

**Lodge Hill**

**Stage Two Public Consultation - Workshops**

**Feedback Analysis**

Prepared by Trimedia

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## 1.0 Introduction

Three stages of consultation have been initiated in order to inform a Core Strategy masterplan for Lodge Hill. The first stage of consultation was undertaken in April 2009 and took the form of public exhibitions. The feedback received from these exhibitions was collated into a report, titled Stage One Public Consultation Feedback Analysis, which is available from the Lodge Hill website ([www.lodgehill.info](http://www.lodgehill.info)). The feedback received from the public exhibitions informed the topics and discussion points for the workshops, which took place in July 2009.

Six workshops were held at The Lodge in Chattenden, spanning a three week period between the 2<sup>nd</sup> and 14<sup>th</sup> July. In total, 18 hours of workshops were organised, offering a balance between daytime and evening to make it as convenient as possible for individuals to attend. The key objectives of the workshops were to:

- Provide a forum for attendees to progress the issues identified in the exhibitions in more depth with specialist consultants
- Enable the consultant team to garner insights and views from people who live and/or work in the local area
- To guide masterplan preparations in light of the feedback received and the analysis undertaken

This report outlines attendance of the workshops (Section 2.0), the format of the sessions (Section 3.0) and explains how the information provided has been collated and analysed (Section 4.0). The report also sets out the feedback received from the workshops in the form of a transcribed list of all written comments made by attendees during the sessions (Appendix Seven), with the distillation and analysis of these comments by Trimedia contained within Section 5.0. The workshop sessions have enabled Trimedia to identify points of significance for workshop attendees, ranging from concerns over the impact of development to desires for new facilities. Section 6.0 sets out

Trimedia's recommendations for the Lodge Hill proposals as a result of these sessions and previous community engagement. In line with objective 3 of the workshops identified above, each specialism within the Lodge Hill consultant team will now assess their proposals against the recommendations made by Trimedia within this report.

## **2.0 Workshop Attendees**

381 letters of invitation to the workshops were issued. The invite list comprised Medway officers, Medway councillors, parish councils, statutory and local stakeholders, as well as individuals who completed a feedback form at the public exhibitions in April (195 people), had called the development hotline and left their contact details (23), written to Trimedia (10), or had registered online at [www.lodgehill.info](http://www.lodgehill.info) (24).

Workshops were attended by a range of community residents, stakeholders, and representatives from decision-making bodies. Please see Appendix Four for the workshop signing in sheets.

Breakdown of attendance by session:

### **Community Workshops**

Friday 3rd July	16 attendees plus one Medway Council observer
Tuesday 7th July	17 attendees

### **Environment Workshops**

Thursday 2nd July	20 attendees plus one Medway Council observer
Tuesday 14th July	28 attendees

### **Movement Workshops**

Monday 6th July	17 attendees plus one Medway Council observer
Thursday 9th July	15 attendees

**Total:** 113 (although some people attended more than one session)



Representatives of the various disciplines working on the emerging masterplan attended the workshops and were available to lead factual and technical discussions with residents and stakeholders, whilst recognising that some of the technical studies were still being undertaken. The consultation team representatives attending the workshops were:

Mike Hawkins, PRP Architects (Master Planning)

Charles Nield, PRP Architects (Master Planning)  
John Spiers, Hyder Consulting (Transport Consultant)  
Mike Brain, Hyder Consulting (Transport Consultant)  
John Murdoch, Murdoch Wickham (Environment Consultant)  
John Wickham, Murdoch Wickham (Environment Consultant)  
Neil Coverly, Murdoch Wickham (Environment Consultant)  
Sarah Lyne, Thomson Ecology (Ecology Consultant)  
Tom Dobson, Hunt Dobson Stringer (Regeneration Consultant)  
Vicky Thomas, Hunt Dobson Stringer (Regeneration Consultant)  
Andy Martin, Trimedia (Consultation Consultant)  
Clea Gray, Trimedia (Consultation Consultant)

Attended all sessions

Steve Neal, Land Securities (Developer)  
Rowena Collins, Trimedia (Consultation Consultant)

### 3.0 Format of the Workshops

Agendas were posted to all attendees and were also available at the start of each workshop. For sample agendas please see Appendix Five.

Each workshop followed a common structure:

- A presentation on the key elements of the planning process and an explanation of the way in which the Lodge Hill masterplanning and consultation process fits within this context
- A presentation of the key issues which arose from the public exhibitions, which have informed the topics under discussion in the workshops
- A presentation from the relevant member of the consultant team outlining the analysis and studies undertaken to date
- A briefing on how the workshops function and key objectives for the session
- Breakout session in smaller groups, with one person per group acting as reporter, with members of the project team available for technical input
- A final 'reporting back' section, with each group informing other attendees of the nature and content of their discussion and creating a summary of key points to be taken forward

A copy of all presentations was made available for attendees to download from the Lodge Hill website [www.lodgehill.info](http://www.lodgehill.info) after the sessions.

