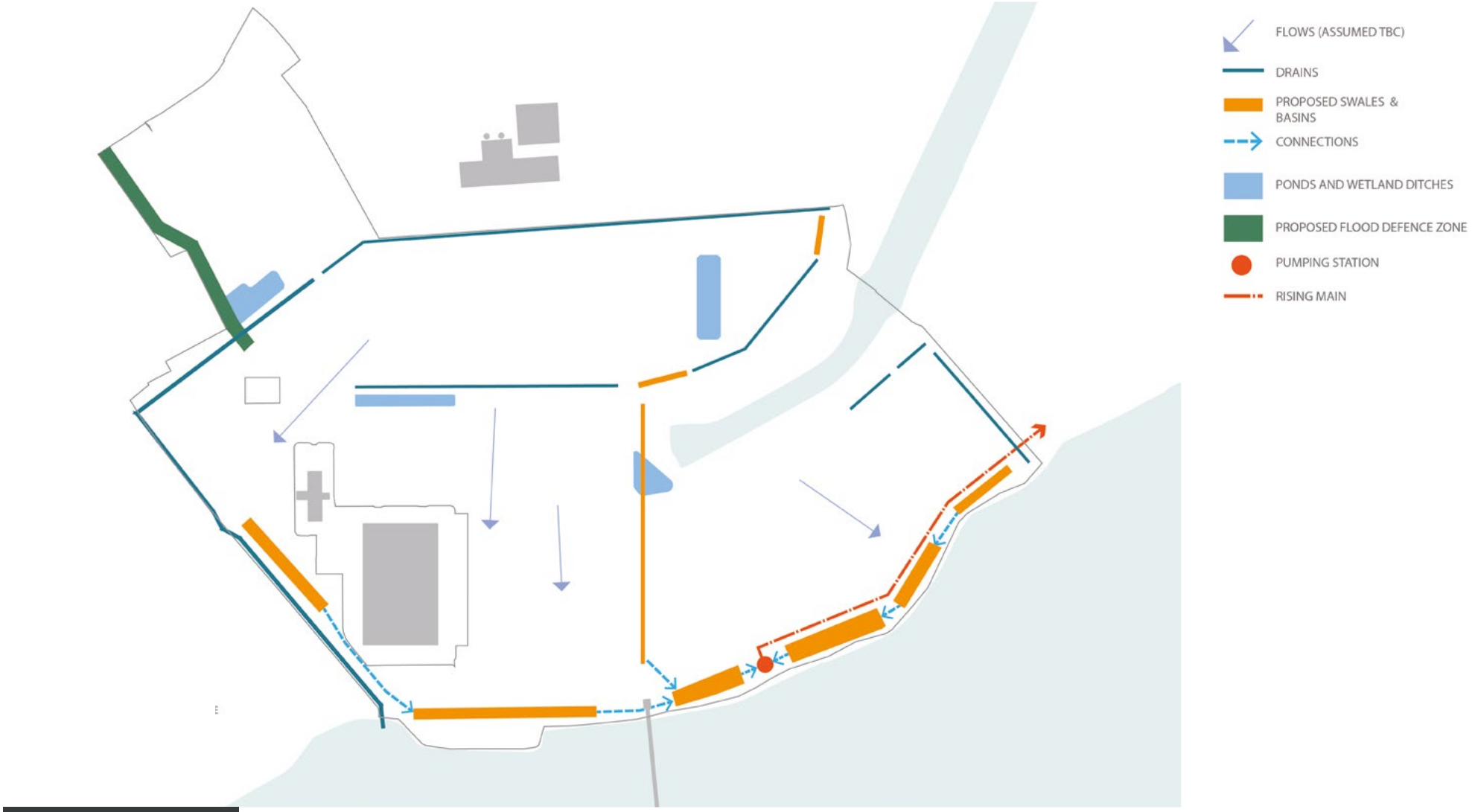


Figure 46: Drainage Plan

4.9 CLIMATE IMPACT ASSESSMENT

4.9.1 Reducing CO2 emissions and subsequent climate change effects associated with energy use has been considered as part of the strategy for the Site. A number of low carbon and renewable technologies could be incorporated into the future design of development parcels. Potential low carbon / renewable technologies include:

- Air Source Heat Pumps;
- Ground Source Heat Pumps;
- Solar Photovoltaic;
- Solar Thermal;
- Combined Heat & Power CHP (including Fuel Cell CHP); and
- District Heating.

Figure 47: Perspective Image of the Site

4.9.2 Energy generation technologies will need to be carefully balanced against demands and power requirements to determine which technologies and their capacities are best suited to the Site and to what degree, if any, energy storage solutions can play a role. In addition, looking at building fabric efficiencies to office space can further contribute to carbon reductions.

