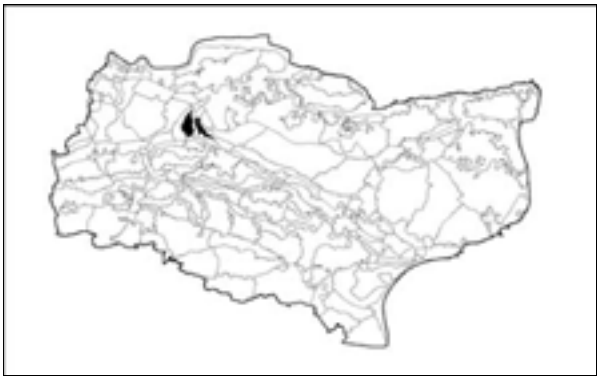
Appendix 1

Landscape character assessments

The Landscape Assessment of Kent

October 2004

KENT DOWNS - MEDWAY, WESTERN & EASTERN SCARP



Either side of the Lower Medway Valley, the river corridor is bordered by the lower slopes of the Kent Downs. Gently sloping chalk is overlain by head brickearths which are more widespread on the eastern side of the river. These character areas form an extension to that already described in the Kent Downs Landscape assessment.

The Kent Downs AONB (Medway Valley character area) covers the scarp and scarp foot of the chalk hills. However, it excludes the areas described here, which are the flatter areas bordering the river, having a concentration of industrial and urban developments.

Light, chalky soils washed down from the scarp slopes have resulted in arable land of high fertility and intensive cultivation. Some of the earliest permanent settlements in Kent were to be found here, and there is evidence of prehistoric sites, ancient trackways and later Roman settlement. Riverside settlements were often the landing stages for ferries across the river. Later development around these villages has taken the form of ribbon development, based on paper-making and other industry in the area. Villages have been severed by road improvements and railway lines.

On the western slopes, where the land is still in agricultural use, the open fields have a very sparse hedgerow network which strengthens towards the wooded hilltops in the AONB. Much of the landscape however has been transformed by chalk quarrying. The white scars of former chalk pits are slowly being colonised with scrubby growth, but a wet pit near Halling holds startlingly blue water at the base of the steep, white chalk faces. Large cement works with tall chimneys already dominate this side of the river and there are plans to extend the existing quarry and works at Holborough.

The eastern slopes are also marked by former chalk quarrying. Scrub vegetation and rough grassland are recurring features of the landscape, especially around the old quarries and the marshy edges of the river. The landscape is open, with large fields and few hedgerows, but is overlooked by the dense woodland of the AONB on the tops of the Downs. This side of the valley is relatively quiet, bypassed by the major through roads in the area, but is subject to pressure for housing development.

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KENT DOWNS - MEDWAY, WESTERN & EASTERN SCARP

PHOTOGRAPH

CHARACTERISTIC FEATURES

Gently undulating arable farmland. Sparse, remnant hedges leading up to wooded ridges. Open and wild on eastern slopes with wide views.
Quarries

CONTEXT

Regional: Greensand Belt

Condition

Condition \ Sensitivity	low	moderate	high
good	REINFORCE	CONSERVE & REINFORCE	CONSERVE
moderate	CREATE & REINFORCE	CONSERVE & CREATE	CONSERVE & RESTORE
poor	**CREATE**	RESTORE & CREATE	RESTORE

Sensitivity

LANDSCAPE ANALYSIS

Condition

This is an incoherent landscape in which features do not readily reflect or enhance the landform. There are many visual detractors in landscape views; these include large-scale detractors such as quarry faces and ridge-line housing. Ecological bases are likely to be of most interest in the woodland on ridges and on the quarry face, but these are limited and isolated and do not form a strong network of semi-natural habitat. In addition, the eastern scarp has much intensive arable coverage. The condition of heritage features is poor - hedgerows are fragmented and tree cover is very limited. Characteristic historic settlement on the river, and notable ferry crossing points are mostly overwhelmed by 19th and 20th century development. Built development is frequent in the view and has a high negative impact.
The area is considered to be in very poor condition.

Sensitivity

The Medway valley has a significant landform as a whole. However, the lower slopes of the western and eastern scarp described here have an unremarkable landform when considered in isolation. It is an open landscape, and visibility is considered to be moderate. The inherent historic landscape features are now indistinct: hedged field boundaries and woodland are very limited. Settlements tend to be predominantly recent in character although the sites themselves are ancient and historic. A few historic buildings are in evidence.
The sensitivity of this area is low.

LANDSCAPE ACTIONS

Create a landscape framework to provide an urban edge and peripheral enclosure to the arable fields and other farmland.
Encourage a more diverse agricultural use of the land and encourage less intensive use of arable fields. Create shaws or wide hedgerows as enclosure and to provide a network of semi-natural habitats.
Create small areas of regenerative woodland to provide intermittent tree cover and enhance the ecological interest of the area.
Create landscape features which enhance and recognise the ancient highway routes at the upper edge of the floodplain, ensuring that urban development on the waterfront is limited to specific historic nodes and that large open areas remain between the river and the highway.
Use woodland and wooded shaws to create an urban edge to existing development.

SUMMARY OF ANALYSIS

Condition — **Very Poor.**

Pattern of elements:	Incoherent.
Detracting features:	Many.
Visual Unity:	Significantly Interrupted.
Cultural integrity:	Poor.
Ecological integrity:	Weak.
Functional Integrity:	Very Weak.

Sensitivity — **Low.**

Distinctiveness:	Indistinct.
Continuity:	Historic.
Sense of Place:	Weak.
Landform:	Insignificant.
Extent of tree cover:	Open.
Visibility:	Moderate.

SUMMARY OF ACTIONS

CREATE.

Create ecological interest within the farmland by diverse cropping and areas of less intensive cultivation.
Create enclosure for urban areas using characteristic woodland
Create coherent land patterns - define farmland, urban areas and small blocks of woodland
Enhance existing historic and ancient features based on historic settlement, ferry points, and ancient highways

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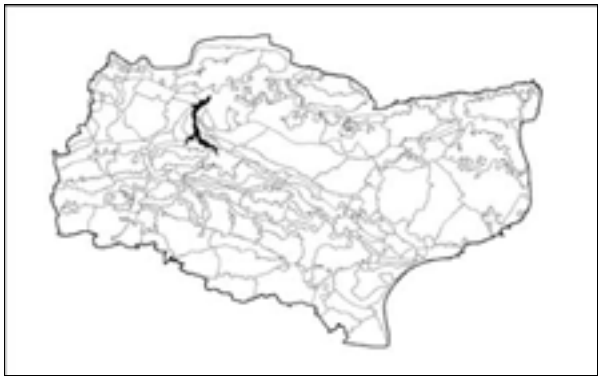
MEDWAY VALLEY LOWER



The Medway Valley divides into two distinctive sub-areas as it cuts first through the high Greensand Ridge, producing a narrow, contained valley, then a broader landscape as it crosses the softer Gault Clay vale and on through the chalk.

The latter is the Medway Valley Lower which is essentially a flat landscape developed on the valley alluviums around the meandering river Medway between the tidal lock at Allington on the Maidstone outskirts to Halling downstream. The landscape extends laterally over a broad area around New Hythe and Aylesford defined by the river deposits, but narrows as the Medway cuts through the chalk which encloses the landscape to the north.

Much of the landscape is a rather untidy sprawl of settlements and industry such as Snodland, New Hythe and Forstal that have developed along the river's flanks, most particularly in the west of the valley. It is distinguished by dramatic mineral sites associated with gravel and clay extraction, either still working as at Ham Hill Sandpits, Snodland, or reclaimed as at the lakes at Leybourne. Amongst the enterprises that traditionally used the river, some remain. Many of these are of an industrial nature, such as scrap metal yards, which inevitably detract from the visual quality of the riverside.

The river itself forms an important and distinctive feature within the character area, much of it being either a Site of Special Scientific Interest (SSSI) or a Site of Nature Conservation Interest (SNCI). This includes marshes on the east bank of the Medway at Wouldham, part of which are also in an area of Local Landscape Importance. Here an area of extensive unimproved grassland and reedbeds, divided by dykes, remains under grazing. It is hoped to raise the water levels in some of these dykes to improve their nature conservation value.

At the river's margin, areas of reeds and other common emergents, mudflats and wading birds at low tide contrast strongly with the more industrialised areas to the south.

The lakes at Leybourne are an important site for migrant and breeding birds and are variously used for bird-watching or are stocked for fishermen. On the west bank, the landscape is dominated by housing, industry, pylons and arable farming. Snodland is not distinguished by its architecture and whilst Halling retains an attractive riverside church with long views to the chalk scarp, it is dominated by a mélange of 20th century development. Recent redevelopment of old industrial sites on this bank has intensified the built fabric so that when viewed from the east the impression is of continuous development. Allowance should be made for vegetated buffer zones adjacent to the river, to enhance its aquatic habitats and amenity value.

The quieter stretches of the east bank of the river are used for recreation by children, walkers at the water's edge itself and along the bank-top path that meanders down much of this bank, passing occasional old boats nestling on the peaceful bankside. Pleasure craft occasionally make their way up to Allington lock from the estuary. A general sense of quiet pervades on the river, however, especially at low tide when, for many craft, the river is unnavigable.

Much of the east bank remains a tranquil although degraded landscape. Additional new development is proposed at Peter's Pit, Wouldham and at Eccles. New vehicle and pedestrian bridges are proposed across the river as part of the development brief. The area's current relative isolation is likely to be affected by these proposals.

Recreational pressure may be put on the areas of conservation value. Traffic management measures and accessible public transport may be needed to manage the potential traffic impact on the rural lanes. The development proposals are also likely to be highly visible from the Kent Downs AONB.

A further influence on the river valley landscape would be the imposition of dredging, vegetation clearance and other flood-plain management which may be required around new built development and could be in visual conflict with the local landscape character.

The related aspects of reduced rainfall and increased abstraction of the river water have contributed to the changing face of the lower Medway Valley. Low water levels and variable water quality considerably diminish the amenity and the experience of the waterside and the expansive, spacious tidal flood-plain.

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MEDWAY VALLEY LOWER

PHOTOGRAPH

CHARACTERISTIC FEATURES

Tidal river with well-developed meanders. Residual unimproved grasslands and reedbeds forming important areas for nature conservation. Well developed industrial mineral and urban sites particularly on the west bank.

CONTEXT

Regional: Greensand Belt

Condition

	low	moderate	high
good	REINFORCE	CONSERVE & REINFORCE	CONSERVE
moderate	CREATE & REINFORCE	CONSERVE & CREATE	CONSERVE & RESTORE
poor	CREATE	**RESTORE & CREATE**	RESTORE

Sensitivity

LANDSCAPE ANALYSIS

Condition

Visual unity is incoherent and there are many detracting features. Views are contained by the surrounding Downs but the wide tidal river valley landscape is fragmented by extensive industrial works, floodplain management structures, new riverside residential developments and valley side quarries. Clusters of habitat include wet pasture reed beds and regenerative scrub, but industrial, residential and quarrying activities fragment the ecological interest overall. Aylesford Priory ragstone and flint churches and historic floodbanks are important heritage features, but field boundaries and tree cover are in poor condition, The built development generally detracts from the landscape, with massive industrial complexes, dramatic chimneys and high density residential areas in highly coloured brick. Overall, this is a landscape in very poor condition.

Sensitivity

The strength of character is weak with a lack of local distinctiveness and, in many areas, only a relatively recent time depth. Landform is an apparent element and the lack of significant tree cover creates a highly visible landscape.

LANDSCAPE ACTIONS

Restoration and creation of unimproved pastures and reed beds should be used to increase the nature conservation potential and naturalistic landscape qualities of the river floodplain.
Tree planting proposals need careful consideration to avoid destroying the open character of the landscape. Scrub and hedges may be more appropriate in integrating the built developments into the valley.
Where they are in a manageable context, existing hedgelines should be gapped up and properly maintained. New hedgerow proposals should aim to link existing remnant hedgerows.
Where appropriate, new developments should be sensitively sited and designed to reflect the riverside context.

SUMMARY OF ANALYSIS

Condition	**Very Poor.**
Pattern of elements:	Incoherent.
Detracting features:	Many.
Visual Unity:	Significantly Interrupted.
Cultural integrity:	Variable.
Ecological integrity:	Weak.
Functional Integrity:	Weak.

Sensitivity	**Moderate.**
Distinctiveness:	Indistinct.
Continuity:	Recent.
Sense of Place:	Very Weak.
Landform:	Apparent
Extent of tree cover:	Open
Visibility:	High.

SUMMARY OF ACTIONS

RESTORE AND CREATE.

Restore and create pasture and reed beds
Use scrub and hedgerows to integrate built developments
Gap up and maintain existing hedgerows
Link existing hedgerows with new hedges
Site new developments sensitively

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Medway Landscape Character Assessment

March 2011

38 Holborough Marshes

Landscape type: Marshland Fringe (T3)
Sub-types: Marshland Fringe with urban/industrial influences (T3b)
Medway Valley Lower (KCA 2004)

Description

- Location – south of Halling Village; west bank of River Medway
- Geology – Lower Chalk with Alluvium and Head deposits
- Soils – undefined
- Accessibility – poor – no designated footpaths
- Designations – Strategic gap; proposed road scheme
- Flood – area partly within flood zone (2003)

Characteristics

- Area of marshland with scattered scrub vegetation has distinctive, tranquil, natural feel;
- Area to north managed as amenity frontage to residential area; degraded land to south includes safeguarded road crossing for St Peter's Pit (Tonbridge and Malling)
- Evidence of industrial heritage – small dock and railway line – now returned to nature
- Reed beds, minor creeks and mud flats along with naturalised scrub vegetation to steep embankment provide high biodiversity value with evidence of extensive birdlife
- Good views along and across river to North Downs

Analysis

Condition ***Moderate***
Pattern of elements – Variable
Detracting features – Some
Visual Unity – Interrupted
Ecological integrity – High
Cultural integrity – Variable
Functional integrity – Moderate

Sensitivity ***Moderate***
Distinctiveness – Distinct
Continuity – Historic
Sense of place – Moderate
Landform – Apparent
Tree cover – Open
Visibility – Moderate

Actions ***Conserve and Create***

Issues

- Impact of Peter's Pit road scheme on character of area
- No formalised pedestrian access or riverfront footpath
- Industrial heritage value
- Protecting tranquillity and biodiversity value

Guidance

- Open up more formalised riverfront footpath link to south; open up riverside access to north and make this multi-user accessible; proposals should retain respect for nature conservation value of area
- Protect industrial heritage features as evidence of historic uses
- Seek to control impact of new road development on biodiversity value and tranquillity

General Notes

- Holborough Marshes is predominantly located within Tonbridge and Malling; northern section within Medway
- Much of this area is leased to Kent Wildlife Trust and managed as a nature reserve. Consequently there is permissive pedestrian access along some of the riverfront.
- Strategic gap designations omitted and replaced by policy KTG1(x) in South East Plan. This policy seeks to avoid coalescence with adjoining settlements to the south of Medway

39 Halling Quarries

Landscape type: Rural fringe (T1)
Sub-types: Rural fringe with urban/industrial influences (T1c)
Kent Downs – Kent Downs – Medway, Western and Eastern Scarp (KCA 2004)

Description

- Location – area between Halling and Upper Halling; bounded by A228 and Pilgrims Way
- Geology – Lower and Middle Chalk with pockets of Head deposits
- Soils – Grades 2 and 3 agricultural
- Accessibility – Fair – 3 no. east/west paths link Upper Halling to Halling
- Designations – Green belt; Rural lane along Pilgrims Way; Protected open space
- Flood – n/a (2003)

Characteristics

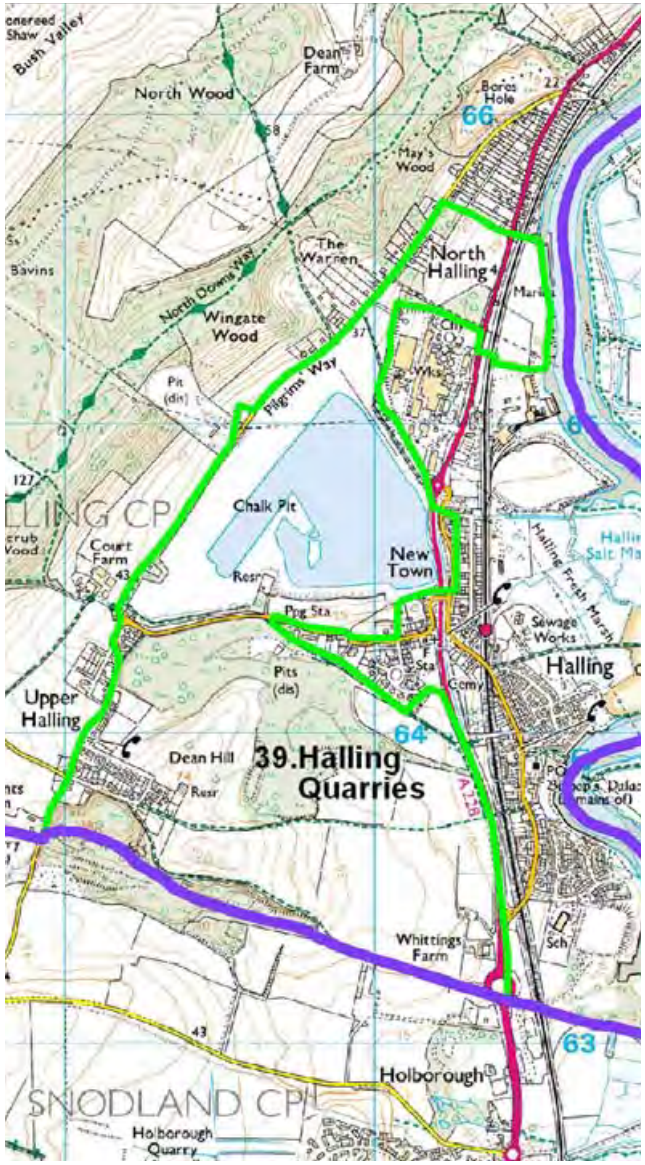
- Scarp floor with rolling arable fields, interspersed with small settlements, disused quarries, industrial heritage and Peter's Pit development infrastructure works
- Heavily wooded disused pits fragment character but screen visual interruption
- Blue lake to south west of Halling Cement Works forms distinctive landscape feature; overhead pylons and cement works are detracting features
- Southern part of character area extends into Tonbridge and Malling

Analysis

Condition ***Moderate***
Pattern of elements – Variable
Detracting features – Some
Visual Unity – Interrupted
Ecological integrity – Moderate
Cultural integrity – Variable
Functional integrity – Moderate

Sensitivity ***Moderate***
Distinctiveness – Distinct
Continuity – Historic
Sense of place – Moderate
Landform – Apparent
Tree cover – Intermittent
Visibility – Moderate

Actions ***Conserve and Create***



Issues

- New development proposals for Halling Cement Works and Infrastructure works associated with Peter's Pit development
- Wildlife and recreational potential/opportunities for disused pits between Halling and Upper Halling
- Footpath links through Cemex site enhance access through site; include for viewing areas and access around Blue Lake
- Loss of rural character from new developments and urban-rural fringe intrusion/activities

Guidance

- Seek to strengthen landscape character by active management of disused pits to maximise wildlife and recreational potential
- Enhance access through Cemex site; include for viewing areas and improved access around Blue Lake
- Use appropriate native planting to screen new development proposals from footpaths, roads, existing settlements and rural areas
- Ensure that new development proposals respect rural character of area and criteria associated with Green Belt designation

General Notes

- Removal of cement works and new development on site will alter character of this area from predominantly industrial to residential character