The Community workshop was run slightly differently, in that attendees were encouraged to think about a broad spectrum of age ranges; the issues that they face and how the Lodge Hill development could have an impact, either positively and negatively. A copy of the scenarios that the Community workshop attendees were tasked with considering is contained at Appendix Six.

A series of bullet points for consideration and to aid discussions were also given to attendees in the Environment sessions. These bullet points are also contained within Appendix Six.

## 4.0 Analysis Methodology

The workshops were qualitative sessions, which discussed key themes and provided the consultant team with a deeper understanding of the community's views, as well as their concerns with regard to the wider impact of the masterplan. Due to the nature of the engagement method, a substantial amount of comments were generated and captured by workshop attendees on post it notes or on the topic sheets provided in each session.

This document is a compilation of all information received during the workshops. It contains images of the 'reporting back' sessions, which formed the summary of key points to be taken forward as a result of the workshops, along with photographs of all the maps and post it notes used during the sessions. Each and every written comment made has been transcribed verbatim and the transcriptions are contained within Appendix Seven. These comments have then been allocated a code which shows where that comment has been recognised in the analysis.

This paper sets out the feedback from the workshops. There is some interpretation by Trimedia in Section 5.0 in order to provide further background to these comments. As there is a great deal of overlap between topics, the feedback has been categorised into themes rather than being separated based on the topic under discussion.

## **5.0 Analysis of Feedback**

### **5.1 General**

The workshops generated some overriding concepts which were pertinent to all three topics which were discussed:

#### **5.1.1 Intergenerational**

The feedback indicates that multi-use facilities that don't separate by age groups, such as leisure facilities which offer provision for all ages, would be welcomed by workshop attendees. Interaction between different age groups was seen to be positive and could be encouraged through many opportunities, such as the younger and older generations studying together in the same venue or through voluntary work. The observation was repeatedly made that the proximity of different age groups enabled mutual support.

#### **5.1.2 Multi-Use Facilities**

There appeared to be a desire for facilities to offer more than one purpose to the community. For example; community halls with adult education and faith facilities; education facilities which cater for a variety of different age groups; health centres with a library; health centres which offer a pharmacy, opticians, podiatry facilities etc; healthy living centres which provide a range of services from leisure facilities though to GP surgeries and community education provision; and a theatre, performance space and cinema screen.

#### **5.1.3 Flexibility**

Flexibility was a key word and used in a number of different contexts. Attendees wanted the ability to buy a home which would adapt with them, rather than having to move – for example, larger plots with the potential to add extensions or undertake loft conversions and lifetime homes for the older generation. Flexibility over the use of buildings was also desired, so that buildings can be used for residential or other purposes, and flexibility in the design of buildings, so schools for example could

grow in line with pupil numbers. Flexible management arrangements were as important as physical flexibility for buildings.

#### **5.1.4 'Destination' vs 'Self Sufficiency'**

An interesting juxtaposition was raised between drawing people into the development verses making it a place where people who already live there can satisfy their everyday requirements. For example, if a Country Park were to be created, then it would attract people to the area and it will become a destination point for people to visit. This level of increased public access to Lodge Hill would need to be carefully managed from a traffic, congestion and wildlife impact perspective. The site also needs to create its own identity and be welcoming in order to draw people in.

Attendees didn't want to 'suck' everything out of the surrounding community and attendees were keen to ensure that Lodge Hill remains physically separate from existing villages. Connections were deemed to be good, and there were observations that Lodge Hill could have a positive effect and could be complementary to existing villages and amenities, but infill development which would create coalescence with other villages on the Hoo Peninsula was not wanted.

## 5.2 Masterplan Specific

### 5.2.1 Community - Education

It was believed that schools should be the hub of the community and a central focus point, and that this could potentially be achieved through the introduction of intergenerational provision, i.e. facilitating community use outside of school hours. It was believed that schools should be delivered first, rather than putting pressure on existing facilities, and that there should be preferential treatment for 'local' children.

The concept of infrastructure first was a core theme in considering other elements, such as health facilities and new roads, and it was evident that workshop attendees believed infrastructure should be in place from the start of the development.