4.9.3 Owing to the scale of the Development, there is potential to implement energy and emission reductions technologies and strategies which could not be effectively delivered at a smaller scale. It is envisaged that the Development will aspire to achieve close to "Net Zero Carbon" status by 2050 in line with National policy. This will be achieved through applying the following carbon hierarchy:

- Avoid;
- Reduce;
- Replace; and
- Offset.

4.9.4 The preferred option at this stage is for the Development, where possible, to be solely powered by electricity with no connection to the National gas grid. This is preferred as grid electricity is less carbon intensive than natural gas, particularly as the electricity grid continues to decarbonise.

4.9.5 The ambition is for there to be a site-wide Electric Vehicle (EV) charging network, at a minimum of one charging point per every ten parking spaces provided.

4.9.6 The implementation of the options above, where appropriate, will reduce the overall carbon footprint of the Development and lead to a potential reduction in GHG emissions associated with the Development over its lifetime. Allied to this, the development proposals provide the opportunity for an energy use, which could provide further opportunities to support the aims of the energy strategy.

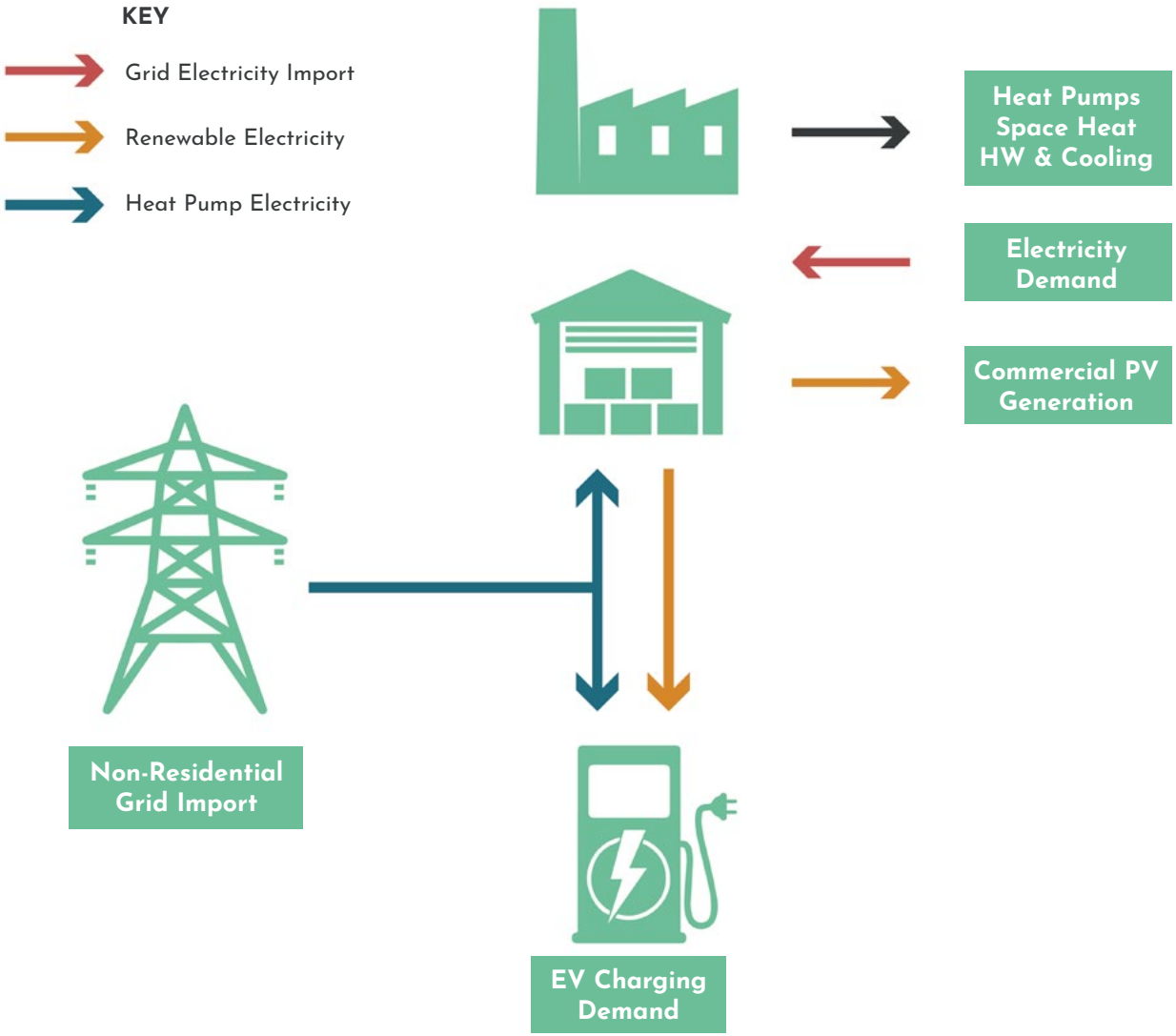


Figure 48: Energy Flows Diagram

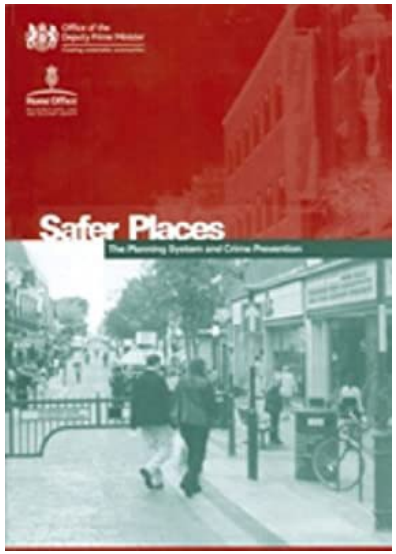
5. SUMMARY

MEDWAYONE
POWERING FUTURE GROWTH

5.1 COMMUNITY SAFETY

5.1.1 "Designing out crime and designing in community safety should be central to the planning and delivery of new developments". Safer Places: The Planning System and Crime Prevention, ODPM.

5.1.2 The proposed development fully responds to the key attributes for safer places as defined by the ODPM document. The following table demonstrates the principles and approaches adopted to achieve community safety and reduce opportunities for crime on the Site.



SUSTAINABLE COMMUNITY ATTRIBUTE	DESIGN PRINCIPLE ADVANCED
Access and Movement	Primary routes for pedestrians, cyclists and vehicles are direct and follow key desire lines in response to where people want to go. Footpaths and cycle routes to the employment area will be lit providing a safe route to work for employees.