40 Halling Scarp West

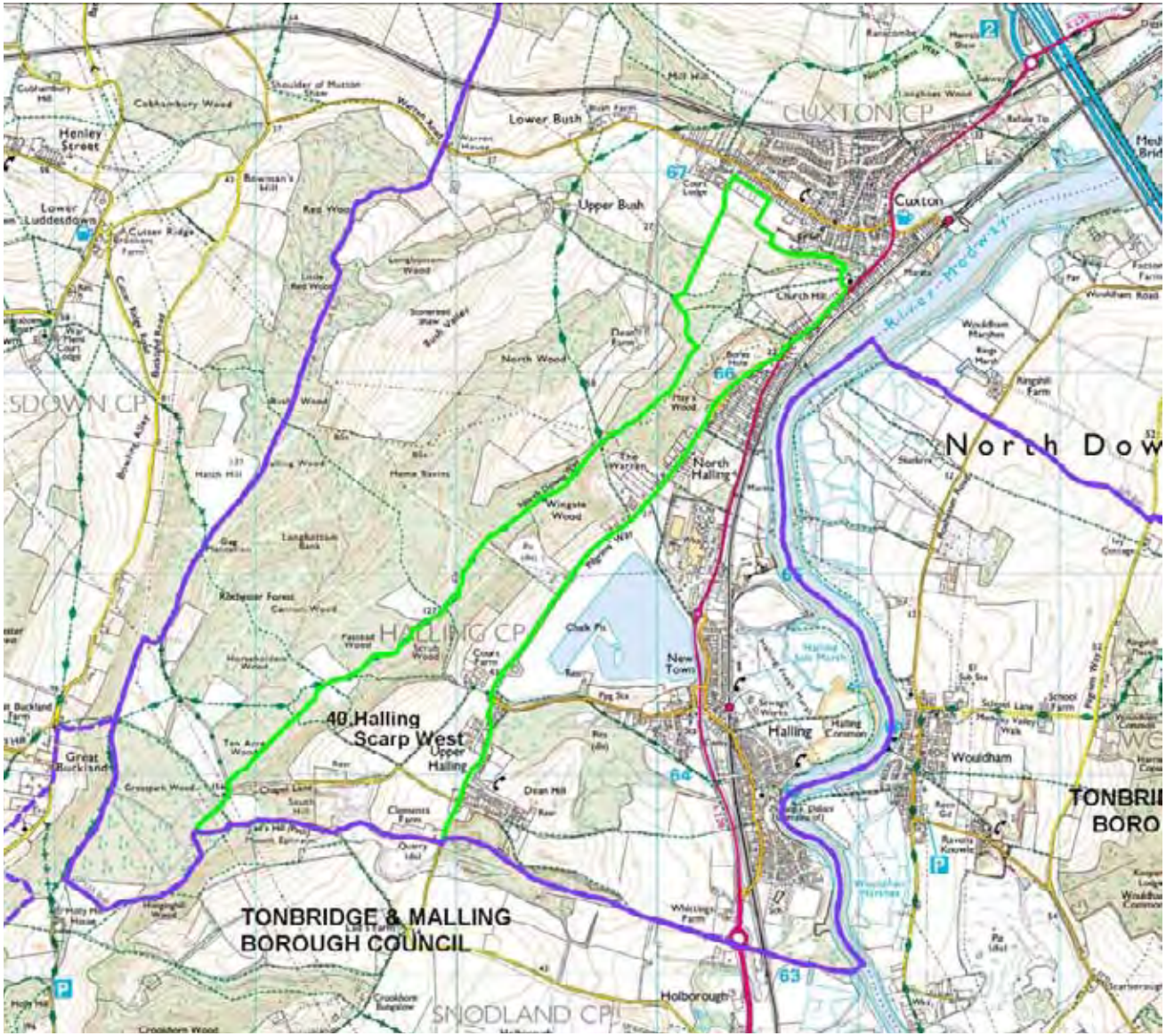
Landscape type: Chalk scarps and valleys (R2)
Sub-types: n/a
Western Scarp: Medway (KCA 2004)

Description

- Location – west of Halling, south of Cuxton; within Kent Downs AONB
- Geology – Upper and Middle Chalk
- Soils – Grade 3 agricultural and undefined
- Accessibility – Good network of public footpaths, including North Downs Way
- Designations – AONB; Green belt; SSSI/NNR; SNCI/LNR; Community woodland; Protected open space; Rural Lane; Special area of Conservation; SLA
- Flood – not applicable (2003)

Characteristics

- Prominent wooded scarp top with steep wooded scarp sides; mirrored by woodland along adjacent scarp ridge line
- Dense mixed woodland gives way to large, open arable fields with few hedgerows on lower slopes
- Includes areas of Ancient Woodland and SSSI with high biodiversity value
- Lower slopes bounded by significant heritage feature of Pilgrims Way
- Elevated views restricted by woodland; better views from lower slopes but marred in places by detracting features – chalk quarries, industry and pylons – along valley floor
- Good accessibility along North Downs Way and connecting paths



- Historic lanes and farm settlements – includes Pilgrims Way
- Southern part of character area extends into Tonbridge and Malling

Analysis

Condition ***Moderate***
Pattern of elements – Variable
Detracting features – Some
Visual Unity – Interrupted
Ecological integrity – High/Moderate
Cultural integrity – Good/Variable
Functional integrity – High

Sensitivity ***High***
Distinctiveness – Distinct
Continuity – Ancient/Historic
Sense of place – Strong
Landform – Dominant
Tree cover – Intermittent
Visibility – High

Actions ***Conserve and Restore***

Issues
- Highly protected and prominent landscape with AONB, Green Belt, Ancient woodland and SSSI designations – sensitive to change
- Threats from urban-rural fringe activities and new developments along valley floor

Guidance
- Ensure new development proposals along valley floor enhance and do not detract from distinctive character of scarp top and sides
- Seek to screen views of intrusive new developments to lower slopes and valley floor
- Protect and enhance biodiversity value of existing features
- Refer to AONB policies and management guidelines / see also KCA – Landscape Actions

41 Bush Valley and Dean Farm

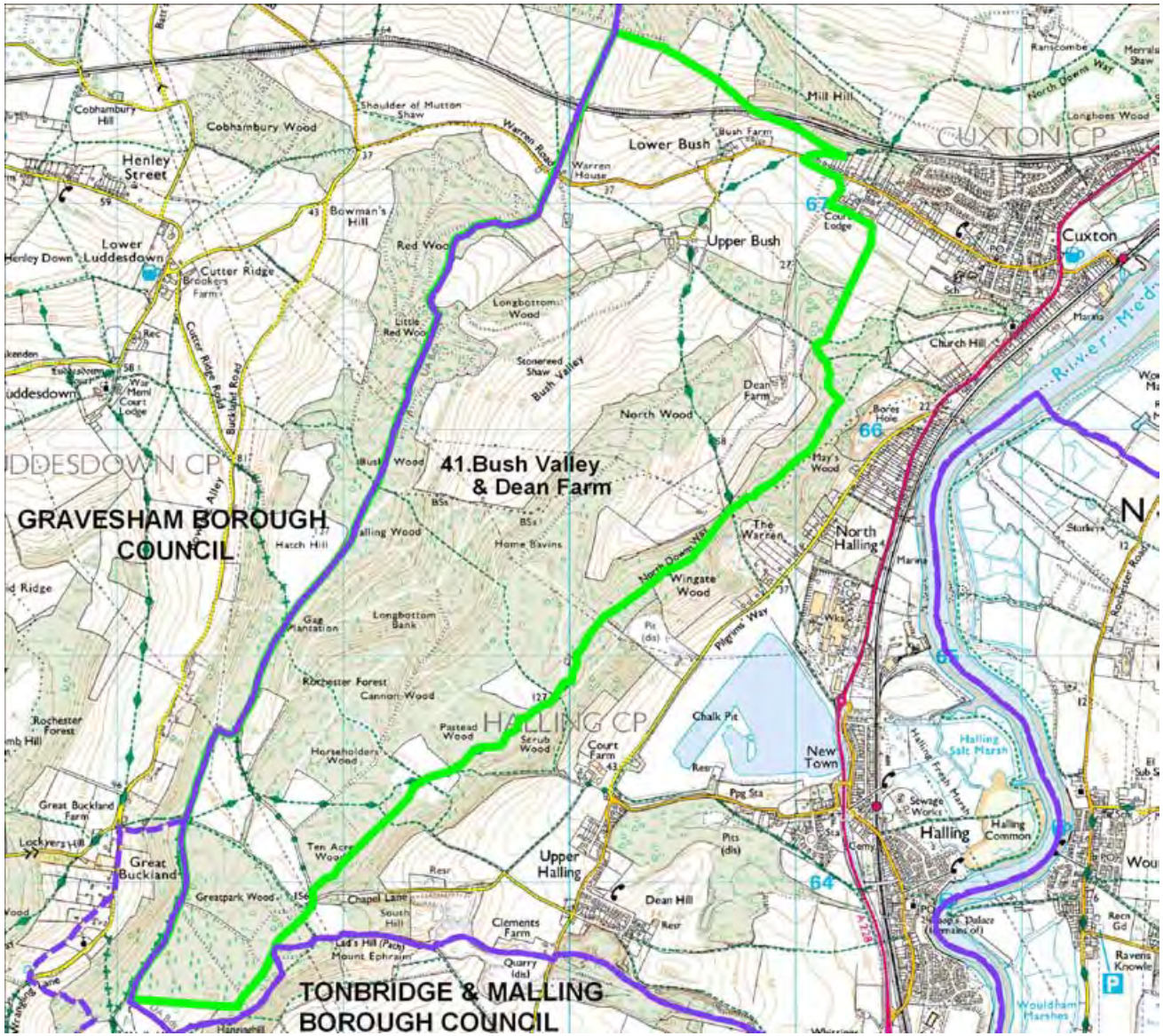
Landscape type: Chalk scarps and valleys (R2)
Sub-types: n/a
Luddesdown: West Kent Downs; The Western Scarp: Medway (KCA 2004)

Description

- Location – south west of Cuxton, within Kent Downs AONB
- Geology – Middle and Lower Chalk
- Soils – Grade 3 agricultural and undefined
- Accessibility – Fair – North Downs forms main north-south link to eastern edge; east-west paths link Luddesdown with Halling and Cuxton; lacks north-south link from Upper Bush towards Great Buckland
- Designations – AONB; Green belt; Rural lane; SSSI/ NNR; Ancient Woodland; SAC; Conservation area; SLA
- Flood – not applicable (2003)

Characteristics

- Large arable fields enclosed by strong woodland blocks and wooded shaws but few hedgerows
- Steep rolling dry valleys set within dip slope of North Downs
- Bush Valley and Dean Farm Valley predominantly wooded at southern end
- Landform and woodland provide strong landscape pattern and sense of enclosure
- Includes distinctive Upper Bush Conservation area
- A tranquil, complex and distinctive landscape with a remote feel and a strong sense of place – few detracting features
- Western part of character area extends into Gravesham; small southern section links into Tonbridge and Malling



Analysis

Condition ***Good***
Pattern of elements – Coherent
Detracting features – Few
Visual Unity – Intact
Ecological integrity – High/Moderate
Cultural integrity – Good/Variable
Functional integrity – Strong

Sensitivity ***High***
Distinctiveness – Distinct
Continuity – Ancient/Historic
Sense of place – Strong
Landform – Dominant
Tree cover – Intermittent
Visibility – Moderate

Actions ***Conserve***

Issues
- Illegal and intrusive off-road vehicle use causing substantial damage to both open and wooded areas.
- Poor surface quality of byways due to soil conditions and legal use by off-road vehicles.
- Use of physical barriers inappropriate to a rural landscape to prevent illegal off-road use.
- Persistent fly-tipping and dumping of burnt out cars.
- Land ownership currently in state of flux.
- Existing pedestrian and equestrian access is sparse.

Guidance
- Seek to sustain valuable work undertaken by Valley of Vision's 'Securing the Landscape' project which aims to prevent illegal off-road use in the valley.
- Seek to enhance and expand the PROW network wherever possible

General Notes
- This area is located within Kent Downs AONB and Green Belt. Although these designations provide landscape and openness protection, these tracts of countryside are relatively close to urban areas and inevitably subject to urban fringe pressures and activities. General guidance is to seek to manage urban fringe pressures sensitively, observe Kent Downs AONB policies and management guidelines and work closely with key stakeholders

10.0 Medway Valley

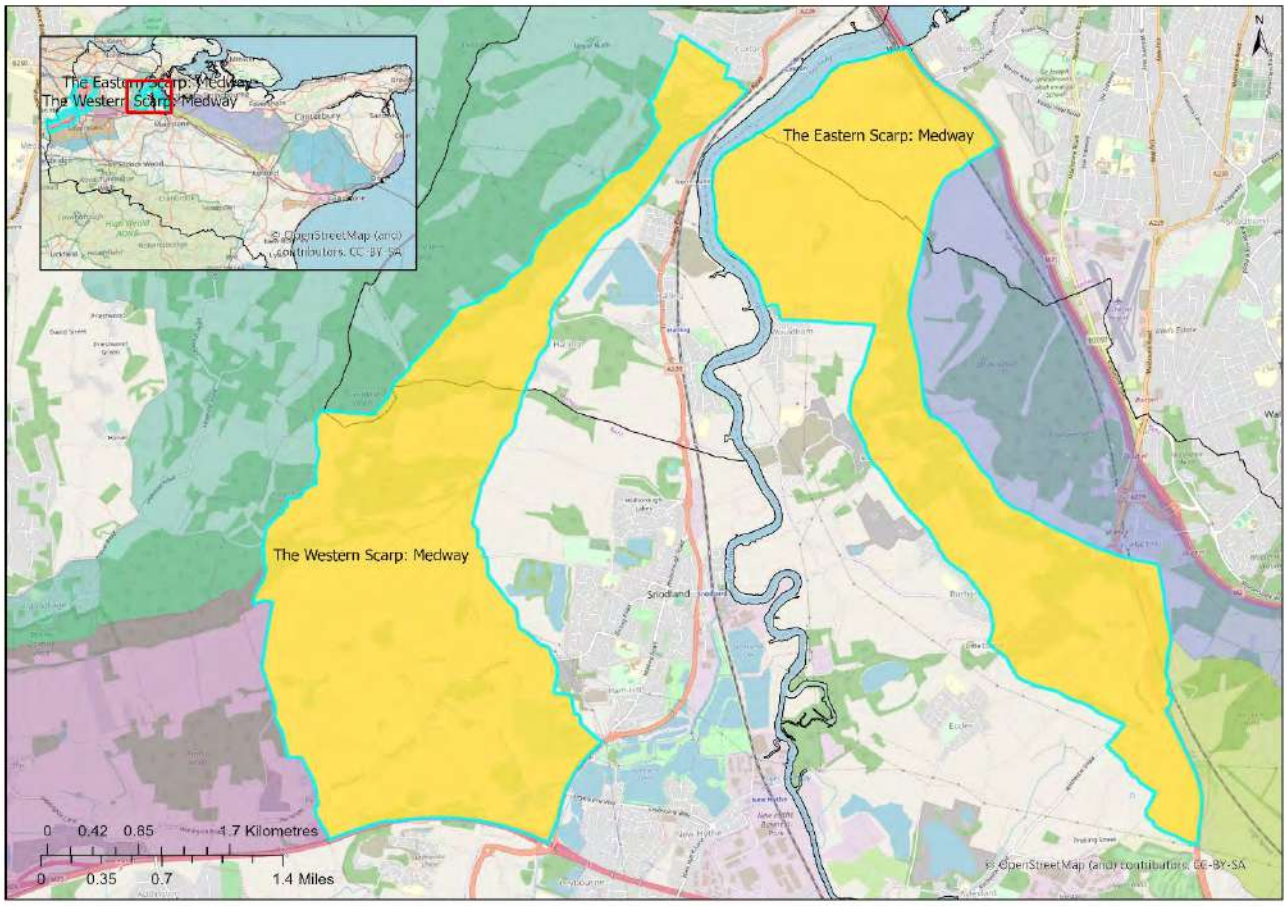
Landscape Character Area 4B

Landscape Character Type: River Valley

Districts/ Boroughs: Maidstone; Medway; Tonbridge and Malling

Landscape/Countryside Partnerships: Medway Valley Countryside Partnership

Location and Context: This LCA is located towards the west of the Kent Downs AONB, and includes land on both sides of the Medway Valley, between the Medway Bridges and the northern edges of Maidstone and Ditton. It includes the villages of Birling and Ryarsh. To the east are the Mid Kent Downs and Hollingbourne Vale LCAs; to the west are the West Kent Downs and Kemsing Vale LCAs.

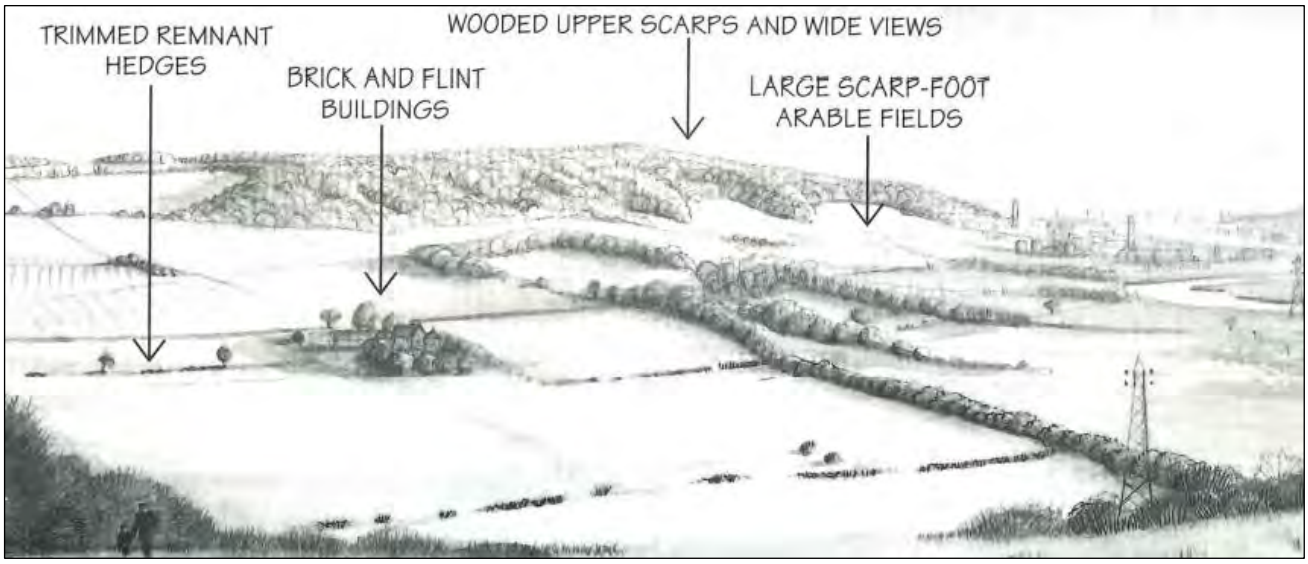


Location map for Medway Valley LCA, also showing Local Character Areas of Western Scarp and Eastern Scarp

View south along the Medway Valley, as seen from HS1. The Landscape Character Area includes land on both sides of the River Medway.

Summary Characteristics

- Underlying geology of layers of cretaceous chalk, cut through by the Medway Valley., and containing numerous chalk quarry sites.
- Overlying alluvial deposits on the valley floor, and head deposits (mostly clay derived from chalk) on the lower slopes of the valley sides, creating fertile soils.
- Symmetrical and dramatic landform of valley sides (becoming steeper towards the tops) are strong landscape features.
- Drainage dominated by the River Medway, which flows south-north. Marshes and ditches are found adjacent to the river. Concentration of springs, streams and ponds around Birling.
- Extensive scarp woodlands with irregular boundaries including shaws. Some copses, infield, hedgerow and parkland trees.
- Land uses are primarily agricultural (mostly arable), with parkland around Birling, and former chalk quarry sites throughout.
- Field pattern largely unchanged since the 1880s, comprising large fields on lower slopes, and smaller, more irregular fields above. Many hedgerows lost or denuded on lower slopes, but higher fields are bounded by woodland, shaws or thicker hedgerows.
- Semi-natural habitats include woodland, scrub, grassland (much restored in recent years) and wetland.
- Rich prehistoric archaeology includes some of Kent's earliest sites, including Kit's Coty burial chamber, and a Neolithic cursus monument. Also a legacy of later industrial archaeology from the cement industry.
- Within the AONB settlement is limited to small rural villages and farms, but several larger villages, and urban areas of Rochester and Maidstone are nearby.
- Main transport corridors are adjacent but outside AONB. AONB contains a network of lanes and tracks, including North Downs Way along the top of valley sides.
- Strong and contrasting patterns in colour and texture between irregular woodland blocks on upper slopes, and regular large arable fields on lower slopes.
- Outstanding views across the valley in both directions, and to the south, due to the height and curve of the valley sides. The Medway Bridges dominate views to the north.
- Sense of peacefulness and detachment away from settlements and transport infrastructure, particularly on valley sides.