With regard to education, Lodge Hill should:

- Provide education facilities catering for the very young (i.e. providing Sure Start facilities), through to the older population (i.e. evening classes)
- Integrate primary and secondary school facilities (or the placement of these buildings in very close proximity). It was believed that this would overcome the perception of the 'big' school and it would also make it easier for parents on the school run
- New secondary school provision, as the only secondary school on the Peninsula (Hundred of Hoo) is already at capacity
- Locate school provision close to the main population, to minimise road traffic and to encourage children to walk to school
- Forge links with Universities to provide adult education in a primary or secondary school setting
- The overriding message was that all education facilities should be combined through an ethos of multi-use and joining different services together under one roof

In one of the workshop session there was extensive discussion about the future of the existing Chattenden Primary School. There was concern that, if the school was left in its current location

and no improvements were made to the building and facilities, it could become the “poor relation” to new schools introduced as part of the development. There was a preference for the school to be integrated with the Lodge Hill development and create provision for it to expand as the population grows. This workshop group differed in opinion to the other workshop session, as they believed that parents and children would be prepared to walk further than the Government guidelines (400 metres/5 minutes) to a primary school, so the new location of Chattenden Primary School wouldn’t need to take walking distances from Chattenden and Lodge Hill into consideration. It was believed that the current Chattenden Primary School site could be redeveloped for an alternative use.

There was a strong message for schools to make the most of the existing surroundings, for example, it was also felt that pupils should be encouraged into the environment and that this could perhaps be achieved by placing a school close to a wildlife area. The Forest School project ([www.forestschools.com](http://www.forestschools.com)) is an innovative approach to outdoor play and learning, whereby children visit the same woodland on a regular basis. Woodland teaching was believed to be a way of encouraging the younger population to become custodians of the future and get involved in their environment.

### **5.2.2 Community - Health**

It was believed that new health facilities should be located at the centre of the new development and that this facility should be a sufficient size to meet the demand of the new population and with expansion facilities to ensure flexibility for future needs.

Although there appears to be a high number of doctor’s surgeries on the Hoo Peninsula, the reality is that doctors are ‘shared’ across a number of clinics and therefore accessibility is an issue. Health facilities should have a local focus, with services operated locally, such as district nursing, health visitors, midwives, opticians and dentists. An A&E facility (preferably 24hours) and cottage hospital could cover the services that doctor’s cannot deliver. However, there was concern that adequate parking facilities should be provided for staff, to avoid parking congestion in surrounding areas.

Alongside the traditional facilities required when illness strikes, preventative measures and support

services were also deemed of use, for example the provision of sexual health, family planning, drugs and alcohol and mental health clinics. There also appeared to be an interest in introducing holistic therapies alongside the more traditional health facilities, such as a hydrotherapy pool.

Embedding an attitude to 'healthier living' was also deemed important and the Sheppey Healthy Living Centre in Sheerness was given as a successful example. This facility offers activities for people of all ages and interests, including a gym, a community cinema, community learning and a GP surgery.

### **5.2.3 Community - Leisure**

Attendees to the workshops were encouraged to consider leisure facilities which they thought would be appropriate for Lodge Hill, and which they believed would be used by the local population. Some of these facilities were also suggested by attendees as a diversion from anti-social behaviour. This section provides a comprehensive list of all leisure comments made. The more frequently mentioned facilities are asterisked:

- Skateboard park
- Bowling alley
- Cycle park and / or mountain-biking opportunities\*
- Football pitches\*
- Astroturf
- Badminton and squash facilities
- Free running
- Scuba school
- Boxing ring
- Climbing wall
- Safe play areas for the younger age group\*
- A graffiti wall
- Pay as you go gyms (i.e. not expensive club memberships)
- A motorcycle scramble area (although it was recognised that the positioning of this would

- need to be carefully managed due to noise potential)
- Green gym – making the most of the countryside\*
  - Pensioners play area
  - Leisure facilities for both the youth and the older generation\*
  - Provision of facilities for youth groups, such as a youth club. Youth facilities was a main topic of discussion as it was felt youths are quite territorial. It was recognised that youth clubs require funding in order for them to continue running. One of the groups felt that leisure provision could be provided in one of the old military buildings\*
  - Non-alcoholic pubs or meeting places for the younger generation (such as internet cafes or the like)
  - A music venue or recording studio for the younger generation
  - Non-physical activities, such as art, crafts and singing for the older generation
  - Outdoor and indoor bowls
  - Use of the lakes and water on site for recreational activities, such as fishing, rowing, sailing, boating, windsurfing and swimming. A reservoir has the potential to serve a dual use
  - Country Park – to make the most of the countryside location. Shorne Country Park was given as a good example\*
  - Bars and/or pubs which have character, can maximise on their locations and serve food. A suggested example was a Harvester pub, as this is a family friendly brand. A location overlooking a lake or a good view would be preferred. McDonalds or Burger King brands were not desired\*
  - A Country Club
  - Picnic and BBQ areas
  - Allotments – as well as a leisure activity, allotments were also suggested as a retail opportunity for people to produce their own food which could potentially be sold at local farmers markets. Allotments were also suggested as a way of extending your private gardens. A number of groups raised the potential of allotments and they believed that if this facility was to be provided, it would be used\*
  - Ice rink
  - Swimming pool (either a new one or an upgrade of the current facility in Hoo St Werburgh)