Structure	Windows and door openings within the office and ancillary buildings will create active frontages to footpaths and cycle routes where possible. A secure boundary fence enhanced by landscape planting will prevent general public access into the employment Site.
Surveillance	Wherever possible, natural and active surveillance for employment buildings will be maximised adjacent to movement routes and publicly accessible spaces
Ownership	Development layout and boundary treatments will clearly delineate between public, semi-public and private ownerships.
Physical Protection	As noted above, the majority of the employment Site will be contained within a secure boundary, with the remainder of the employment Site boundary delineated by a landscape buffer.
Activity	All building entrances will be accessible and visible from the street/ car park, thereby encouraging movement and bringing additional activity.
Management and Maintenance	A good quality public realm will be provided, stimulating human activity and influencing the behaviour of users. Maintenance of the public realm will retain the attractiveness of the Site, increases safety and use and promotes respect towards the environment.

Table 4: Community Safety Table

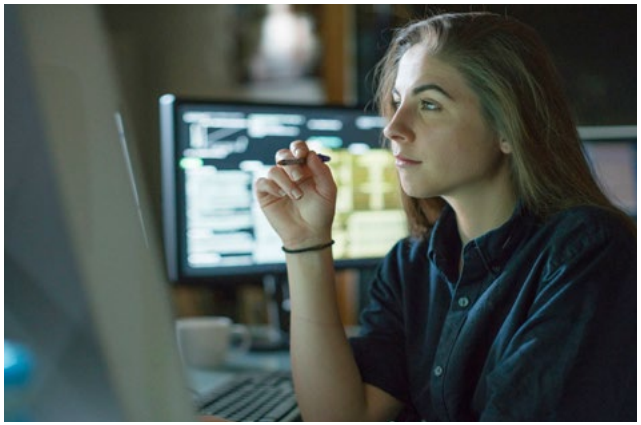
5.2 CONCLUSION

This Design and Access Statement (DAS) demonstrates that the Site is able to support new employment facilities. The design principles established in the DAS and via the illustrative layout plan demonstrate that a high quality solution can be realised for the Site.

5.2.1 Uniper is already engaging with potential investors to explore ways to maximise the development potential of this strategic brownfield Site to meet the needs and ambitions of the local authority, businesses and the neighbouring communities.

5.2.2 Uniper has already received significant interest from a range of businesses looking to locate to MedwayOne. The most advanced is "Gridlink Interconnector Limited", which is looking to develop a 1,400 MW electricity interconnector between the UK and France. The proposals are subject to a separate planning application, submitted by Gridlink to Medway Council in October 2020.