Sketch of Medway Valley from 'The Kent Downs Landscape' (1995)

10.1 Description

10.1.1 The tidal River Medway, running between Maidstone and Rochester, divides the AONB into two sections. This Landscape Character Area comprises the lower valley sides and scarp of the Medway Valley, and a small part of the valley floor. Despite the industrial/ post-industrial character of the valley floor outside the AONB, this Landscape Character Area still provides an important, attractive, rural buffer between the Medway Towns and Maidstone, and is a quiet and peaceful landscape in close proximity to large urban areas. It also forms the setting of the River Medway and its associated valley-floor settlements.

10.1.2 In common with the other river valleys crossing the Downs, this was one of the earliest areas of permanent settlement in Kent. The long history of human activity in this area is illustrated by the group of prehistoric sites, such as Kit's Coty standing stones, which form the most important group of Megalithic monuments east of the Berkshire Downs. Other prehistoric sites include a Neolithic Cursus monument, and a Bronze Age site associated with the production of shale bracelets. There are several Roman sites and the ancient routes of the North Downs Way and the Pilgrim's Way pass through the area. The symmetrical landform, and the height and 'loop' of the scarp means that interesting and unique views can be appreciated across the valley (in both directions) and to the south. The Medway Bridges (carrying HS1 and the M2) are imposing structures, high above the northern end of the valley.

10.1.3 The steep scarp slopes, which enclose the river valley, rise sharply up behind rolling, intensively cultivated fields. Historic maps shown that in the 1880s there was not a strong hedgerow network on the lower part of the scarp foot, and this remains the case today. However, the routes of paths across the fields shown on historic maps suggest that there may have been earlier enclosures which were already lost by the end of the 19th Century. The few hedges that do exist today are narrow and gappy. It is characteristic, however, to find thicker, overgrown hedges surrounding the fields on the upper slopes, above which swathes of dense, mixed woodland dominate the skyline, separating the valley and the downs. These woodlands, and the mosaic of unimproved grassland and scrub associated with them, are of international nature conservation importance, both for their

flora and fauna. The woodland boundaries remain largely unchanged between the 1880s and today.

10.1.4 The Medway Valley has a long association with cement production, and although this has now ceased, the valley contains a number of sites of cement works on the valley floor, chalk quarries on the valley sides, and lakes formed by mineral extraction. Some of the cement works are now being redeveloped as housing, whilst some of the former quarries and lakes are valuable wildlife habitats. Historically, the valley would have been white with cement dust.

10.1.5 The AONB landscape in this area provides a coherent backdrop of scarp woodlands and fields, which offsets the jumbled diversity of the industry and redevelopment in the valley below. Contained by the strong bones of the landscape in this way, the dominance of buildings on the valley floor is reduced, but they can still form detracting focal points within the wider countryside, especially where the built form, density and pattern becomes more imposing. Any development that threatens the integrity of the pastoral backdrop of the valley sides, therefore, can be particularly damaging to the whole valley. This applies in particular to activities which create scars in the chalk, such as quarries or scrambling tracks, but also to the loss of features such as hedges, trees and shaws. Such losses also reduce the capacity of the landscape to absorb the visual impact of development.

10.2 Local Character Areas

10.2.1 There are two Local Character Areas within the Medway Landscape Character Area – the Western Scarp and the Eastern Scarp – which are roughly symmetrical on either side of the valley.

NOTE- The 1995 and 2004 Landscape Assessments also included the Boxley Vale Local Character Area within Medway Valley LCA, but it has now been included in Hollingbourne Scarp and Vale LCA, as its physical, cultural and perceptual landscape characteristics have more in common with Hollingbourne Scarp LCA and Vale than Medway Valley LCA.

The Western Scarp

10.2.2 The area is physically defined by the western chalk ridge that encloses the valley, with steep, treed scarp slopes rising up behind cultivated fields. The cultivated belt of arable land along the scarp foot is the result of the slow but constant washing of light chalky soils from the scarp. The resulting land is very fertile and many of the apparently modern, huge ploughed fields along this belt have, in reality, scarcely changed in appearance for over a century (although there may have been older field boundaries which were lost prior to the 1880s). Nevertheless there is a sense of 'prairie farming' here, which is increasingly accentuated by the gradual loss or decay of hedges, especially around Birling, and along the roadsides. The lower slopes of the scarp bear the scars of former chalk quarries, which are gradually 'greening-over'.

10.2.3 Ancient woodland (designated Special Area of Conservation) is a dominant feature in the north of the area, clothing the scarp and the tops of the steeper slopes. The woodlands form habitat mosaic with unimproved grassland (large areas of which have been reclaimed in recent years) and scrub, and include large areas of hazel coppice and beech-yew woodland. Dry valleys are a feature of the top of the Western Scarp around Holly Hill, but to the south, around Birling, the landscape has a gentler, agricultural feel with some estate and parkland influences.

10.2.4 There are many historic trackways and sunken lanes running along and up the scarp, and a number of other historic features including a Saxon church at Paddlesworth, and ancient yews in Birling churchyard. The sense of time-depth is enhanced by the scarp-foot settlements and farms which include many locally-distinctive ragstone buildings. Parkland provides a distinctive feature on the scarp top at Holly Hill.

10.2.5 There are long views looking east across the Medway Valley, which include the industry and settlements in the valley floor, and also south towards Maidstone and the Greensand Ridge.

The Western Scarp, as seen looking across from the opposite valley side near Burham Court. This viewpoint was the location of a Neolithic cursus monument, and has a 360 degree view of the surrounding landform.

The Eastern Scarp

10.2.6 The pattern of intensively farmed scarp-foot fields and dense woodland above is continued on the eastern side of the valley. Woodland along the scarp comprises large areas of beech and yew woodland, with patches of calcareous grassland. The long history of human occupation within the Medway Valley is strongly in evidence here through the presence of Kit's Coty House, a unique Scheduled early Neolithic monument with a striking extant sarsen stone structure. A second (collapsed) burial chamber is located to the south. The Pilgrim's Way also runs north-south through the area along the line of the road, from which a series of ancient drovers' roads run up the scarp slopes. In a letter to a friend, Dickens describes Kit's Coty as a favourite spot of his to picnic and lay on the grass – "a splendid example of laziness".

10.2.7 The hedges on the lower valley slopes are generally lost or in poorer condition, but the woodlands on the upper slopes give weight and emphasis to the scarp, helping to contain the influence of the valley developments outside the AONB. There have been cement works on the river here since the 19th Century, but there are currently no active cement works within this part of the Medway Valley.

10.2.8 In the north, a small area of flat, riverside marshes is included within the AONB at Wouldham Marshes. Despite being dominated by overhead wires and pylons, narrow, scrub-flecked ditches and rough tussocky grass give the area a sense of wildness. Wouldham Marshes are characterised by drainage ditches, hedges, unimproved grassland and reed beds. The River Medway forms an important and distinctive feature in views, and there are long, open views towards Rochester Castle and Cathedral, with the motorway bridge forming a strong foreground feature. This area was a former military training ground for building bridges and pontoons, and in WW2 a bailey bridge was constructed over the River Medway in case Rochester Bridge was bombed or stormed.

10.2.9 Lines of pylons along the valley form detracting elements within the landscape. Industrial / post-industrial elements are visible in views across to the lower valley, and the new housing development at Peter's Pit is still under construction just outside the AONB boundary.

The Eastern Scarp as seen from Kit's Coty. The field in the foreground contains a rich diversity of herbs and grasses, including orchids. The scarp woodland and shallower arable fields can be seen beyond. A former chalk quarry can be seen as a white scar on the right of the picture.

Beech/ Oak/ Yew woodland on the western scarp

Early purple orchids in a traditional meadow near Kit's Coty

Wouldham Marshes, on the northern part of the valley floor.

Kit's Coty Neolithic burial chamber, which would originally have been covered by an earth mound.

Hollow Lane climbing the western scarp, with 'cliffs' of chalk and yew tree roots forming the edges

View over Maidstone and the Medway Valley from Bluebell Hill viewpoint

10.3 Landscape Condition, Sensitivities and Forces for Change

10.3.1 The 1995 and 2004 Assessments identify many detractors both within the AONB and outside it (including industrial sites, pylons, large-scale agricultural buildings, landfill sites, main roads, hedgerow loss and former quarries). As a result, the 2004 Assessment gives the condition of the Western Scarp as moderate, and the Eastern Scarp as very poor. Many of these negative features are also picked up in the 2012 *Medway Gap Strategic Landscape Enhancement Plan* (A Valley of Visions Landscape Partnership legacy document), which refers to a number of issues, including denuded hedgerows, visual detractors within the open landscape, fragmentation of habitats, the indistinct pattern of historic farmsteads and highways, and anti-social behaviour such as fly-tipping. The presence of large numbers of people living nearby can also result in increased footfall and habitat disturbance. Today there is still concern about the extent of damage to this landscape, including the impact of roads and the associated light, noise and air pollution. Centuries of human intervention, and the intensification of farming, have resulted in depleted biodiversity.

10.3.2 The floor of the Medway Valley (just outside the AONB boundary) is one of the most dynamic landscapes in the vicinity of the AONB, and changes here will inevitably affect views from within the AONB, as well as the overall character of the area. The main change (which has happened since the 1995 Assessment was undertaken) is the change from an industrial to a post-industrial landscape, with the old cement works replaced with modern housing. This process is ongoing, with the Peter's Pit development currently under construction on the east side of the valley. Movement patterns in the valley are also changing with the construction of a bridge between Halling and Wouldham (opened in 2017) and new access roads. Comparison of the 1995 and 2017 photos shows the replacement of industrial structures with housing, and how much the scars of the former chalk quarries have 'greened-over'. However, the overall pattern of fields and woodlands seems to have changed very little between 1995 and 2017.

10.3.3 Recent years have seen a number of projects to enhance the landscape and habitats within the Medway Valley, and to engage local people. Many of these projects have been undertaken through the Valley of Visions Landscape Partnership and/ or the Medway Valley Countryside Partnership, and have included paths, public art, interpretation projects, reversion of arable land on the scarp to grassland, and woodland and grassland management schemes along with management of antisocial activity in the landscape. These have had a very positive impact on improving the accessibility and structure of the landscape, including significant areas of chalk grassland restoration and hedge planting. However, there is more which can be done, particularly with regard to hedgerow restoration, reinstatement of lost field boundaries, and habitat connectivity.

10.3.4 As mentioned above, the open views and dominant landform of the Medway Landscape Character Area make it a highly sensitive landscape. Its sensitivity is increased by its role in the setting of the Medway Valley; its function as a gap between large settlements; the inherent value of its cultural and biodiversity sites, and its remarkable survival as a peaceful, rural landscape despite its proximity to settlements, industry and transport infrastructure.

View west across the Medway Valley from above Wouldham in 1995 (above) and 2017 (below)

Issue	***Landscape sensitivities and potential landscape impacts***
The River Medway	Past industrialisation led to a lack of connection and access to the river. Within the AONB there is riverside access (Wouldham Marshes) but outside the AONB (to the north and south), the Medway Valley Walk has several sections where it does not follow the riverbank. This reduces the ease of access to the river and AONB by local people, although St Peter's Village provides new public access to the riverside. Water abstraction is a concern, leading to reduced flows in tributary springs and streams.
Changing patterns of development	The proximity of urban conurbations results in traffic impacts, light, air and noise pollution, and increased footfall which can damage habitats. This is an area of considerable development pressure. Re development of former industrial sites for housing is currently taking place just outside the AONB, affecting views across the valley and the character of the AONB's setting. These changes are not necessarily negative, as some industrial structures are now being removed. The river banks are also vulnerable to development, particularly downstream of the AONB. Some of the new development outside the AONB does not fit with local vernacular styles, patterns or densities - the reflective roofs of some developments are particularly noticeable when viewed from above.

Issue	***Landscape sensitivities and potential landscape impacts***
Transport and infrastructure	Transport infrastructure is particularly noticeable in the northern part of the valley, where the Medway Bridges carrying the M20 and HS1 cross high above the valley. There are also other major roads, including the A228 and A229 which all contribute to increased noise, air and light pollution. 'Rat-running' on rural lanes is a problem, particularly when main roads are closed/ busy. Changes to road volumes and junctions associated with the proposed Lower Thames Crossing may also impact on this area visually, as well as through increased noise, air and light pollution. There are several lines of pylons, both within and outside the AONB. These run along the valley, but also climb the scarps, and are noticeable in many views within and across the Medway valley. However, undergrounding of lower-voltage lines (e.g. around Halling and Birling) has reduced the local visual clutter in the landscape.
Anti-social behaviour	Anti-social behaviour remains a problem in the area, although much has been done to improve the situation through the Securing the Landscape partnership. Issues such as litter, flytipping and vandalism are a problem, particularly close to urban areas. Anti-social behaviour involving vehicles is also a concern, including informal routes through woodland, illegal use of off-road vehicles (which erode tracks and are intimidating for legitimate users) and illegal parking.
Heritage	There is a risk that the recent industrial heritage of the Medway Valley associated with the cement industry will be lost as former industrial sites are redeveloped for housing; it is important that this heritage is recorded. There is also concern about the setting of some historic sites.
Land management and habitat fragmentation	Fragmentation of habitats (woodlands, wetlands and grassland) is a particular concern in this area, especially given the rate of development, and the uncertainty over future agricultural grant schemes**.** Positive steps have been taken, particularly in terms of grassland restoration. However, there are many opportunities to further improve the connectivity of habitats. It is hoped that the new Environmental Land Management Scheme (ELMS) will aid habitat enhancements. Woodland management is variable, with some areas vulnerable to anti-social behaviour such as erosion of tracks by off-road vehicles, or becoming degraded due to lack of management. Ash Dieback is affecting woodlands and hedgerow trees. Past loss of hedgerows as a result of intensive farming has also damaged the landscape structure and reduced biodiversity, and fragmented the network of wildlife corridors between woodlands. Like many parts of the AONB the Medway LCA is a focus for equine activity and the pattern of subdivided fields, in-field structures, overgrazing and field jumps detracts from the otherwise farmed landscape.
Climate change and natural factors	Changing weather patterns associated with climate change are likely to impact on the river corridor, particularly an increase in the level and frequency of flooding due to increased intensity of rainfall. Warmer weather and changing seasonal patterns are likely to affect crop choice and farming regimes, for example an increase in viticulture. Trees in hedgerows and woodlands are threatened by new pests and diseases, and some species (such as beech) may decline as a result of prolonged drought.

Former cement works, currently being demolished and redeveloped for housing

The new bridge across the Medway at Halling has made travel within the valley much easier and re-connected communities on opposite sides of the river.

Pylons and substation near Wouldham

Open fields where hedgerows have been removed

Newly created wildflower meadow near Nashenden Farm, looking towards the Medway Crossing and M20

Grassland restoration of former arable land on the Western Scarp, looking towards Birling

10.4 Landscape Management Recommendations

Aspirational Landscape Strategy

The Medway Valley Character Area retains its rural character, despite the proximity of settlement and infrastructure, and continues to function as a strategic, attractive gap between urban areas. It is easily accessible on foot and cycle from surrounding urban areas and is a popular resource for quiet countryside recreation. Partnership working enables a continuous multi-user riverside path within and outside the AONB. Best practice extends outside the AONB to include adjacent areas of countryside.

The valley sides and wooded scarps above continue to provide a strong rural setting for the surrounding settlements. Woodland, grassland and wetland habitats are extensive and well-connected, and support a wide range of plants, animals, insects and birds. The landscape structure is strengthened, and lost hedgerows and trees outside woods are replaced.

New development within the valley is of the highest quality and sustainable design, incorporating sustainable access routes and enhancing wildlife habitats and networks. Careful design and planting mean that development is well-integrated into the surrounding landscape and has minimal impact in views.

The recent industrial heritage of the Medway Valley is recognised, recorded and marked, as well as its important prehistoric and medieval archaeology.

Protect

- Protect undeveloped skylines (horizons which are currently free from development) and scarps, avoiding development which breaks the horizon.
- Protect riverside habitats from development, and look at opportunities to enhance their biodiversity and accessibility where appropriate.
- Protect historic sites (including non-designated sites) and their settings, taking into account the full range of heritage in this area - from prehistoric burial sites to 19th Century industry. Enhance the settings of historic farmsteads and seek sympathetic restoration of derelict traditional farmsteads.
- Protect the attractive rural landscape of the area.

Manage

- Manage wetland habitats, working to connect wetlands inside and outside the AONB.
- Manage lanes and tracks, continuing to employ a Community Police Support Officer to monitor and discourage illegal use by 4x4 vehicles. Restore hedges alongside highways.
- Manage agricultural land, including hedgerow restoration, replacement and establishment of trees outside woodlands and promotion of grass strips along field margins, with the aim of creating a strong habitat network and reducing habitat fragmentation. Continue to promote reversion of arable land to grassland on steep scarp slopes and to reduce the intensive nature of arable farming to enhance wildlife and enable soil regeneration. Restore hedgerows which are becoming degraded (for example around Birling) and replace/ supplement infield and hedgerow trees where they have been lost. There are also opportunities to create new shaws on slopes, and to establish a network of hedgerows to act as habitat links
- Work with landowners and partner organisations to promote positive management of scarp woodlands. Encourage traditional management such as coppicing where appropriate, and aim to achieve a mix of ages and species of trees, including locally-distinctive woodland species such as

yew and beech. Where woodland biodiversity is particularly depleted, tree planting using local provenance species may be required.

- Manage historic parklands, ensuring that they have a Parkland Management Plan, and plant replacement parkland trees when necessary so that they continue to be a feature of the landscape.

Plan

- Promote partnership working between Local Authorities to improve footpath access to the River Medway, to provide a continuous path along the River Medway, and to improve footpath and cycle links to the urban areas.
- Develop an aspirational plan for a large-scale natural parkland with woodland, scrub, grassland and wetlands, to help mitigate and ameliorate climate change, enhance biodiversity, and provide recreational opportunities for the expanding local population.
- Consider setting empirical targets to monitor habitat increase for woodland, wetland, grassland and scrub.
- Work with water companies to reduce groundwater abstraction, and to keep water volumes in springs and streams as close as possible to their natural levels.
- Work with Local Authorities and developers to promote high standards of new development. It should respect local building styles and materials, and be designed to fit into its landscape setting (for example through enhancing the surrounding hedgerow structure). It should also incorporate connected habitat areas.
- Consider and reduce the visual impacts of new developments when viewed from above (i.e. from the top of the scarps) as well as when viewed from within the valley.
- Provide opportunities for local people to volunteer on landscape enhancement initiatives and for health and wellbeing; work with other organisations (e.g. community service co-ordinators) to address the results of anti-social behaviour.
- Build on the physical link created by the new bridge at Halling, and encourage partnership working on landscape and access projects between parishes on both sides of the river.
- Work with Highways Authorities to increase the biodiversity value of verges and hedgerows without compromising safety.
- Ensure that new agricultural buildings, and conversions of agricultural buildings to other uses, are of an appropriate scale and design, and do not undermine the distinctive built character.
- Within the setting of the LCA, work with Local Planning Authorities and designers to achieve the best possible landscape and ecological integration and minimal impact on views, with compensation achieved for lost qualities.
- Encourage partnership working with between different Local Authorities, agencies and community groups to enable seamless working across the AONB. Consider environmental/ landscape limits in planning and placemaking.
- Use the recognised and valued character and qualities of the LCA to inform climate adaptation and mitigation including new tree establishment.