- Cultural activities, such as a cinema or events venue
- A heritage centre or heritage trail so that the previous use of the site wouldn't be forgotten. Another workshop group felt that retaining an historical element of the site could be achieved by retaining one of the magazines, but they recognised that there would be a question mark over who would maintain it\*

Facilities would need to be accessible and affordable. As accessibility is an issue in such a remote part of the world, shuttle bus services could also be considered to link to new and existing provision.

#### **5.2.4 Community / Environment - Maximise the Existing Surroundings**

It was recognised in one of the Environmental workshops that Lodge Hill poses a fantastic opportunity to be creative and that the design team should work with the existing landscape.

The existing woodland could provide a number of 'free' activities, such as woodland walks and the creation of a 'green gym' i.e. using the outside space for healthy activities. Attendees felt there was the potential to create a County Park with café and toilet facilities to maximise on this natural resource. However, there was also concern over the impact people would have on the woodland and that this would need to be carefully managed and organised. Furthermore, the team needs to be mindful of the potential for anti-social behaviour through the use of motorbikes.

The close proximity to Deangate Ridge Sports Complex was also considered and attendees felt there should be improved accessibility to this local facility, and that it could perhaps broaden its leisure provision and consider discounted rates for golf course membership.

The potential for 're-stitching' the walkways and Public Rights of Way was discussed - creating walkable circuits within the site as well as walks along the existing water courses and out beyond the red line, reaching out into the surrounding areas and joining up with routes which have been terminated. The views from the ridge line were perceived to be a defining feature of Lodge Hill and it was felt that walkable routes which encompass this part of the site would be good, with

seating to enjoy the views.

The use of the old railway line as a cycle route should also be considered, as it is flat. It was believed that links should be made with the Medway Green Grid Strategy in order to take a holistic approach to green space in the area. Furthermore, research would need to take place in order to determine where people are actually going i.e. what is their destination point?

There was some discussion over whether Public Rights of Way (PROW) should be shared use (i.e. bridleways and cyclepaths etc) or if they should be sole and segregated use for safety purposes. The advice from the Medway Local Access Forum was that shared uses is the norm, but some groups felt that bridleways should be separate from footpaths, and in one of the movement workshops a group felt that pedestrians should be segregated from cyclists. Cycling routes should be open, visible and well managed. Dog litter bins should be provided for the high number of dog walkers.

### **5.2.5 Environment - Environmental Wishlist**

The spectrum for comments about the environment was broad and a 'wishlist' emerged, ranging from new amenities which could be delivered through to aspirations for the open space element of Lodge Hill:

- Maintain the rural character of green spaces between homes and areas within the development – attendees wanted 'countryside' instead of managed green space
- There was universal support for the protection of existing green areas, such as Great Chattenden Woods SSSI, Round Top Wood and the ALLI – these areas should be maintained and a buffer zone introduced to ensure continued protection from development
- There was the opportunity to plant more trees and create orchards for foraging, as well as other species. This was reiterated in another workshop, who felt that the large swathes of woodland should be connected together by planting more trees
- Coppicing was discussed, with some attendees believing this would be beneficial and others differing in opinion

- Parts of the woodland could be used by local Scout and/or Guide groups to create a sense of ownership among different community groups
- A village green was desired
- A visitor centre at Lodge Hill would be beneficial
- Equestrian facilities – according to the British Horse Society representative, 7% of the population ride horses so provision needs to be made for this group
- Provision for dog walkers, i.e. new safe routes with dog litter bins and potentially a dog warden
- ‘Soft’ landscaping instead of more formal landscaped areas
- Pocket parks, separate from more sensitive areas
- Creation of ponds, streams and wetlands, with consideration of the health and safety implications of these areas
- Retention / protection of rainwater. Attendees were mindful of the impact of development ‘downstream’ from Chattenden, i.e. at Upnor ponds and rivers
- Consideration of SUDS

### **5.2.6 Environment - Wildlife**

Attendees were mindful of the impact on wildlife as a result of the development and reassurance is needed regarding the impact of building homes near to wildlife. Badgers, butterflies and nightingales were mentioned by attendees - this is one of the top five sites in Kent for nightingales and a buffer zone should be introduced around their identified locations in order to protect this species. Scrubland could be maintained as a buffer to ensure nightingales’ continued presence. The creation of a green pathway for wildlife would also be important.