5.2.3 To date, Uniper has invested in excess of £37 million in the regional economy, using local contractors to prepare the Site for redevelopment. We have been working closely with stakeholders across the region and nationally, such as Medway Council, the Department of International Trade and Locate in Kent, to understand how MedwayOne can be part of and support continued economic growth in the region.



5.2.4 The Site has the potential to create a wide range of employment opportunities to support growth in Medway, including:

- Creating around 2,000 permanent full-time equivalent jobs once the Site is fully occupied;
- Generating at least £44m per annum as economic output once fully occupied, which equates to a business wage bill and annual profit;
- Creating around 700 temporary construction jobs over the lifetime of the build; and
- An estimated economic output of £35 million per annum during the construction phase. This roughly equals a business wage bill plus the amount of profit made per year.

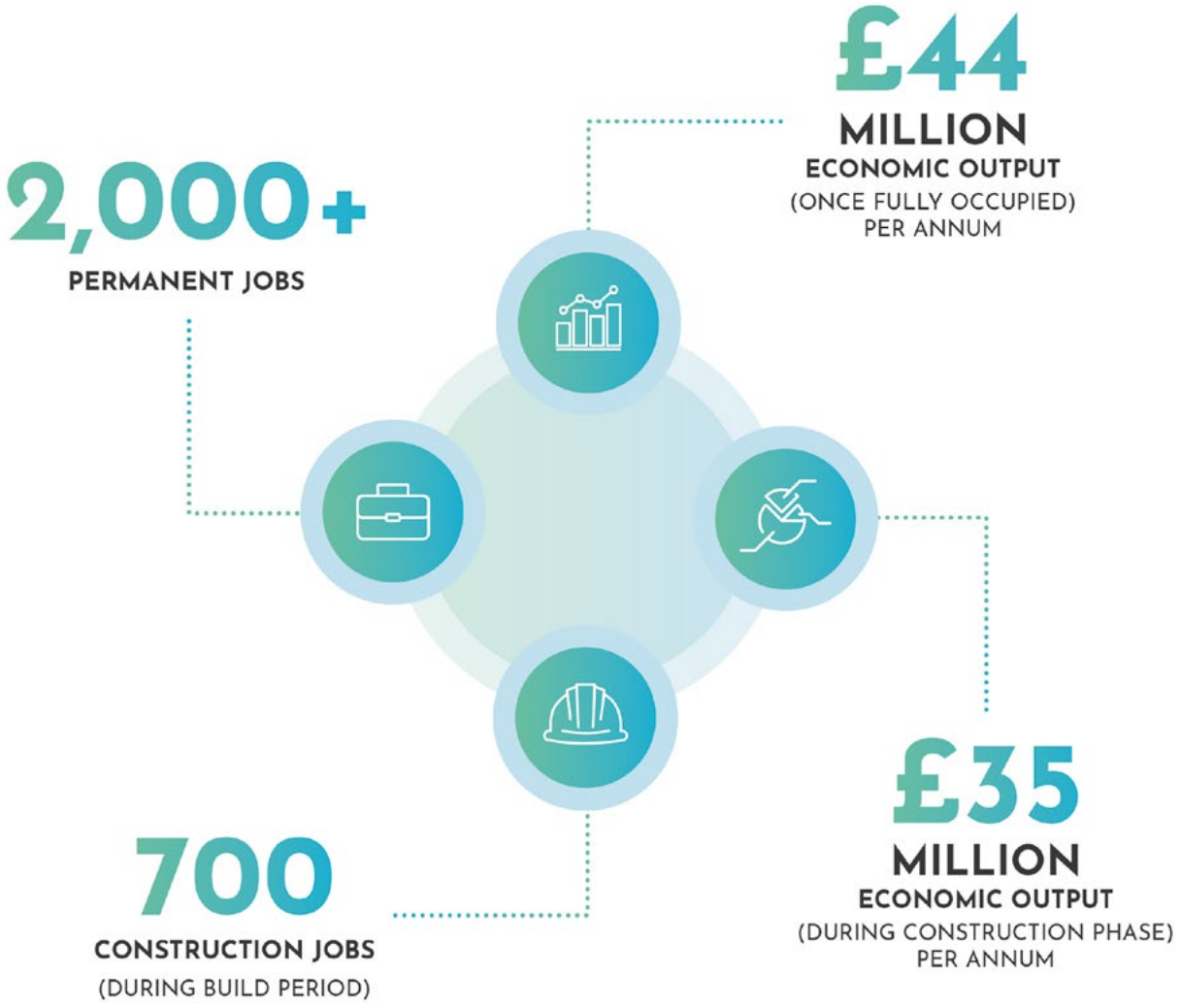


Figure 49: Development Benefits Diagram

BARTON
WILLMORE