Appendix 2

Photographic field survey record

Viewpoint 1

Viewpoint 2

Viewpoint 1

Grid Reference: E: 569198, N: 164355
Altitude AOD: 26.28m
Distance to Site: 18m

Date: 05/04/2023
Time: 08:02

Viewpoint 2

Grid Reference: E: 569305, N: 164329
Altitude AOD: 27.00m
Distance to Site: 12m

Date: 05/04/2023
Time: 08:04

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
PHOTOGRAPHIC FIELD SURVEY RECORD
APPENDIX 2 - SHEET 1 OF 55
Date: OCT 2024

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Viewpoint 3

Viewpoint 3 - Continued

Viewpoint 3

Grid Reference: E: 569440, N: 164359
Altitude AOD: 37.86m
Distance to Site: 10m

Date: 05/04/2023
Time: 08:11

Project	HOLBOROUGH QUARRY
Client	HALLAM LAND AND TARMAC
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Viewpoint 4

Viewpoint 5

Viewpoint 4

Grid Reference: E: 569185, N: 164259
Altitude AOD: 40.89m
Distance to Site: 20m

Date: 05/04/2023
Time: 08:15

Viewpoint 5

Grid Reference: E: 569101, N: 164028
Altitude AOD: 45.87m
Distance to Site: 9m

Date: 05/04/2023
Time: 08:22

Project: HOLBOROUGH QUARRY
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Viewpoint 6

Viewpoint 6 - Continued

Viewpoint 6

Grid Reference: E: 569272, N: 163857
Altitude AOD: 55.51m
Distance to Site: 4m

Date: 05/04/2023
Time: 08:29

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
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Viewpoint 7

Viewpoint 7

Grid Reference: E: 569366, N: 163703
Altitude AOD: 58.49m
Distance to Site: 0m

Date: 05/04/2023
Time: 08:40

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
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Viewpoint 8

Viewpoint 8 - Continued

Viewpoint 8

Grid Reference: E: 569449, N: 163684
Altitude AOD: 57.52m
Distance to Site: 0m

Date: 05/04/2023
Time: 08:45

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
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Viewpoint 9

Viewpoint 9 - Continued

Viewpoint 9

Grid Reference: E: 569634, N: 163704
Altitude AOD: 49.65m
Distance to Site: 0m

Date: 05/04/2023
Time: 08:51

Project	HOLBOROUGH QUARRY
Client	HALLAM LAND AND TARMAC
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Viewpoint 10

Viewpoint 10 - Continued

Viewpoint 10

Grid Reference: E: 570036, N: 163705
Altitude AOD: 13.80m
Distance to Site: 0m

Date: 05/04/2023
Time: 09:07

Project	HOLBOROUGH QUARRY
Client	HALLAM LAND AND TARMAC
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Viewpoint 11

Viewpoint 11 - Continued

Viewpoint 11

Grid Reference: E: 570036, N: 163705
Altitude AOD: 13.80m
Distance to Site: 0m

Date: 05/04/2023
Time: 09:04

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
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Viewpoint 12

Viewpoint 12 - Continued

Viewpoint 12

Grid Reference: E: 570363, N: 163728
Altitude AOD: 19m
Distance to Site: 4m

Date: 05/04/2023
Time: 09:14

Project	HOLBOROUGH QUARRY
Client	HALLAM LAND AND TARMAC
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Viewpoint 13

Viewpoint 13 - Continued

Viewpoint 13

Grid Reference: E: 570499, N: 163486
Altitude AOD: 16m
Distance to Site: 31m

Date: 05/04/2023
Time: 16:34

Project	HOLBOROUGH QUARRY
Client	HALLAM LAND AND TARMAC
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Viewpoint 14

Viewpoint 14 - Continued

Viewpoint 14

Grid Reference: E: 570428, N: 163363
Altitude AOD: 17m
Distance to Site: 1m

Date: 05/04/2023
Time: 16:31

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
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Viewpoint 15

Viewpoint 15 - Continued

Viewpoint 15

Grid Reference: E: 570755, N: 163094
Altitude AOD: 7m
Distance to Site: 33m

Date: 05/04/2023
Time: 10:09

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
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Viewpoint 16

Viewpoint 17

Viewpoint 16

Grid Reference: E: 570463, N: 163168
Altitude AOD: 15m
Distance to Site: 0m

Date: 05/04/2023
Time: 10:15

Viewpoint 17

Grid Reference: E: 570432, N: 163108
Altitude AOD: 15m
Distance to Site: 20m

Date: 05/04/2023
Time: 10:17

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
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Viewpoint 18a

Viewpoint 18b

Viewpoint 18

Grid Reference: E: 570240, N: 163201
Altitude AOD: 24m
Distance to Site: 0m

Date: 05/04/2023
Time: 10:39

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
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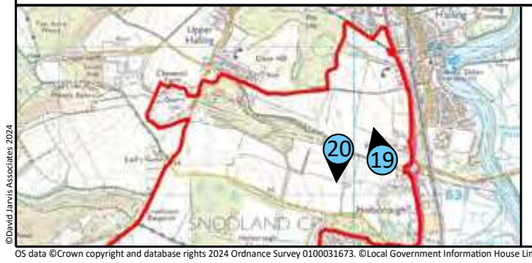
Viewpoint 19

Viewpoint 20



Viewpoint 19

Grid Reference: E: 570202, N: 163220
Altitude AOD: 9.47m
Distance to Site: 0m

Date: 05/04/2023
Time: 10:43

Viewpoint 20

Grid Reference: E: 569908, N: 163310
Altitude AOD: 15.17m
Distance to Site: 0m

Date: 05/04/2023
Time: 10:53

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
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Viewpoint 20 - Continued

Viewpoint 20 - Continued

Viewpoint 20

Grid Reference: E: 569908, N: 163310
Altitude AOD: 15.17m
Distance to Site: 0m

Date: 05/04/2023
Time: 10:53

Project	HOLBOROUGH QUARRY
Client	HALLAM LAND AND TARMAC
Drawing Ref & Title	2874-4-4-4-AP-0002-S4-P1
	PHOTOGRAPHIC FIELD SURVEY RECORD
	APPENDIX 2 - SHEET 17 OF 55
Date	OCT 2024

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Viewpoint 21

Viewpoint 21 - Continued

Viewpoint 21

Grid Reference: E: 569759, N: 163424
Altitude AOD: 34.81m
Distance to Site: 0m

Date: 05/04/2023
Time: 10:57

Project	HOLBOROUGH QUARRY
Client	HALLAM LAND AND TARMAC
Drawing Ref & Title	2874-4-4-4-AP-0002-S4-P1
	PHOTOGRAPHIC FIELD SURVEY RECORD
	APPENDIX 2 - SHEET 18 OF 55
Date	OCT 2024

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Viewpoint 22

Viewpoint 22 - Continued

Viewpoint 22

Grid Reference: E: 569311, N: 163569
Altitude AOD: 53m
Distance to Site: 0m

Date: 05/04/2023
Time: 11:05

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
PHOTOGRAPHIC FIELD SURVEY RECORD
APPENDIX 2 - SHEET 19 OF 55
Date: OCT 2024

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Viewpoint 23

Viewpoint 23 - Continued

Viewpoint 23

Grid Reference: E: 568712, N: 164037
Altitude AOD: 68m
Distance to Site: 0m

Date: 05/04/2023
Time: 11:19

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
PHOTOGRAPHIC FIELD SURVEY RECORD
APPENDIX 2 - SHEET 20 OF 55
Date: OCT 2024

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Viewpoint 24

Viewpoint 24 - Continued

Viewpoint 24

Grid Reference: E: 568858, N: 163442
Altitude AOD: 38.90m
Distance to Site: 2m

Date: 05/04/2023
Time: 11:27

Project	HOLBOROUGH QUARRY
Client	HALLAM LAND AND TARMAC
Drawing Ref & Title	2874-4-4-4-AP-0002-S4-P1
	PHOTOGRAPHIC FIELD SURVEY RECORD
	APPENDIX 2 - SHEET 21 OF 55
Date	OCT 2024

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Viewpoint 25

Viewpoint 25 - Continued

Viewpoint 25

Grid Reference: E: 568748, N: 163223
Altitude AOD: 48.17m
Distance to Site: 0m

Date: 05/04/2023
Time: 11:37

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
PHOTOGRAPHIC FIELD SURVEY RECORD
APPENDIX 2 - SHEET 22 OF 55
Date: OCT 2024

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Viewpoint 26

Viewpoint 26 - Continued

Viewpoint 26

Grid Reference: E: 569130, N: 163120
Altitude AOD: 46.10m
Distance to Site: 0m

Date: 05/04/2023
Time: 11:40

Project	HOLBOROUGH QUARRY
Client	HALLAM LAND AND TARMAC
Drawing Ref & Title	2874-4-4-4-AP-0002-S4-P1
	PHOTOGRAPHIC FIELD SURVEY RECORD
	APPENDIX 2 - SHEET 23 OF 55
Date	OCT 2024

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Viewpoint 27

Viewpoint 27 - Continued

Viewpoint 27

Grid Reference: E: 569130, N: 163120
Altitude AOD: 46.10m
Distance to Site: 0m

Date: 05/04/2023
Time: 11:45

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
PHOTOGRAPHIC FIELD SURVEY RECORD
APPENDIX 2 - SHEET 24 OF 55
Date: OCT 2024

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Viewpoint 28

Viewpoint 28 - Continued

Viewpoint 28

Grid Reference: E: 569501, N: 162962
Altitude AOD: 32.69m
Distance to Site: 0m

Date: 05/04/2023
Time: 11:50

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
PHOTOGRAPHIC FIELD SURVEY RECORD
APPENDIX 2 - SHEET 25 OF 55
Date: OCT 2024

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Viewpoint 29

Viewpoint 29 - Continued

Viewpoint 29

Grid Reference: E: 569796, N: 162878
Altitude AOD: 15.04m
Distance to Site: 0m

Date: 05/04/2023
Time: 11:53

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
PHOTOGRAPHIC FIELD SURVEY RECORD
APPENDIX 2 - SHEET 26 OF 55
Date: OCT 2024

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Viewpoint 30

Viewpoint 30 - Continued

Viewpoint 30

Grid Reference: E: 569243, N: 162093
Altitude AOD: 16.92m
Distance to Site: 0m

Date: 05/04/2023
Time: 13:39

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
PHOTOGRAPHIC FIELD SURVEY RECORD
APPENDIX 2 - SHEET 27 OF 55
Date: OCT 2024

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Viewpoint 31

Viewpoint 31 - Continued

Viewpoint 31

Grid Reference: E: 568547, N: 162146
Altitude AOD: 39.42m
Distance to Site: 0m

Date: 05/04/2023
Time: 13:43

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
PHOTOGRAPHIC FIELD SURVEY RECORD
APPENDIX 2 - SHEET 28 OF 55
Date: OCT 2024

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Viewpoint 32

Viewpoint 32 - Continued

Viewpoint 32

Grid Reference: E: 567957, N: 162029
Altitude AOD: 66.19m
Distance to Site: 7m

Date: 05/04/2023
Time: 13:55

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
PHOTOGRAPHIC FIELD SURVEY RECORD
APPENDIX 2 - SHEET 29 OF 55
Date: OCT 2024

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Viewpoint 33

Viewpoint 33 - Continued

Viewpoint 33

Grid Reference: E: 569233, N: 161200
Altitude AOD: 6.03m
Distance to Site: 2m

Date: 05/04/2023
Time: 14:59

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
PHOTOGRAPHIC FIELD SURVEY RECORD
APPENDIX 2 - SHEET 30 OF 55
Date: OCT 2024

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Viewpoint 34

Viewpoint 34 - Continued

Viewpoint 34

Grid Reference: E: 569453, N: 162296
Altitude AOD: 7.04m
Distance to Site: 8m

Date: 05/04/2023
Time: 13:07

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
PHOTOGRAPHIC FIELD SURVEY RECORD
APPENDIX 2 - SHEET 31 OF 55
Date: OCT 2024

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Viewpoint 35

Viewpoint 35 - Continued

Viewpoint 35

Grid Reference: E: 569182, N: 162412
Altitude AOD: 18.33m
Distance to Site: 2m

Date: 05/04/2023
Time: 12:20

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
PHOTOGRAPHIC FIELD SURVEY RECORD
APPENDIX 2 - SHEET 32 OF 55
Date: OCT 2024

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Viewpoint 36

Viewpoint 36 - Continued

Viewpoint 36

Grid Reference: E: 568926, N: 162598
Altitude AOD: 35.49m
Distance to Site: 0m

Date: 05/04/2023
Time: 12:27

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
PHOTOGRAPHIC FIELD SURVEY RECORD
APPENDIX 2 - SHEET 33 OF 55
Date: OCT 2024

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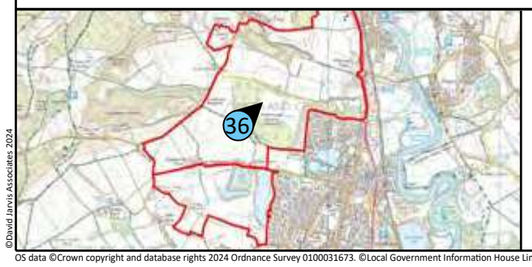
Viewpoint 36 - Continued

Viewpoint 36 - Continued



Viewpoint 36

Grid Reference: E: 568926, N: 162598
Altitude AOD: 35.49m
Distance to Site: 0m

Date: 05/04/2023
Time: 12:27

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
PHOTOGRAPHIC FIELD SURVEY RECORD
APPENDIX 2 - SHEET 34 OF 55
Date: OCT 2024

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Viewpoint 37

Viewpoint 37 - Continued

Viewpoint 37

Grid Reference: E: 568768, N: 162678
Altitude AOD: 39.53m
Distance to Site: 0m

Date: 05/04/2023
Time: 12:34

Project: **HOLBOROUGH QUARRY**
Client: **HALLAM LAND AND TARMAC**
Drawing Ref & Title: **2874-4-4-4-AP-0002-S4-P1**
PHOTOGRAPHIC FIELD SURVEY RECORD
APPENDIX 2 - SHEET 35 OF 55
Date: **OCT 2024**

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Viewpoint 38

Viewpoint 38 - Continued

Viewpoint 38

Grid Reference: E: 568548, N: 162795
Altitude AOD: 55.49m
Distance to Site: 0m

Date: 05/04/2023
Time: 12:39

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
PHOTOGRAPHIC FIELD SURVEY RECORD
APPENDIX 2 - SHEET 36 OF 55
Date: OCT 2024

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Viewpoint 39

Viewpoint 39 - Continued

Viewpoint 39

Grid Reference: E: 568392, N: 162700
Altitude AOD: 64.79m
Distance to Site: 0m

Date: 05/04/2023
Time: 12:44

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
PHOTOGRAPHIC FIELD SURVEY RECORD
APPENDIX 2 - SHEET 37 OF 55
Date: OCT 2024

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Viewpoint 40

Viewpoint 40 - Continued

Viewpoint 40

Grid Reference: E: 568287, N: 162616
Altitude AOD: 62.52m
Distance to Site: 0m

Date: 05/04/2023
Time: 12:48

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
PHOTOGRAPHIC FIELD SURVEY RECORD
APPENDIX 2 - SHEET 38 OF 55
Date: OCT 2024

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Viewpoint 41

Viewpoint 41 - Continued

Viewpoint 41

Grid Reference: E: 568509, N: 162065
Altitude AOD: 30.93m
Distance to Site: 0m

Date: 05/04/2023
Time: 13:49

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
PHOTOGRAPHIC FIELD SURVEY RECORD
APPENDIX 2 - SHEET 39 OF 55
Date: OCT 2024

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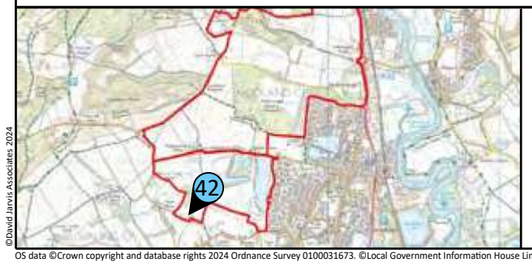
Viewpoint 42

Viewpoint 42 - Continued



Viewpoint 42

Grid Reference: E: 568616, N: 161708
Altitude AOD: 30.10m
Distance to Site: 0m

Date: 05/04/2023
Time: 14:35

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
PHOTOGRAPHIC FIELD SURVEY RECORD
APPENDIX 2 - SHEET 40 OF 55
Date: OCT 2024

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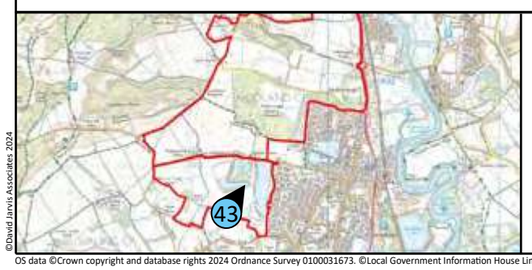
Viewpoint 43

Viewpoint 43 - Continued



Viewpoint 43

Grid Reference: E: 568820, N: 161471
Altitude AOD: 22.71m
Distance to Site: 0m

Date: 05/04/2023
Time: 14:41

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
PHOTOGRAPHIC FIELD SURVEY RECORD
APPENDIX 2 - SHEET 41 OF 55
Date: OCT 2024

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Viewpoint 44

Viewpoint 45

Viewpoint 44

Grid Reference: E: 571591, N: 163685
Altitude AOD: 8.07m
Distance to Site: 869m

Date: 05/04/2023
Time: 16:45

Viewpoint 45

Grid Reference: E: 571827, N: 162393
Altitude AOD: 16.42m
Distance to Site: 573m

Date: 05/04/2023
Time: 16:57

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
PHOTOGRAPHIC FIELD SURVEY RECORD
APPENDIX 2 - SHEET 42 OF 55
Date: OCT 2024

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Viewpoint 46

Viewpoint 47

Viewpoint 46

Grid Reference: E: 571159, N: 162882
Altitude AOD: 6m
Distance to Site: 91m

Date: 05/04/2023
Time: 17:26

Viewpoint 47

Grid Reference: E: 571289, N: 163690
Altitude AOD: 4m
Distance to Site: 641m

Date: 05/04/2023
Time: 17:19

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
PHOTOGRAPHIC FIELD SURVEY RECORD
APPENDIX 2 - SHEET 43 OF 55
Date: OCT 2024

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Viewpoint 48

Viewpoint 48

Grid Reference: E: 572389, N: 161937
Altitude AOD: 28.57m
Distance to Site: 1252m

Date: 05/04/2023
Time: 17:04

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
PHOTOGRAPHIC FIELD SURVEY RECORD
APPENDIX 2 - SHEET 44 OF 55
Date: OCT 2024

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Viewpoint 49

Viewpoint 49 - Continued.

Viewpoint 49
Grid Reference: E:569,574, N:160,358
Altitude AOD: 43.3m
Distance to Site: 990m

Date: 05/04/2023
Time: 17:40

Project	HOLBOROUGH QUARRY
Client	HALLAM LAND AND TARMAC
Drawing Ref & Title	2874-4-4-4-AP-0002-S4-P1
	PHOTOGRAPHIC FIELD SURVEY RECORD
	APPENDIX 2 - SHEET 45 OF 55
Date	OCT 2024

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Viewpoint 50

Viewpoint 50 - Continued.

Viewpoint 50

Grid Reference: E:569,268., N:160,295
Altitude AOD: 11.9m
Distance to Site: 976m

Date: 05/04/2023
Time: 15:55

Project	HOLBOROUGH QUARRY
Client	HALLAM LAND AND TARMAC
Drawing Ref & Title	2874-4-4-4-AP-0002-S4-P1
	PHOTOGRAPHIC FIELD SURVEY RECORD
	APPENDIX 2 - SHEET 46 OF 55
Date	OCT 2024

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Viewpoint 51

Viewpoint 51 - Continued.