### **5.2.7 Environment - ‘Zonation’**

It was believed that the existing landscape should be zoned to create a distinction between areas to ensure that the most sensitive locations and wildlife are protected, whilst encouraging access and making the most of the amenity value of other areas. It was believed that access should not be prevented to the SSSI, but it needed to be managed and controlled to ensure it remained

protected from illegitimate use, while being available to interested members of the public. Anti-social behaviour, such as vandalism, graffiti and fly tipping will need to be discouraged through careful management.

### **5.2.8 Community - Retail**

It was widely recognised that local facilities for local people would be required, and that these facilities could create the heart of the community in the form of a 'high street'.

There appeared to be a distinction between daily convenience provision, which could be achieved in a 'high street' format with additional retail provision such as a farmers market, post office, pharmacy, Pay Point, take away, pub, hairdressers, café and bank/ATM, and weekly / monthly provision which is more likely to be achieved through the introduction of a supermarket. To encourage the use of these local facilities, free parking was suggested along with an easy walking distance from homes. For those residents living in Grain who make a circa 26 mile round trip into Strood, a supermarket would be perceived to be welcome.

No consensus was forthcoming over the size of a supermarket. There was discussion over the introduction of a medium-sized supermarket similar to the current Tesco at Strood, through to a larger supermarket by a low to mid-range brand, such as Co-Op, Tesco, Morrisons, Sainsbury's or Asda. The larger stores were thought to have the added benefit of home delivery which could reduce traffic congestion and make it easier for households without a car, as well as later opening times and more competitive prices (smaller convenience stores were perceived to be more expensive and offering a limited choice). A shuttle bus service could also be considered. It was recognised that retail provision within Lodge Hill, along with other new community facilities, could create local jobs.

However, the fundamental issue to be resolved regarding the provision of any type of retail facilities is to ensure that they don't have a detrimental affect on the, albeit limited, existing facilities at Hoo St Werburgh, Cliffe or High Halstow. It was recognised that there isn't currently any retail provision

at Chattenden other than the convenience stores in the petrol station, which are relatively expensive.

### **5.2.9 Community - Employment**

It was recognised that there are a number of different strands in the consideration of employment in the context of Lodge Hill:

#### 1) Jobs through the construction period

It was believed that local tradespeople should benefit from the construction.

#### 2) Provision of employment space in the scheme / in Medway generally

There was support for small start up businesses and cheaper studios / office space at Lodge Hill. Employment space was seen to be essential, to ensure the development doesn't become a dormitory town. A good broadband connection would be crucial for this.

#### 3) Enabling Lodge Hill residents and those in the local area to access employment hubs

The perception is that a large number of people are commuting by rail in the local area, so there is a perceived need to create better links to local stations – this could be achieved through introducing a tram line or bus route. Also need to encourage local well paid jobs.

#### 4) The creation of jobs through new community facilities and retail provision

It was recognised that the older generation are a workforce with flexibility and, to help encourage the intergenerational aspect of the development, community and voluntary roles could be created for them, such as a pond or tree warden. The younger generation could be offered training or

apprentice schemes.

### 5.2.10 Community - Housing Design

The workshops generated a number of ideas which should be considered in the design of the housing:

- Sustainable 'green' homes and green lifestyles should be encouraged, i.e. through good recycling storage facilities, the use of solar power, consideration of green roofs, grey water recycling, ground source heat pumps and energy efficiency. However, a wind farm would not be tolerated by many of the groups either on the ridgeline or in the site at all, as this was perceived to be an eyesore and would have a noise impact
- An innovative design would be preferential – Fisherman's Village at St Mary's Island and Accordia in Cambridge were used as an example of innovative or good developments in terms of design
- The use of district heating was raised in a number of sessions as an opportunity for the site – using the excess power from Kingsnorth
- Homes with gardens (as large as possible), would be desired
- Off road parking, with a preference for this to be large enough for two cars to park side by side, rather than behind one another – this type of parking was deemed preferential to providing a garage (as they are invariably too small for family cars and don't get used for the purpose they are intended for)
- Width of roads within the development would need to be wide enough to enable two cars to pass
- Avoid the use of alleyways from a crime perspective, i.e. the homes should be created with the Secured by Design concept in mind
- European-style apartments around a central plaza – the preference was for low-rise development and for town housing no higher than three storeys, although it was recognised that the design of the homes was an important deciding factor on this assertion. The design should be on a domestic scale appropriate for the area
- A traditional village design would be welcomed i.e. a village centre or high street with