Viewpoint 51
Grid Reference: E:569,053, N:160,338
Altitude AOD: 13.1m
Distance to Site: 909m

Date: 05/04/2023
Time: 15:49

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
PHOTOGRAPHIC FIELD SURVEY RECORD
APPENDIX 2 - SHEET 47 OF 55
Date: OCT 2024

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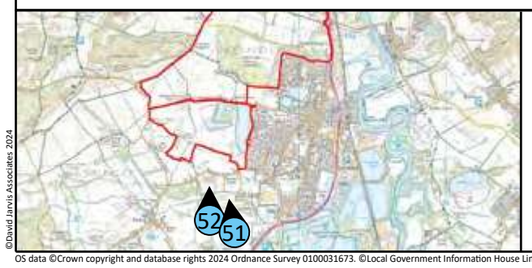
Viewpoint 51 - Continued.

Viewpoint 52



Viewpoint 51
Grid Reference: E:569,053, N:160,338
Altitude AOD: 13.1m
Distance to Site: 909m

Date: 05/04/2023
Time: 15:49

Viewpoint 52
Grid Reference: E:568,693, N:160,553
Altitude AOD: 12.4m
Distance to Site: 790m

Date: 05/04/2023
Time: 15:37

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
PHOTOGRAPHIC FIELD SURVEY RECORD
APPENDIX 2 - SHEET 48 OF 55
Date: OCT 2024

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Viewpoint 53

Viewpoint 53 - Continued.

Viewpoint 53
Grid Reference: E:568,636, N:160,817
Altitude AOD: 18.9m
Distance to Site: 612m

Date: 05/04/2023
Time: 15:21

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
PHOTOGRAPHIC FIELD SURVEY RECORD
APPENDIX 2 - SHEET 49 OF 55
Date: OCT 2024

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Viewpoint 53 - Continued.

Viewpoint 53

Grid Reference: E:568,636, N:160,817
Altitude AOD: 18.9m
Distance to Site: 612m

Date: 05/04/2023
Time: 15:21

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
PHOTOGRAPHIC FIELD SURVEY RECORD
APPENDIX 2 - SHEET 50 OF 55
Date: OCT 2024

ISSUED FOR INFORMATION

DAVID JARVIS ASSOCIATES
DAVID JARVIS ASSOCIATES LIMITED
1 Tennyson Street, Swindon, Wiltshire, SN1 5DT
[redacted]
w: www.davidjarvis.biz

Viewpoint 54

Viewpoint 54 - Continued.

Viewpoint 54
Grid Reference: E:568,396, N:161,363
Altitude AOD: 34.8m
Distance to Site: 0m

Date: 05/04/2023
Time: 14:18

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
PHOTOGRAPHIC FIELD SURVEY RECORD
APPENDIX 2 - SHEET 51 OF 55
Date: OCT 2024

ISSUED FOR INFORMATION

DAVID JARVIS ASSOCIATES
DAVID JARVIS ASSOCIATES LIMITED
1 Tennyson Street, Swindon, Wiltshire, SN1 5DT
[redacted]
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Viewpoint 55

Viewpoint 55 - Continued.

Viewpoint 55
Grid Reference: E:568,401, N: 161,601
Altitude AOD: 32m
Distance to Site: 0m

Date: 05/04/2023
Time: 14:30

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
PHOTOGRAPHIC FIELD SURVEY RECORD
APPENDIX 2 - SHEET 52 OF 55
Date: OCT 2024

ISSUED FOR INFORMATION

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DAVID JARVIS ASSOCIATES LIMITED
1 Tennyson Street, Swindon, Wiltshire, SN1 5DT
[redacted]
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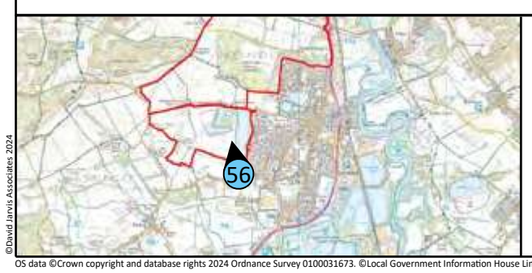
Viewpoint 56

Viewpoint 56 - Continued.



Viewpoint 56
Grid Reference: E:569,080, N:161,242
Altitude AOD: 16.3m
Distance to Site: 5.9m

Date: 05/04/2023
Time: 15:01

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
PHOTOGRAPHIC FIELD SURVEY RECORD
APPENDIX 2 - SHEET 53 OF 55
Date: OCT 2024

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DAVID JARVIS ASSOCIATES LIMITED
1 Tennyson Street, Swindon, Wiltshire, SN1 5DT
[redacted]
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Viewpoint 57

Viewpoint 57 - Continued.

Viewpoint 57
Grid Reference: E:569,078, N:160,903
Altitude AOD: 8.9m
Distance to Site: 331m

Date: 05/04/2023
Time: 15:09

Project: HOLBOROUGH QUARRY
Client: HALLAM LAND AND TARMAC
Drawing Ref & Title: 2874-4-4-4-AP-0002-S4-P1
PHOTOGRAPHIC FIELD SURVEY RECORD
APPENDIX 2 - SHEET 54 OF 55
Date: OCT 2024

ISSUED FOR INFORMATION

DAVID JARVIS ASSOCIATES
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1 Tennyson Street, Swindon, Wiltshire, SN1 5DT
[redacted]
w: www.davidjarvis.biz

Viewpoint 58

Viewpoint 58 - Continued.

Viewpoint 58

Grid Reference: E:569,260, N:160,903
Altitude AOD: 15.8m
Distance to Site: 369.3m

Date: 05/04/2023
Time: 16:08

Project	HOLBOROUGH QUARRY
Client	HALLAM LAND AND TARMAC
Drawing Ref & Title	2874-4-4-4-AP-0002-S4-P1
	PHOTOGRAPHIC FIELD SURVEY RECORD
	APPENDIX 2 - SHEET 55 OF 55
Date	OCT 2024

ISSUED FOR INFORMATION

DAVID JARVIS ASSOCIATES
DAVID JARVIS ASSOCIATES LIMITED
1 Tennyson Street, Swindon, Wiltshire, SN1 5DT
[redacted]
w: www.davidjarvis.biz

Appendix 3

ZTV Results

KEY

BOUNDARY:
SITE

BOUNDARY:
LAND OWNERSHIP

BOUNDARY:
NATIONAL LANDSCAPES - KENT DOWNS

BOUNDARY:
PARCEL BOUNDARY AND ID

BOUNDARY:
TEST PARCEL BOUNDARY AND ID

NUMBER OF TEST POINTS VISIBLE

- 60
- 55
- 50
- 45
- 40
- 35
- 30
- 25
- 20
- 15
- 10
- 5
- 1

Drawing Revision

Rev.	Date	Description	Drawn	Checked
P1	03/05/2024	Issued	PG	PG
P2	05/11/2024	Second draft issued	MP	PG

Status

ISSUED FOR INFORMATION

DAVID JARVIS ASSOCIATES

DAVID JARVIS ASSOCIATES LIMITED
1 Tennyson Street Swindon Wiltshire SN1 5DT
[redacted]
w: www.davidjarvis.biz

Client

HALLAM LAND AND TARMAC

Project

HOLBOROUGH QUARRY

Drawing Title

ZTV RESULT - PARCEL A

Scale	Sheet Size	Date
1:25000	A3	NOV 2024

Doc. Ref.	Drawing Ref.	Drawing No.	Status
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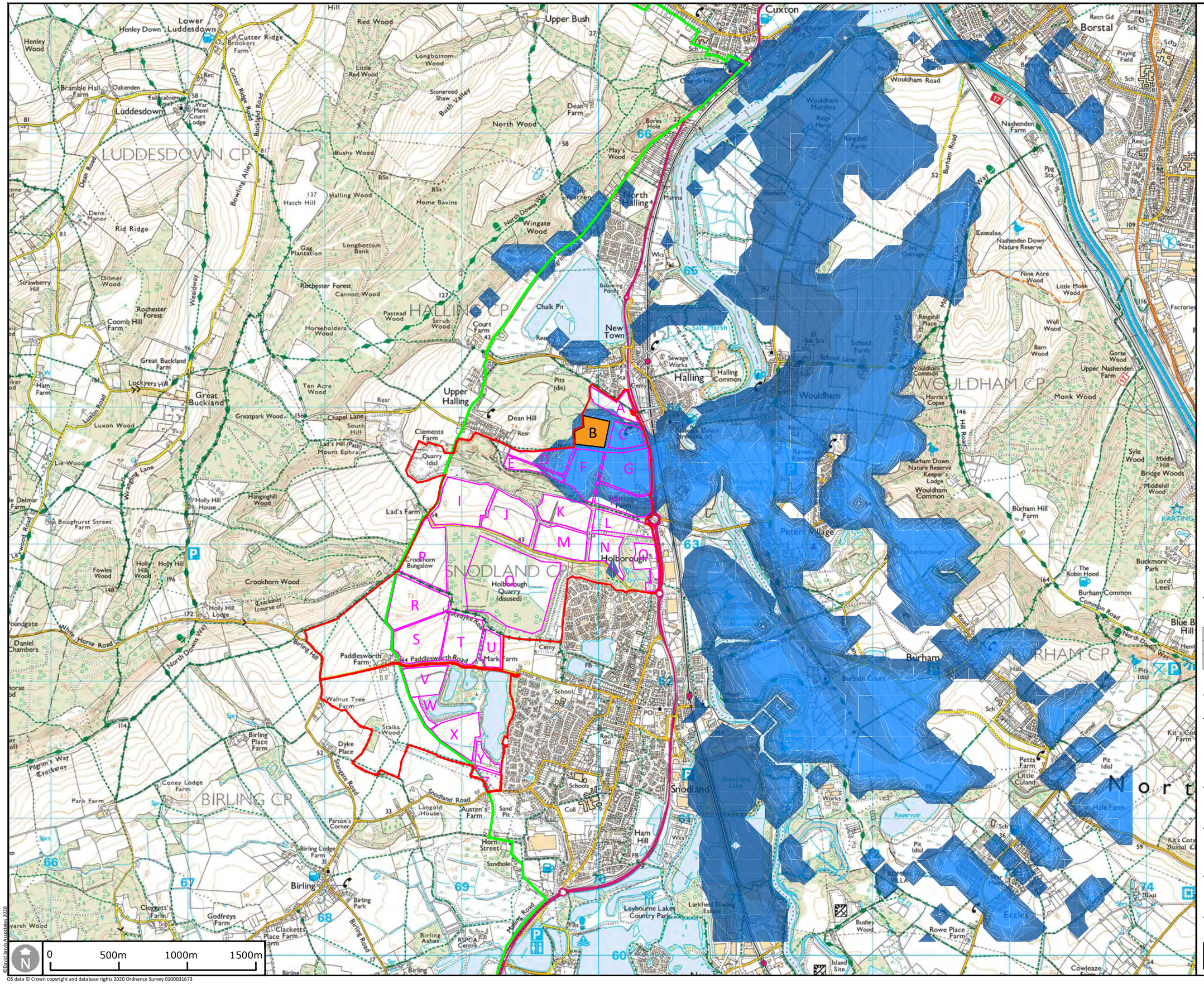

KEY

- BOUNDARY: SITE
- BOUNDARY: LAND OWNERSHIP
- BOUNDARY: NATIONAL LANDSCAPES - KENT DOWNS
- BOUNDARY: PARCEL BOUNDARY AND ID (A)
- BOUNDARY: TEST PARCEL BOUNDARY AND ID

NUMBER OF TEST POINTS VISIBLE

- 60
- 55
- 50
- 45
- 40
- 35
- 30
- 25
- 20
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- 10
- 5
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Drawing Revision

Rev.	Date	Description	Drawn	Checked
P1	03/05/2024	Issued	PG	PG
P2	05/11/2024	Second draft issued	MP	PG

Status

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DAVID JARVIS ASSOCIATES

DAVID JARVIS ASSOCIATES LIMITED
1 Tennyson Street Swindon Wiltshire SN1 5DT
[redacted]
w: www.davidjarvis.biz

Client

HALLAM LAND AND TARMAC

Project

HOLBOROUGH QUARRY

Drawing Title

ZTV RESULT - PARCEL B

Scale	Sheet Size	Date
1:25000	A3	NOV 2024

Doc. Ref.	Drawing Ref.	Drawing No.	Status
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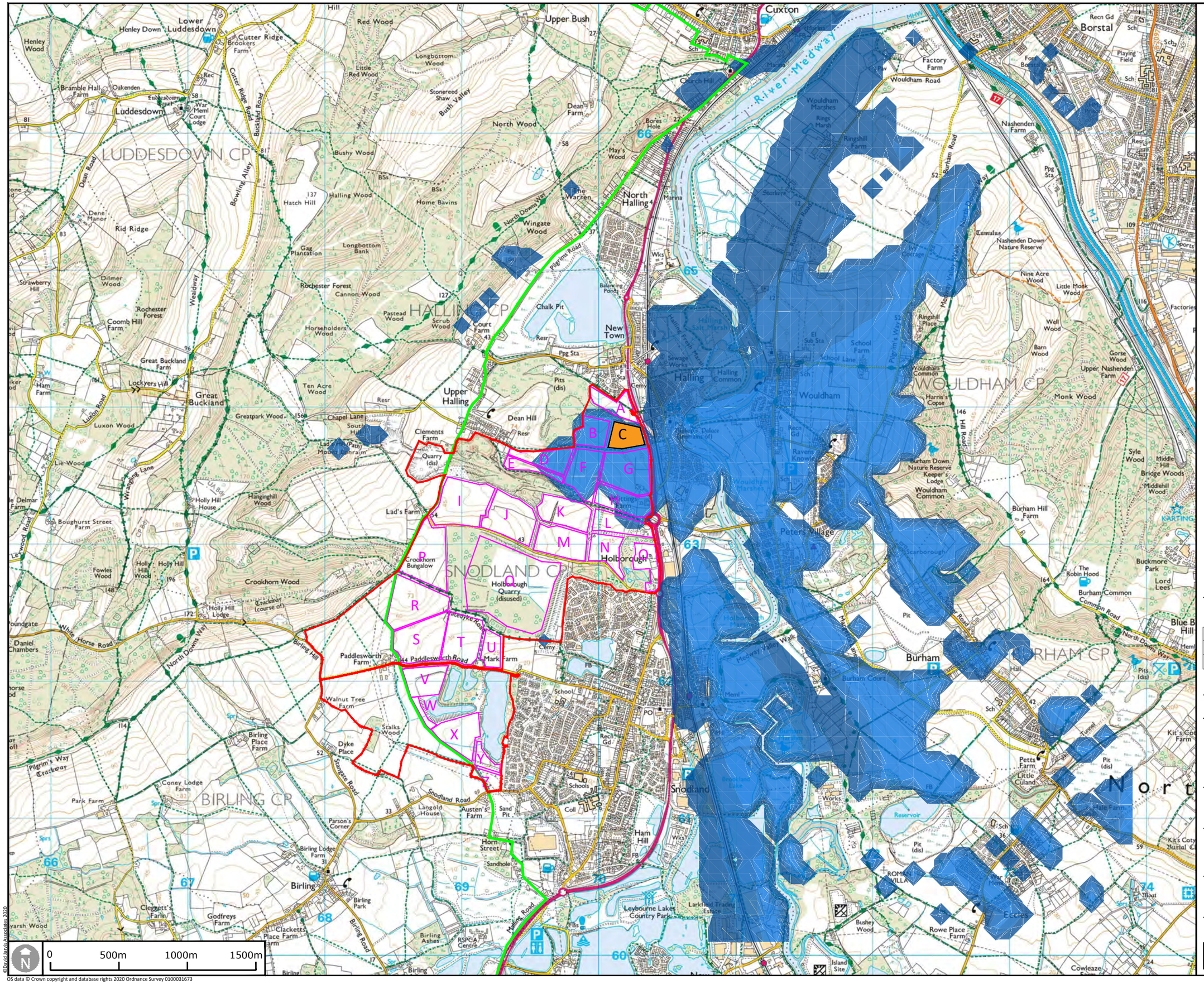

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KEY

BOUNDARY: SITE

BOUNDARY: LAND OWNERSHIP

BOUNDARY: NATIONAL LANDSCAPES - KENT DOWNS

BOUNDARY: PARCEL BOUNDARY AND ID (A)

BOUNDARY: TEST PARCEL BOUNDARY AND ID

NUMBER OF TEST POINTS VISIBLE

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- 55
- 50
- 45
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Drawing Revision

Rev.	Date	Description	Drawn	Checked
P1	03/05/2024	Issued	PG	PG
P2	05/11/2024	Second draft issued	MP	PG

Status

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DAVID JARVIS ASSOCIATES

DAVID JARVIS ASSOCIATES LIMITED
1 Tennyson Street Swindon Wiltshire SN1 5DT
[redacted]
w. www.davidjarvis.biz

Client

HALLAM LAND AND TARMAC

Project

HOLBOROUGH QUARRY

Drawing Title

ZTV RESULT - PARCEL C

Scale	Sheet Size	Date
1:25000	A3	NOV 2024

Doc. Ref.	Drawing Ref.	Drawing No.	Status
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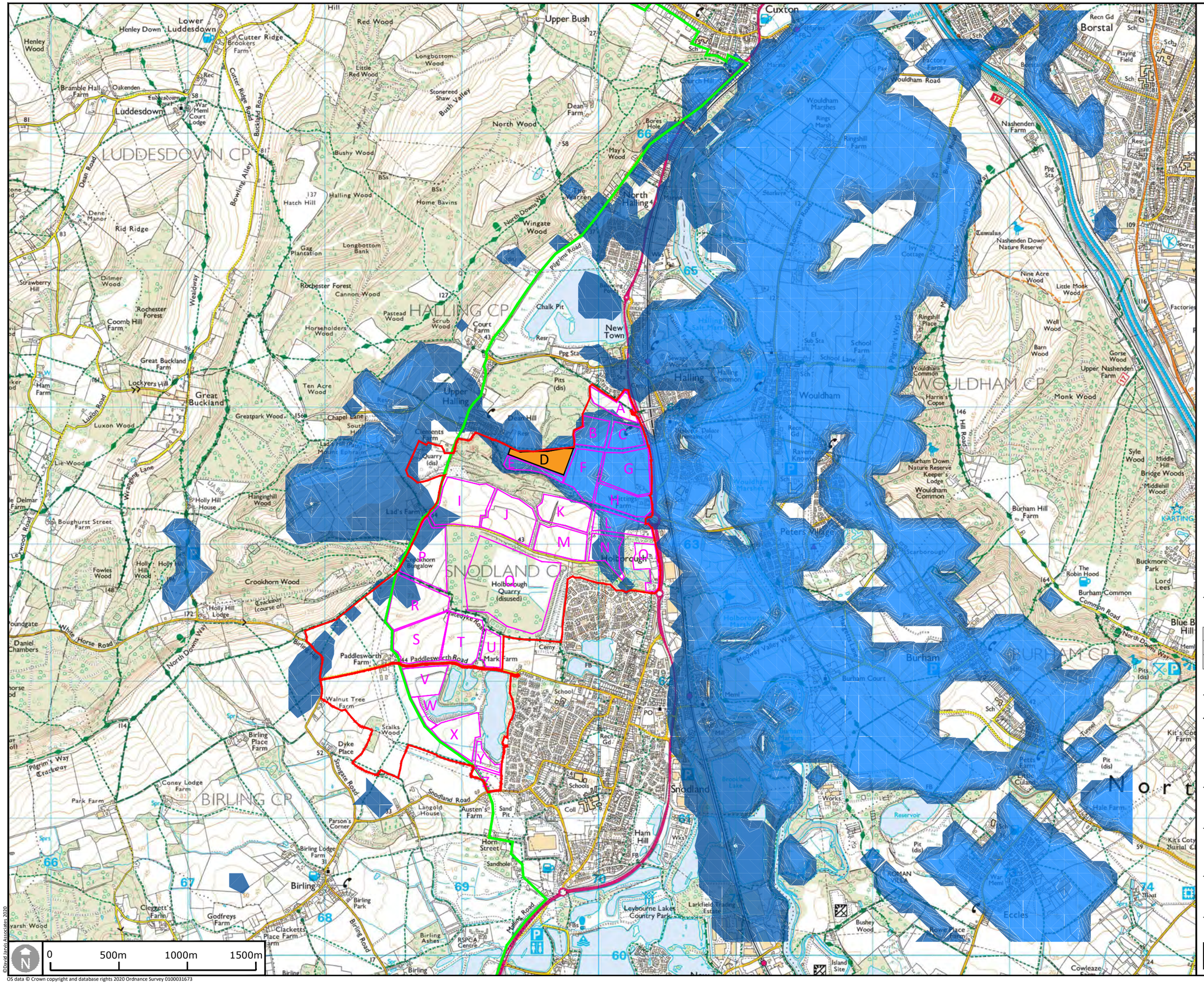