supporting services

- The creation of quality buildings which will last
- Attendees were keen for Land Securities to maintain control over the design of the homes, to ensure a cohesive feel is achieved at a high standard
- Introduction of a new substation or telephone exchange for better broadband access, which would enable more people to work from home (there are currently fluctuation levels in the service). Free wifi for the whole development was also suggested and overall, the introduction of new technology was deemed important
- Provision of a studio or spare room space within the homes to achieve a work/life balance
- Separate footpaths away from roads within Lodge Hill
- Underground cabling to improve the aesthetics of the local area. The question was also asked as to whether there was anything which could be done about placing existing pylons underground
- Concern over the density and number of housing – attendees felt that they would need to know density and the number of houses before make a decision over other elements. However, some groups felt that the housing density should be determined naturally by the characteristics of the site

### **5.2.11 Environment - 'Other' Design**

Two of the workshop groups discussed creating a 'sense of place' by introducing a landmark for the site (the example given was a church spire).

There was also the assertion that development should not go above the two ridge lines (Deangate and Chattenden) as these are perceived to be significant sightlines in the local area. This was reiterated in other workshop sessions, along with protecting the views of the rural character of the area, such as the hills and valleys which form the site.

Although Lodge Hill may consist of in the region of 5,000 new homes, it was believed that the village environment should be maintained. This also applies to the Hoo Peninsula generally; to try and maintain the rural feel, which is why people moved to the area in the first place.

### **5.2.12 Community - Creation of Mixed Communities**

The topic of mixed communities was raised on a regular basis and the key to achieving this was perceived to be the provision of housing for all age groups and ranges, and encouraging integration between these different groups. Affordable housing for purchase was desired along with good quality rented homes. The affordable homes should be tenure blind and pepper potted across the site.

Sheltered accommodation for the older generation would also be welcomed. This should be accessible (i.e. ground floor level) and provide support and assistance to occupants, while also enabling personal space. It was believed that the location of accommodation for the older generation was very important:

- It should be within walking distance of health facilities
- It shouldn't be exposed to too much noise / traffic
- It shouldn't be near to noisy recreational areas or on main thoroughfares
- It should have adequate parking provision for visitors

These properties should be 'lifetime homes', with wheelchair flexibility, wet rooms instead of bathrooms and technology which will provide assistance in older age.

When considering the long term nature of the development, integration could be achieved through fundays or festivals.

### **5.2.13 Community - Policing and Anti-Social Behaviour**

The topic of anti-social behaviour was a recurring theme, particularly with regard to youth behaviour; underage drinking, littering, graffiti and off-road motorcycle use.

It was believed that anti-social behaviour elements could be discouraged through initiating a youth

involvement with their local area, such as creating some element of ownership of the land. Footpaths would need to be managed to make them motorcycle-proof and diversionary initiatives such as ORBIT motorcycle training was suggested. Legitimising activities, such as creating a wall for tagging was another method raised for tackling the problems.

The design of Lodge Hill could also play a role in minimising anti-social behaviour, such as the introduction of good lighting and the potential for CCTV or natural surveillance. Garage parking blocks were seen as a target of anti-social behaviour.

A greater police presence was desired and it was felt this could be achieved through a local contact point service. The Police and Community Together initiative should be investigated, to create closer links between the police and the local community.

#### **5.2.14 Movement - Road Infrastructure**

In line with the feedback from the first stage of consultation, there was a perception that the existing road infrastructure is not sufficient. This was reiterated through the assertions of 'one road in and one road out of the Peninsula'. Issues raised were:

- Exiting from Hoo Road onto the Four Elms roundabout – attendees believed this to be dangerous due to the volume and speed of traffic
- Capacity / congestion issues on the Four Elms roundabout at certain times of day
- Noise and air quality impact of the new development on existing households (especially along the Main Road in Chattenden and in the Upnors)
- Need to consider the wider network, for example the impact of other developments along the M2 on the Sans Pareil roundabout and Four Elms roundabout
- The impact of potential construction of two new power stations on the Peninsula at the same time as construction of Lodge Hill
- Medway City Estate and Sans Pareil roundabouts – also congested and with safety concerns
- That there is no alternative but to use the Four Elms roundabout for HGVs

A number of suggestions were given across the groups as possible solutions to this:

- Form a new perimeter road around the site to create a loop (this could use part of the old Army Road)
- Create a brand new road onto the Peninsula from the M2, completely bypassing Four Elms roundabout
- Creating a dedicated access from Four Elms roundabout into the site (however, the lack of land ownership constraints and environmental concerns were recognised)
- A number of grade separation options were forwarded for Four Elms roundabout:
  - Creation of a flyover across the A289
  - Creation of a flyover across the A228 and A289 from Frindsbury
  - Introducing a left slip lane from the A289 onto the A228
  - However, attendees were conscious of housing at the roundabout (Liberty Park) and that those who have bought there are likely to be concerned about a flyover approach
  - Furthermore, it was recognised that upgrading Four Elms roundabout was merely a solution for that roundabout only, and it would not solve the wider network issues
- Improve Woodfield Way to try and keep traffic from Four Elms roundabout
- Create a left hand slip road off the A228 eastbound and onto Upchat Road
- Improve lane designation from A289 onto the A228 – a filter lane would improve traffic flow
- A separate road from the A289, across the Holdfast MoD land, through the SSSI and into the site
- Need to understand how much of the traffic in the local area is commercial traffic. If this is a high percentage, then consider a dedicated road for this type of traffic or an increased use of the railway line for commercial goods
- Provide noise reduction barriers to the A228 and A289, such as trees
- There was debate as to whether new roads were good or bad, as more roads would equate to more cars and could impact on the rural quality of life of the Peninsula. However, new roads were deemed necessary. A High Halstow resident explained that this community is likely to object to any new bypass.

### **5.2.15 Movement - Road Access**

Groups believed there should be more than one access points for the site; the general preference would be one to the west and one from Dux Court Road. The perception was that a sole access up Chattenden Lane and Lodge Hill Lane would not be a desirable option.

Dux Court Road was perceived to be the least damaging of the all options (such as creating a new perimeter road to the north of the site). One of the groups felt the use of Dux Court Road would need to be carefully managed so that it doesn't become a main road. Another had concerns that it would bring more people past Chattenden than if there was an earlier access off the A228.

A possible use of the 'stubby', i.e. the roundabout at the bottom of Windmill Hill, opposite the Hoo turnoff, was also raised as an access point into the new site. However, it was recognised that there is no Land Securities landownership in this area.

Attendees were keen not to create rat runs in the surrounding communities. Lorries are currently using Cooling Road and this isn't appropriate for this size of vehicle.

### **5.2.16 Environment / Movement - Pedestrian, Cycle and Bridleway Access**

There was also perceived to be bad cycle, pedestrian and bridle connections between Chattenden and the Upnors (due to a lack of footpaths). It was also difficult to reach Upnor via Elm Avenue. If greater importance was to be placed on people travelling by more sustainable methods, than safe and useable routes need to be introduced for the journeys that people are likely to be making, for example travelling to railway stations or the river taxi. Cycle routes through the Medway tunnel would also be welcomed.

### **5.2.17 Movement - Safety**

Better pedestrian access to the site from Hoo St Werburgh is needed, such as the introduction of a bridge or tunnel to cross the A228. The crossing at the top of Four Elms Hill needs further

consideration to ensure pedestrian safety, especially for children. A footbridge was deemed to be the best option for crossing the road safely.

There was also a concern about crossing Four Elms Roundabout, made worse by a lack of lane designation as you approach the roundabout on the A289 from London.

It was believed that accidents have been caused by a number of factors which could be avoided:

- Reduce speed to 40 or 50mph all the way up Four Elms Hill from Four Elms roundabout (but it was recognised it is hard to keep people to 40mph going downhill)
- Average speed cameras were also perceived to be a good and effective enforcement
- Better management of the speed and volume of lorries and their interaction with cars
- Lorries parking on the A228 waiting to go into the garages

#### **5.2.18 Movement - Sustainability**

A number of sustainable transport methods were discussed, including buses. It was deemed that the barriers to the use of buses are:

- The frequency of the service and hours of operation
- The time it takes to reach a destination
- Bus routes (i.e. where they go)
- Cost of service
- Information about the service
- Inconvenience for older people, those with children, and those with shopping

Some ways of overcoming those barriers:

- Introducing a high frequency bus service, which doesn't need a timetable
- Bus journey times need to be comparable to car journey times
- Bus lanes and public transport only roads within the site. However, it was believed that bus

lanes should not be at the expense of existing capacity on the roads, and that if they were to be created they should use new/additional land

- Smaller buses direct to destinations (there was a suggestion of making Lodge Hill a 'hub' for buses with feeder buses off to other areas)
- Quality buses – people need to want to ride on it
- Easy access to bus services - close to where people live
- A reliable service
- Cost effective i.e. a subsidised service. The Dockside shuttle bus was seen as a good example, serving the Dockside Factory Outlet Shopping Centre at Chatham Maritime

Workshop attendees expressed a preference for car use as it's:

- Convenient
- Comfortable
- A lifestyle choice

To discourage people from their cars, Lodge Hill will need to provide viable alternatives from the outset. A river taxi into Chatham and Rochester was suggested, as well as the opportunity to create links to railway stations through the use of public transport, to aid commuters.