KEY

- BOUNDARY: SITE
- BOUNDARY: LAND OWNERSHIP
- BOUNDARY: NATIONAL LANDSCAPES - KENT DOWNS
- BOUNDARY: PARCEL BOUNDARY AND ID (A)
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- 60
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- 1

Drawing Revision

Rev.	Date	Description	Drawn	Checked
P1	03/05/2024	Issued	PG	PG
P2	05/11/2024	Second draft issued	MP	PG

Status

ISSUED FOR INFORMATION

DAVID JARVIS ASSOCIATES

DAVID JARVIS ASSOCIATES LIMITED
1 Tennyson Street Swindon Wiltshire SN1 5DT
[redacted]
w: www.davidjarvis.biz

Client

HALLAM LAND AND TARMAC

Project

HOLBOROUGH QUARRY

Drawing Title

ZTV RESULT - PARCEL D

Scale	Sheet Size	Date
1:25000	A3	NOV 2024

Doc. Ref.	Drawing Ref.	Drawing No.	Status
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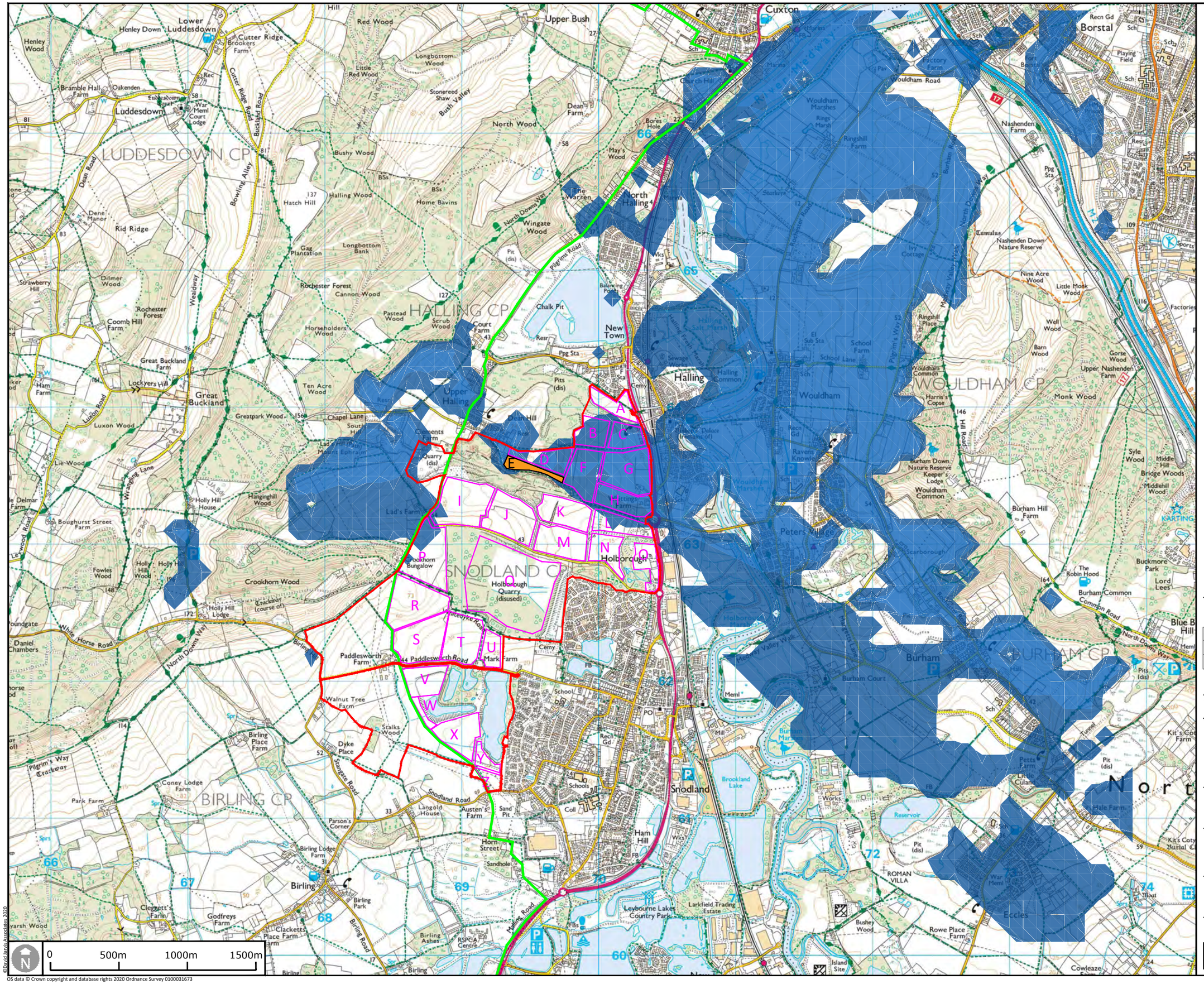

KEY

- BOUNDARY: SITE
- BOUNDARY: LAND OWNERSHIP
- BOUNDARY: NATIONAL LANDSCAPES - KENT DOWNS
- BOUNDARY: PARCEL BOUNDARY AND ID (A)
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- 1

Drawing Revision

Rev.	Date	Description	Drawn	Checked
P1	03/05/2024	Issued	PG	PG
P2	05/11/2024	Second draft issued	MP	PG

Status

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DAVID JARVIS ASSOCIATES LIMITED
1 Tennyson Street Swindon Wiltshire SN1 5DT
[redacted]
w: www.davidjarvis.biz

Client

HALLAM LAND AND TARMAC

Project

HOLBOROUGH QUARRY

Drawing Title

ZTV RESULT - PARCEL E

Scale	Sheet Size	Date
1:25000	A3	NOV 2024

Doc. Ref.	Drawing Ref.	Drawing No.	Status
-	2874-4-4-4	APP3-0005	S4-P2

KEY

BOUNDARY:
SITE

BOUNDARY:
LAND OWNERSHIP

BOUNDARY:
NATIONAL LANDSCAPES - KENT DOWNS

BOUNDARY:
PARCEL BOUNDARY AND ID

A

BOUNDARY:
TEST PARCEL BOUNDARY AND ID

NUMBER OF TEST POINTS VISIBLE

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Drawing Revision

Rev.	Date	Description	Drawn	Checked
P1	03/05/2024	Issued	PG	PG
P2	05/11/2024	Second draft issued	MP	PG

Status

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DAVID JARVIS ASSOCIATES

DAVID JARVIS ASSOCIATES LIMITED
1 Tennyson Street Swindon Wiltshire SN1 5DT
[redacted]

Client

HALLAM LAND AND TARMAC

Project

HOLBOROUGH QUARRY

Drawing Title

ZTV RESULT - PARCEL G

Scale	Sheet Size	Date
1:25000	A3	NOV 2024

Doc. Ref.	Drawing Ref.	Drawing No.	Status
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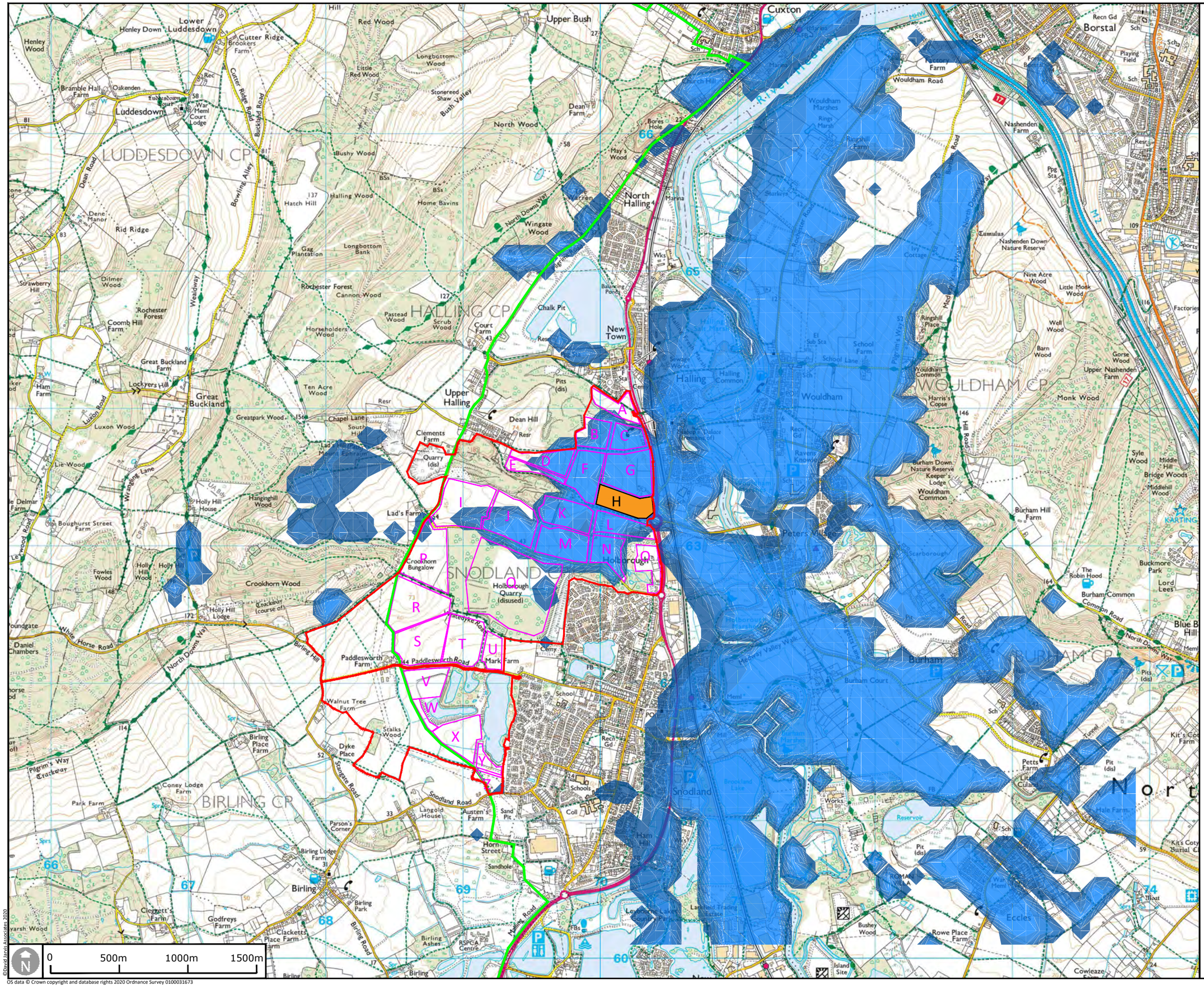

KEY

- BOUNDARY: SITE
- BOUNDARY: LAND OWNERSHIP
- BOUNDARY: NATIONAL LANDSCAPES - KENT DOWNS
- BOUNDARY: PARCEL BOUNDARY AND ID (A)
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NUMBER OF TEST POINTS VISIBLE

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Drawing Revision

Rev.	Date	Description	Drawn	Checked
P1	03/05/2024	Issued	PG	PG
P2	05/11/2024	Second draft issued	MP	PG

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DAVID JARVIS ASSOCIATES

DAVID JARVIS ASSOCIATES LIMITED
1 Tennyson Street Swindon Wiltshire SN1 5DT
[redacted].biz
w: www.davidjarvis.biz

Client

HALLAM LAND AND TARMAC

Project

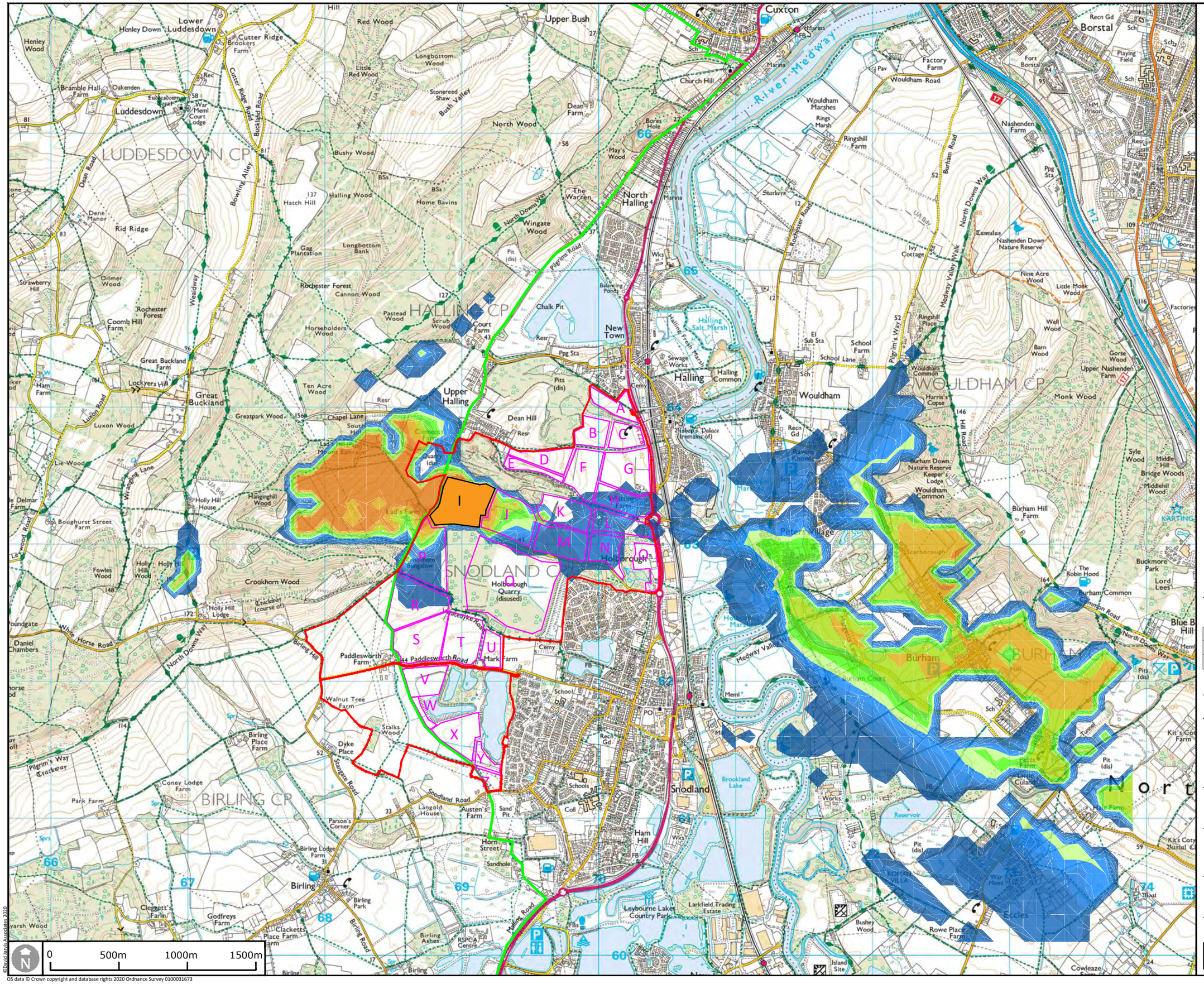
HOLBOROUGH QUARRY

Drawing Title

ZTV RESULT - PARCEL H

Scale	Sheet Size	Date
1:25000	A3	NOV 2024

Doc. Ref.	Drawing Ref.	Drawing No.	Status
-	2874-4-4-4	APP3-0008	S4-P2



KEY

- BOUNDARY: SITE
- BOUNDARY: LAND OWNERSHIP
- BOUNDARY: NATIONAL LANDSCAPES - KENT DOWNS
- BOUNDARY: PARCEL BOUNDARY AND ID (A)
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NUMBER OF TEST POINTS VISIBLE

- 60
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- 1

Drawing Revision

Rev.	Date	Description	Drawn	Checked
P1	03/05/2024	Issued	PG	PG
P2	05/11/2024	Second draft issued	MP	PG

Status

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DAVID JARVIS ASSOCIATES

DAVID JARVIS ASSOCIATES LIMITED
1 Tennyson Street Swindon Wiltshire SN1 5DT
[redacted]
w: www.davidjarvis.biz

Client

HALLAM LAND AND TARMAC

Project

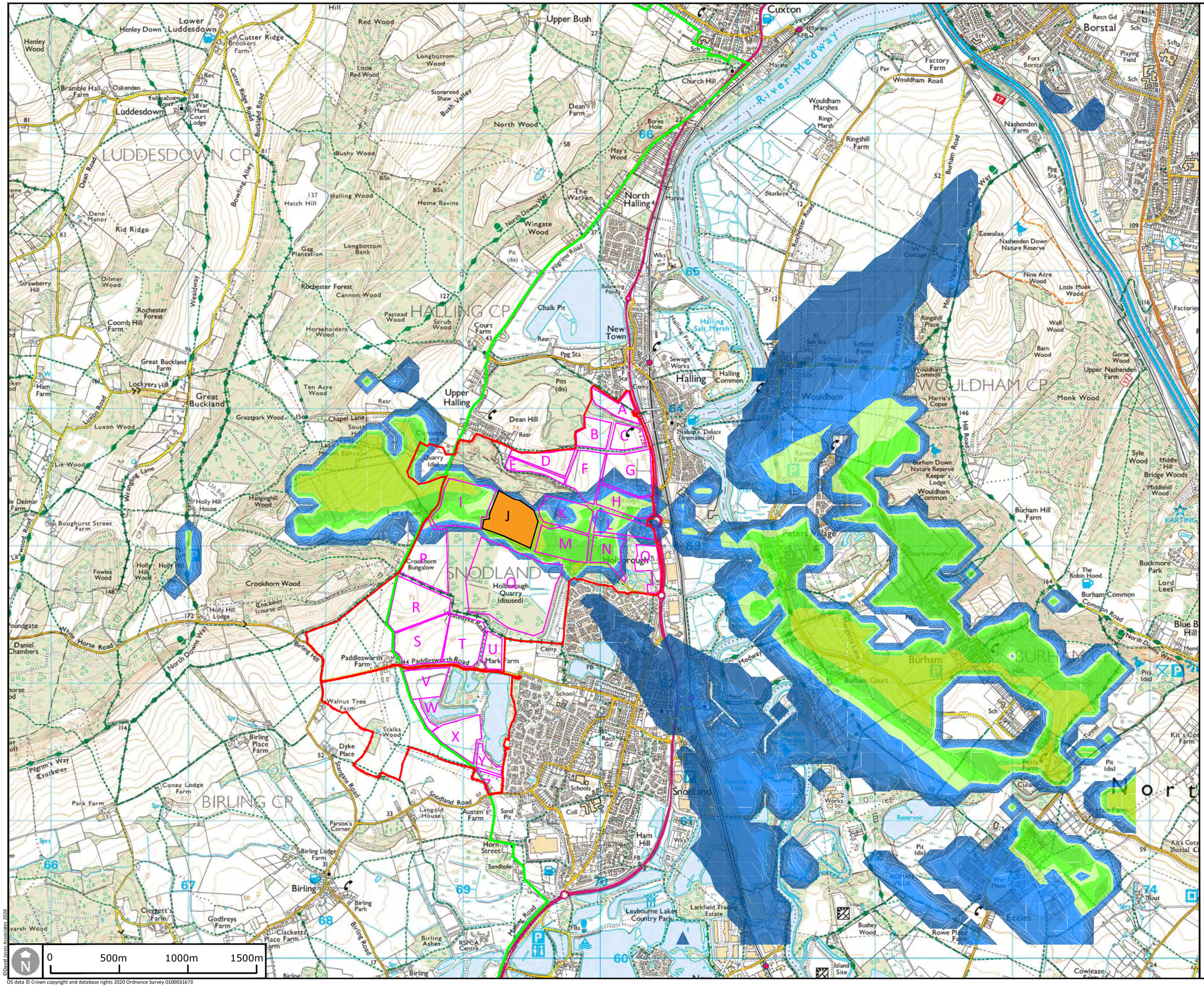
HOLBOROUGH QUARRY

Drawing Title

ZTV RESULT - PARCEL I

Scale	Sheet Size	Date
1:25000	A3	NOV 2024

Doc. Ref.	Drawing Ref.	Drawing No.	Status
-	2874-4-4-4	APP3-0009	S4-P2



KEY

- BOUNDARY: SITE
- BOUNDARY: LAND OWNERSHIP
- BOUNDARY: NATIONAL LANDSCAPES - KENT DOWNS
- BOUNDARY: PARCEL BOUNDARY AND ID (A)
- BOUNDARY: TEST PARCEL BOUNDARY AND ID