It was recognised that Lodge Hill needs to be 'futureproofed' i.e. we need to think ahead. This not only applies to transport, but also to the natural environment and the development generally.

People were sceptical about Car Clubs and Car Sharing, as they don't believe it will be used. It is only pertinent if people are working set hours and have similar travel patterns. One of the groups felt it could work, if it was in addition to other facilities and not the only thing the development relied on.

Rail travel was one of the most frequently raised solutions to minimise impact on the road network.

Suggestions were made to enhance the existing freight line for the transportation of materials, in order to draw traffic, especially HGVs, from the A228. Attendees also questioned whether there would be the possibility of upgrading the freight line to a passenger line, with the creation of a new station at Higham or High Halstow, or linking the site to Crossrail at Gravesend.

### **5.2.19 Community - Utilities**

There was strong concern in one of the Community topic workshops that the utilities infrastructure, particularly water supply, sewerage and drainage, could not cope with current demand, let alone the increased pressure which will be placed on it as a result of development at Lodge Hill. There was scepticism that the Core Strategy process would deliver assurances from utilities companies that these issues would be addressed.

However, it was recognised that the infrastructure which will be introduced as a result of Lodge Hill could enhance what else is happening on the Hoo Peninsula.

### **5.2.20 Movement - Construction**

There was also concern about construction traffic and that this should be planned from the outset to minimise congestion and safety concerns. Attendees were concerned that construction vehicles would use Chattenden Lane and Lodge Hill Lane, which was perceived to be unsuitable. The possibility of using the railway line to transport construction materials was also raised. People do not want to be surrounded by a building site for the next 20 years, and this needs to be carefully considered and managed in the phasing of development.

### **5.2.21 Planning Process**

A number of verbal comments were made regarding the planning process, indicating a cynicism of the planning system and its inability to enforce developers' building restrictions and monetary contributions. Various anecdotal examples of this taking place in Medway were given.

## 6.0 Implications for the Lodge Hill Masterplan

From the feedback received and the analysis undertaken, this section compiles a community 'wishlist' indicating what facilities should be provided at Lodge Hill, and what wider implications the Lodge Hill team need to be mindful of.

Facilities Wishlist and Masterplan Implications:

- Multi-use and intergenerational facilities across the development
- Health provision in the centre of the new scheme, with flexible facilities to meet current local needs and to be capable of responding positively to future local needs
- Schools as the centre and hub of the community, including the integration of the existing Chattenden Primary School, to provide facilities for all ages. The team should also consider placing schools close to woodland areas
- Leisure opportunities – please see page 4 for a list of desired facilities, especially those asterisked
- The masterplan needs to recognise the history of the site
- The protection and enhancement, through new planting, of the existing woodland areas, and maximising this landscape amenity by creating 'free' activities, while managing the impact of people in the woodland. Informal public open space appears to be preferential to formal parkland areas
- Improved accessibility to Deangate Ridge Sports Complex and Golf Club
- The 're-stitching' of PROWs and footpaths to maximise the ridgeline views from the site. But Lodge Hill should not allow housing to break the ridgeline (apart from the possible creation of

a landmark to create a 'sense of place')

- A new high street for the development and supermarket, while being mindful of the impact on existing retail facilities in the surrounding area
- Employment opportunities, so that Lodge Hill doesn't become a 'dormitory town'
- Sustainable, future-proofed housing, but not windfarms
- The Lodge Hill team needs to be confident of utilities provision, to ensure the development doesn't have a detrimental impact on the already poor current provision
- A mixed community for all age groups and incomes, from flats through to sheltered accommodation
- More than one access point into the new development – one from the west and one from Dux Court Road
- A viable alternative to the car from the outset. Buses and other more sustainable travel methods would be used if the barriers identified on page 11 could be overcome
- A managed and phased approach to the delivery of new homes, so people are not living in a building site for the next 20 years

Wider Implications:

- A better traffic management system for the Peninsula generally, and especially for Four Elms roundabout and Four Elms hill.
- The introduction of safety measures to cross the A228

## **7.0 Summary**

The Lodge Hill team would like to thank everyone who took part in the workshops. Attendees were open to debate and discussion and demonstrated a willingness to engage, which resulted in very useful sessions for the Lodge Hill team.

The nature of this very open engagement method leads to the production of a broad range of information for consideration, and understandably some contradictory points which will need to be assessed. Overall, the workshops have enabled a better understanding of tangible outputs for the Lodge Hill masterplan and we hope they have started to create the foundation for future and ongoing engagement.