NUMBER OF TEST POINTS VISIBLE

- 60
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Drawing Revision

Rev.	Date	Description	Drawn	Checked
P1	03/05/2024	Issued	PG	PG
P2	05/11/2024	Second draft issued	MP	PG

Status

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DAVID JARVIS ASSOCIATES

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1 Tennyson Street Swindon Wiltshire SN1 5DT
[redacted]
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Client

HALLAM LAND AND TARMAC

Project

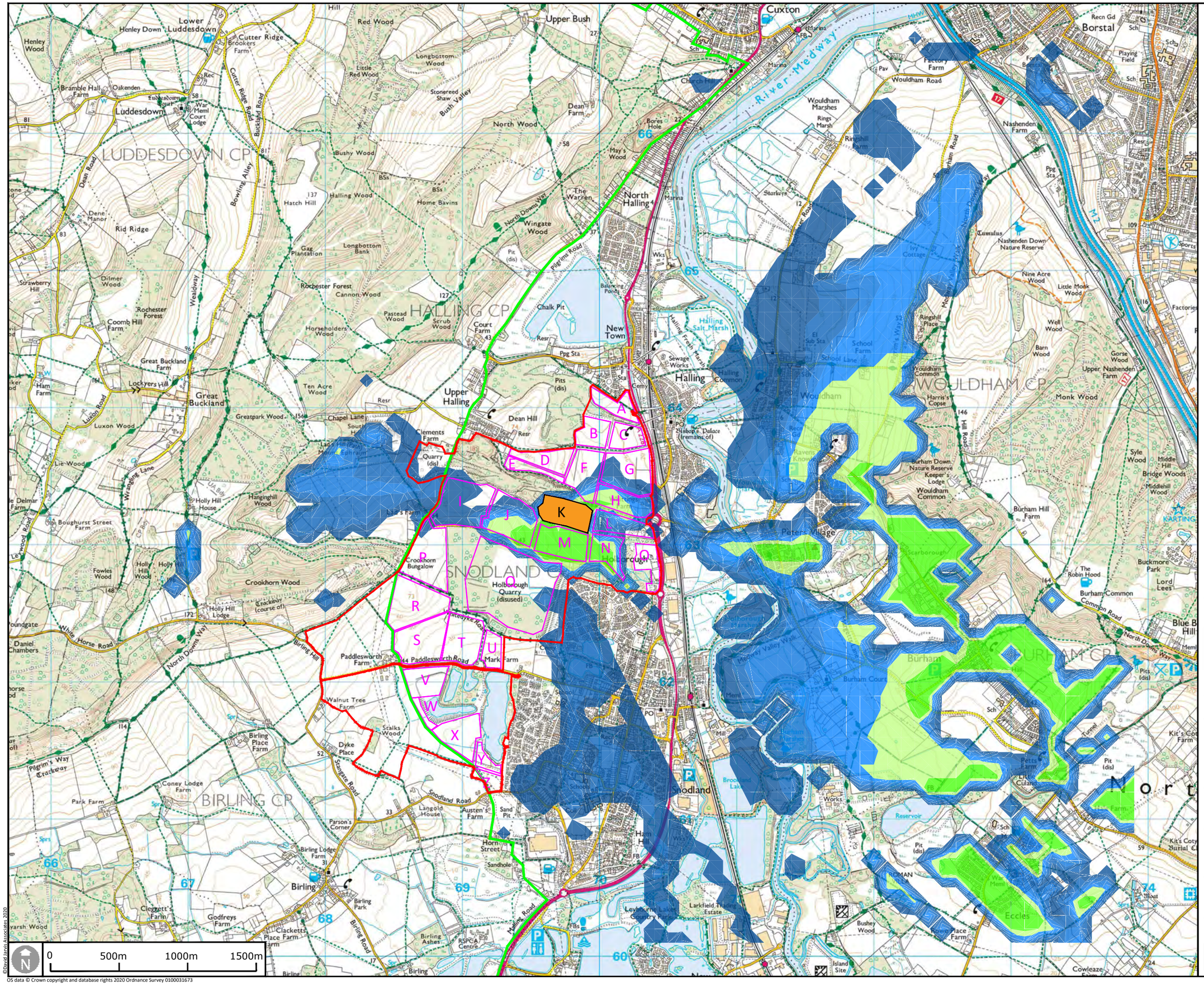
HOLBOROUGH QUARRY

Drawing Title

ZTV RESULT - PARCEL J

Scale	Sheet Size	Date
1:25000	A3	NOV 2024

Doc. Ref.	Drawing Ref.	Drawing No.	Status
-	2874-4-4-4	APP3-0010	S4-P2



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- BOUNDARY: SITE
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- BOUNDARY: NATIONAL LANDSCAPES - KENT DOWNS
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- BOUNDARY: TEST PARCEL BOUNDARY AND ID

NUMBER OF TEST POINTS VISIBLE

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Drawing Revision

Rev.	Date	Description	Drawn	Checked
P1	03/05/2024	Issued	PG	PG
P2	05/11/2024	Second draft issued	MP	PG

Status

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DAVID JARVIS ASSOCIATES

DAVID JARVIS ASSOCIATES LIMITED
1 Tennyson Street Swindon Wiltshire SN1 5DT
t: [redacted]
w: www.davidjarvis.biz

Client

HALLAM LAND AND TARMAC

Project

HOLBOROUGH QUARRY

Drawing Title

ZTV RESULT - PARCEL K

Scale	Sheet Size	Date
1:25000	A3	NOV 2024

Doc. Ref.	Drawing Ref.	Drawing No.	Status
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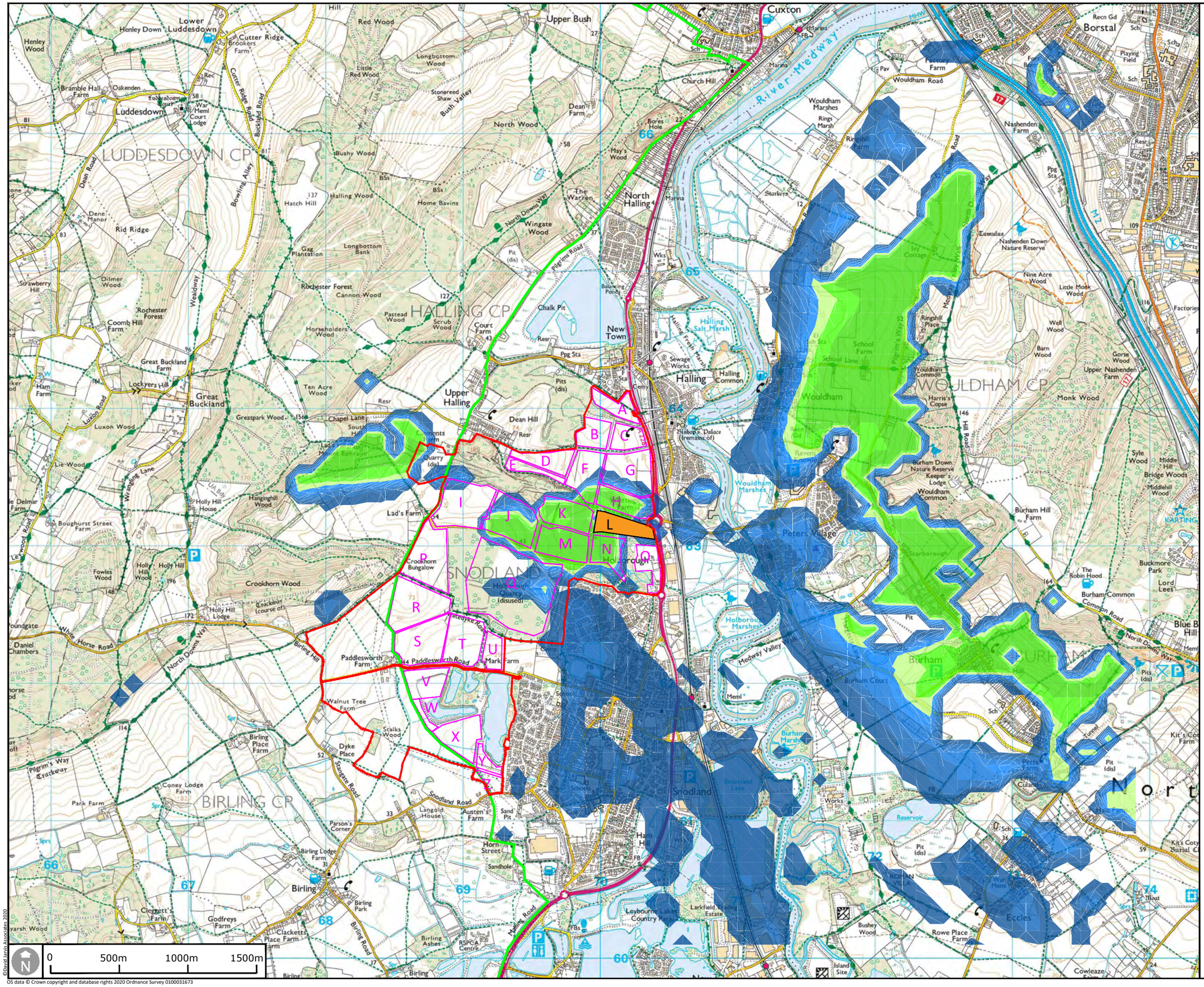

KEY

- BOUNDARY: SITE
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- BOUNDARY: PARCEL BOUNDARY AND ID (A)
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NUMBER OF TEST POINTS VISIBLE

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Drawing Revision

Rev.	Date	Description	Drawn	Checked
P1	03/05/2024	Issued	PG	PG
P2	05/11/2024	Second draft issued	MP	PG

Status

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DAVID JARVIS ASSOCIATES

DAVID JARVIS ASSOCIATES LIMITED
1 Tennyson Street Swindon Wiltshire SN1 5DT
[redacted]
w: www.davidjarvis.biz

Client

HALLAM LAND AND TARMAC

Project

HOLBOROUGH QUARRY

Drawing Title

ZTV RESULT - PARCEL L

Scale	Sheet Size	Date
1:25000	A3	NOV 2024

Doc. Ref.	Drawing Ref.	Drawing No.	Status
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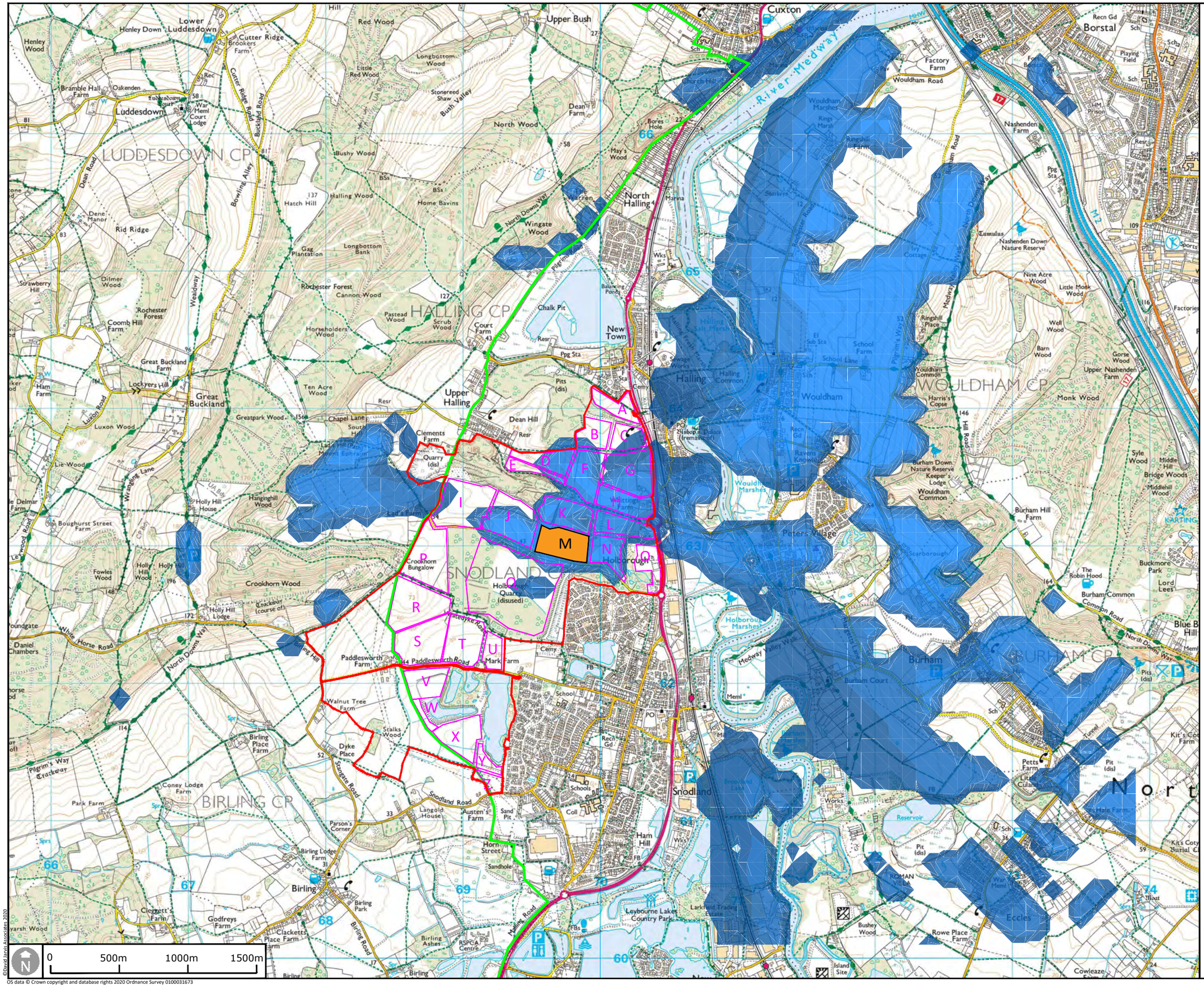

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- BOUNDARY: SITE
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Drawing Revision

Rev.	Date	Description	Drawn	Checked
P1	03/05/2024	Issued	PG	PG
P2	05/11/2024	Second draft issued	MP	PG

Status

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DAVID JARVIS ASSOCIATES

DAVID JARVIS ASSOCIATES LIMITED
1 Tennyson Street Swindon Wiltshire SN1 5DT
[redacted]

Client

HALLAM LAND AND TARMAC

Project

HOLBOROUGH QUARRY

Drawing Title

ZTV RESULT - PARCEL M

Scale	Sheet Size	Date
1:25000	A3	NOV 2024

Doc. Ref.	Drawing Ref.	Drawing No.	Status
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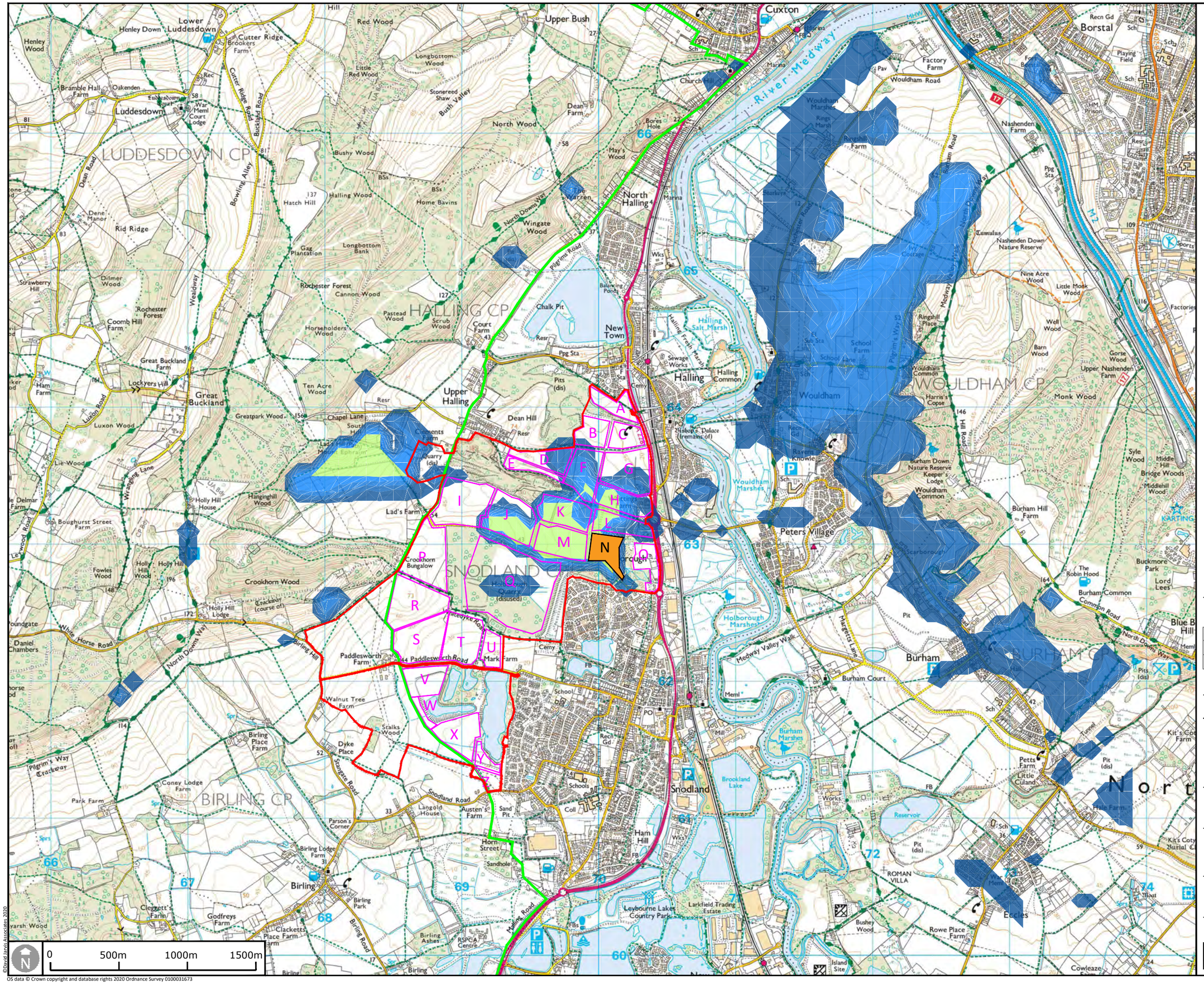

KEY

- BOUNDARY: SITE
- BOUNDARY: LAND OWNERSHIP
- BOUNDARY: NATIONAL LANDSCAPES - KENT DOWNS
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Drawing Revision

Rev.	Date	Description	Drawn	Checked
P1	03/05/2024	Issued	PG	PG
P2	05/11/2024	Second draft issued	MP	PG

Status

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DAVID JARVIS ASSOCIATES

DAVID JARVIS ASSOCIATES LIMITED
1 Tennyson Street Swindon Wiltshire SN1 5DT
[redacted]
w: www.davidjarvis.biz

Client

HALLAM LAND AND TARMAC

Project

HOLBOROUGH QUARRY

Drawing Title

ZTV RESULT - PARCEL N

Scale	Sheet Size	Date
1:25000	A3	NOV 2024

Doc. Ref.	Drawing Ref.	Drawing No.	Status
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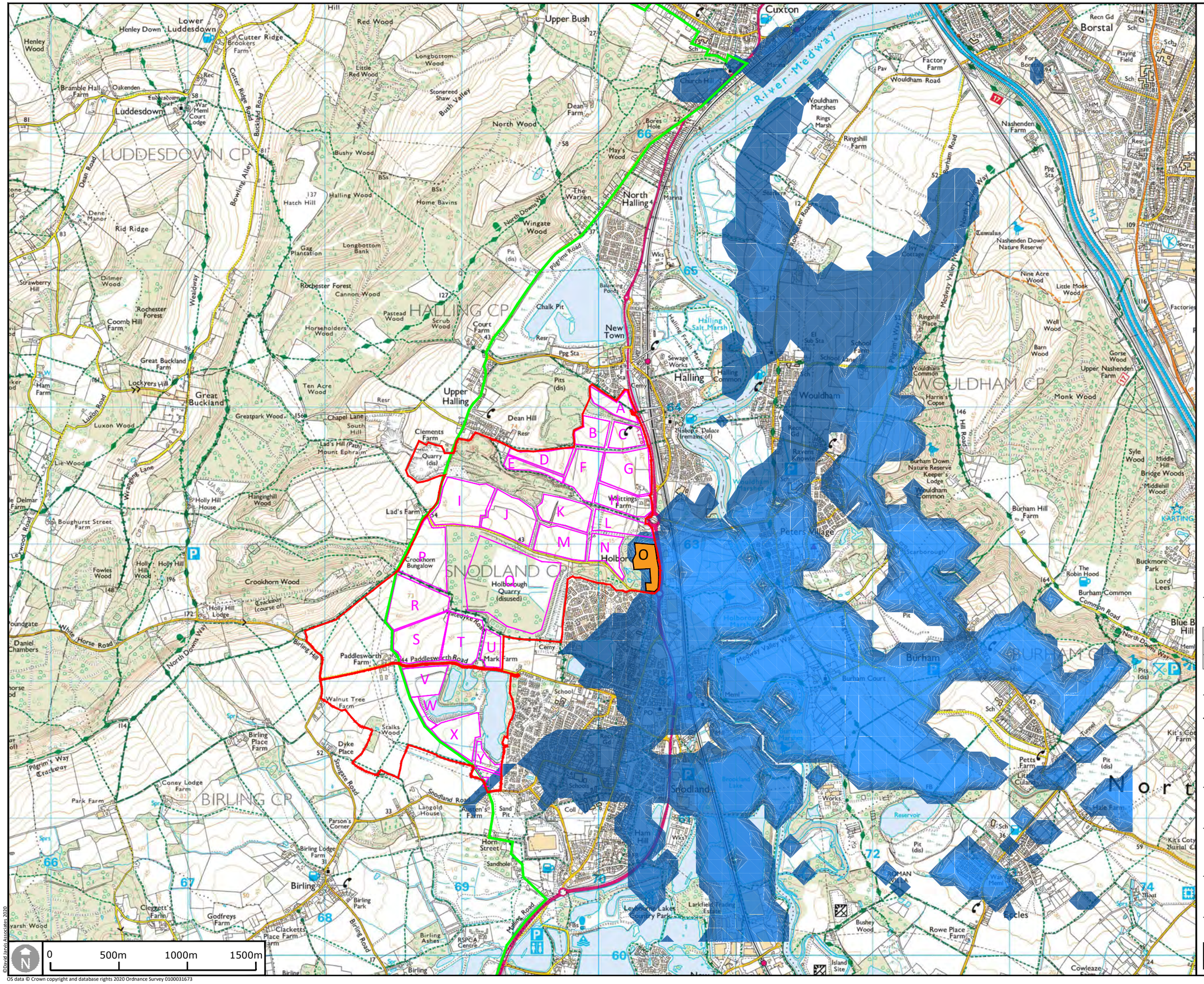

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P1	03/05/2024	Issued	PG	PG
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DAVID JARVIS ASSOCIATES LIMITED
1 Tennyson Street Swindon Wiltshire SN1 5DT
[redacted]
w: www.davidjarvis.biz

Client

HALLAM LAND AND TARMAC

Project

HOLBOROUGH QUARRY

Drawing Title

ZTV RESULT - PARCEL O

Scale	Sheet Size	Date
1:25000	A3	NOV 2024

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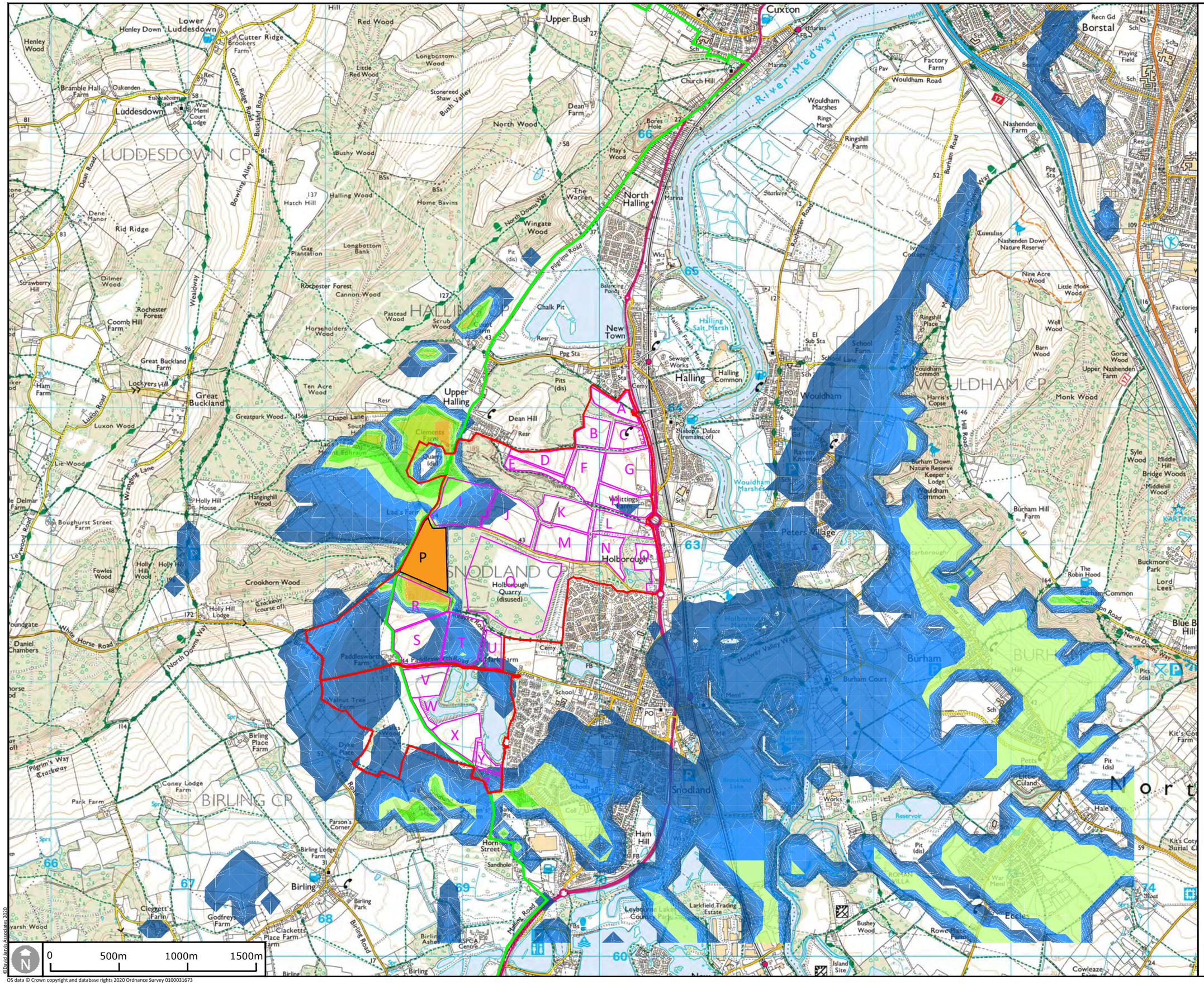

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Drawing Revision

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P2	05/11/2024	Second draft issued	MP	PG

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DAVID JARVIS ASSOCIATES

DAVID JARVIS ASSOCIATES LIMITED
1 Tennyson Street Swindon Wiltshire SN1 5DT
t: [redacted]
w: www.davidjarvis.biz

Client

HALLAM LAND AND TARMAC

Project

HOLBOROUGH QUARRY

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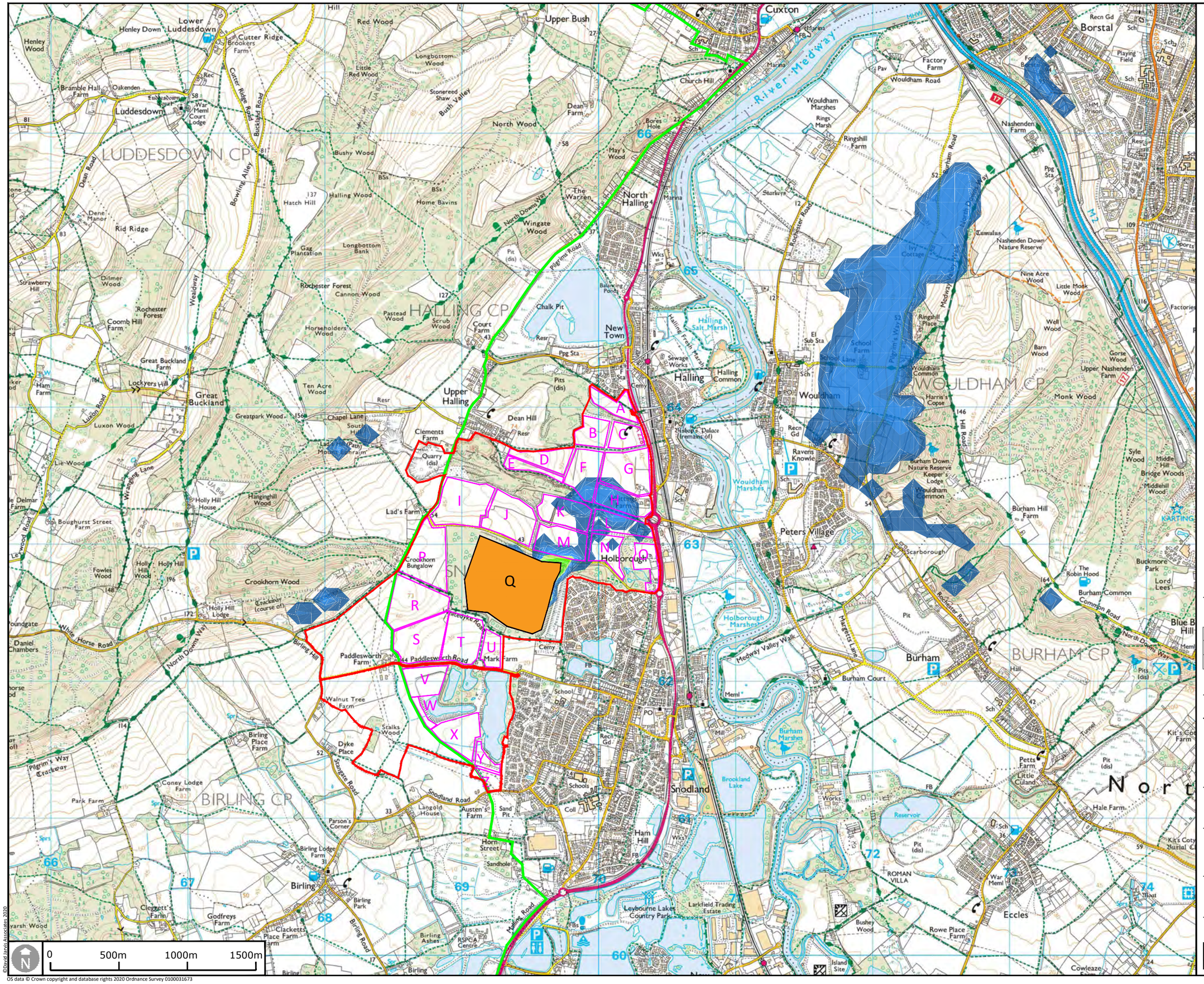

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[redacted]
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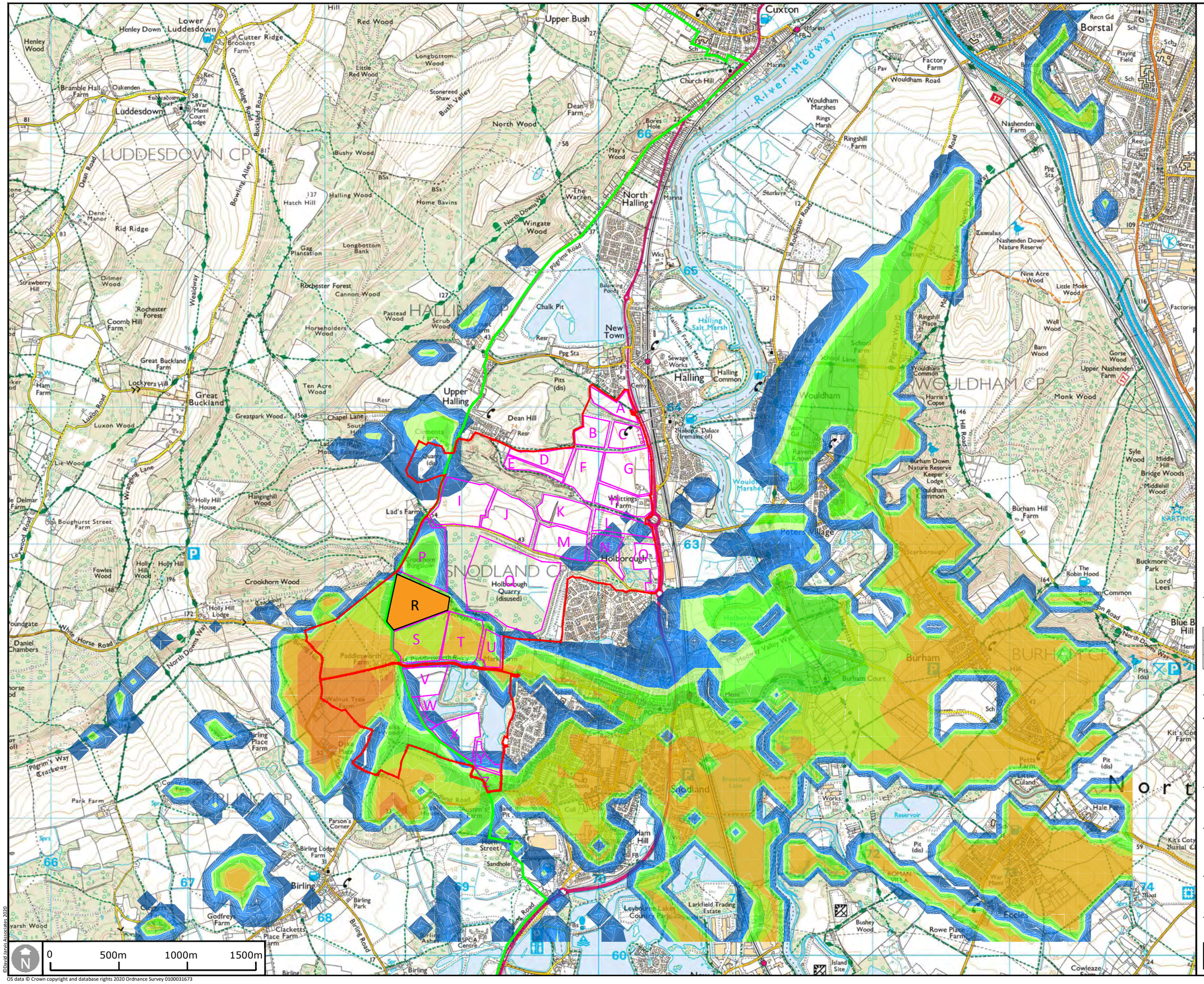

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[redacted]
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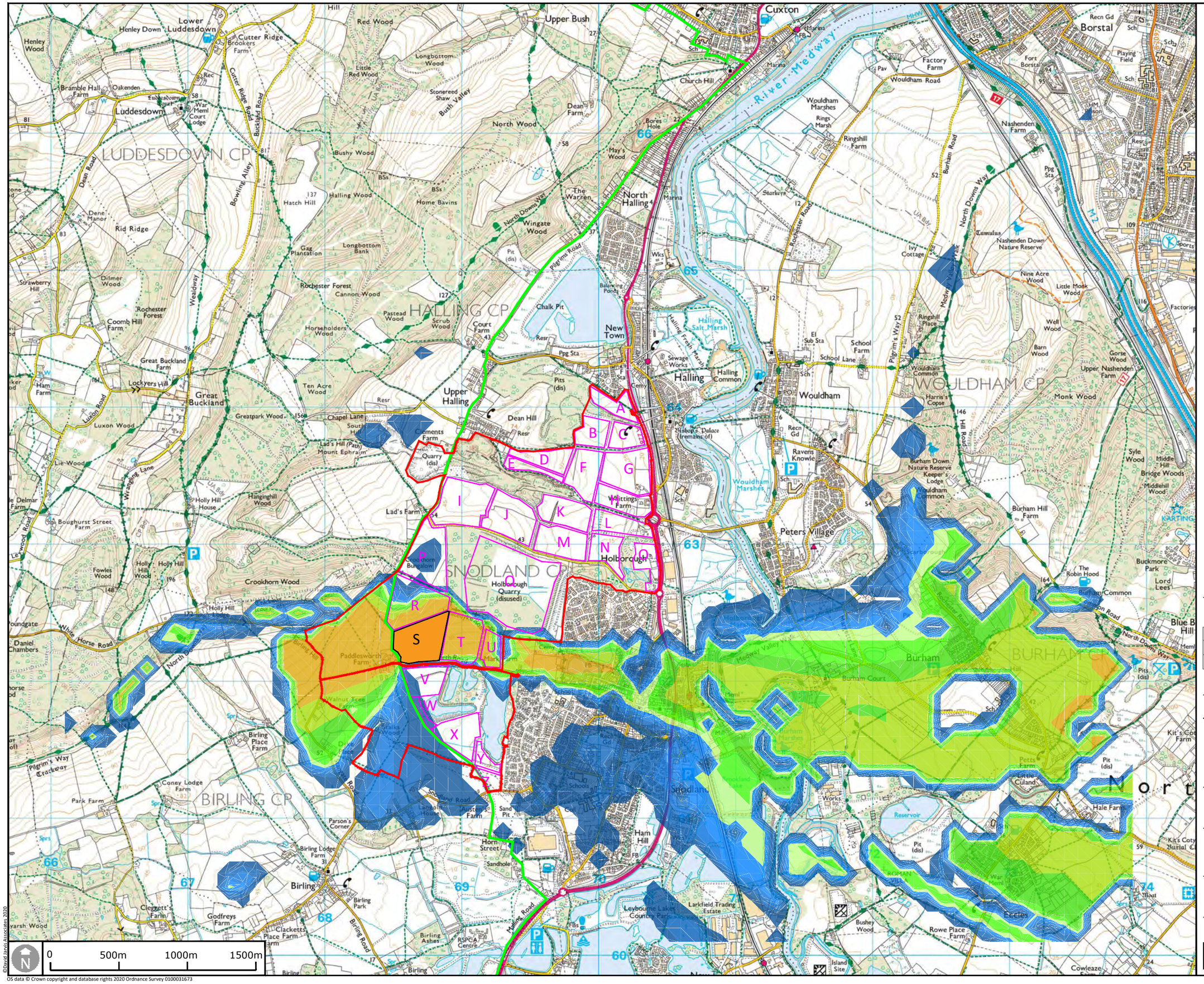

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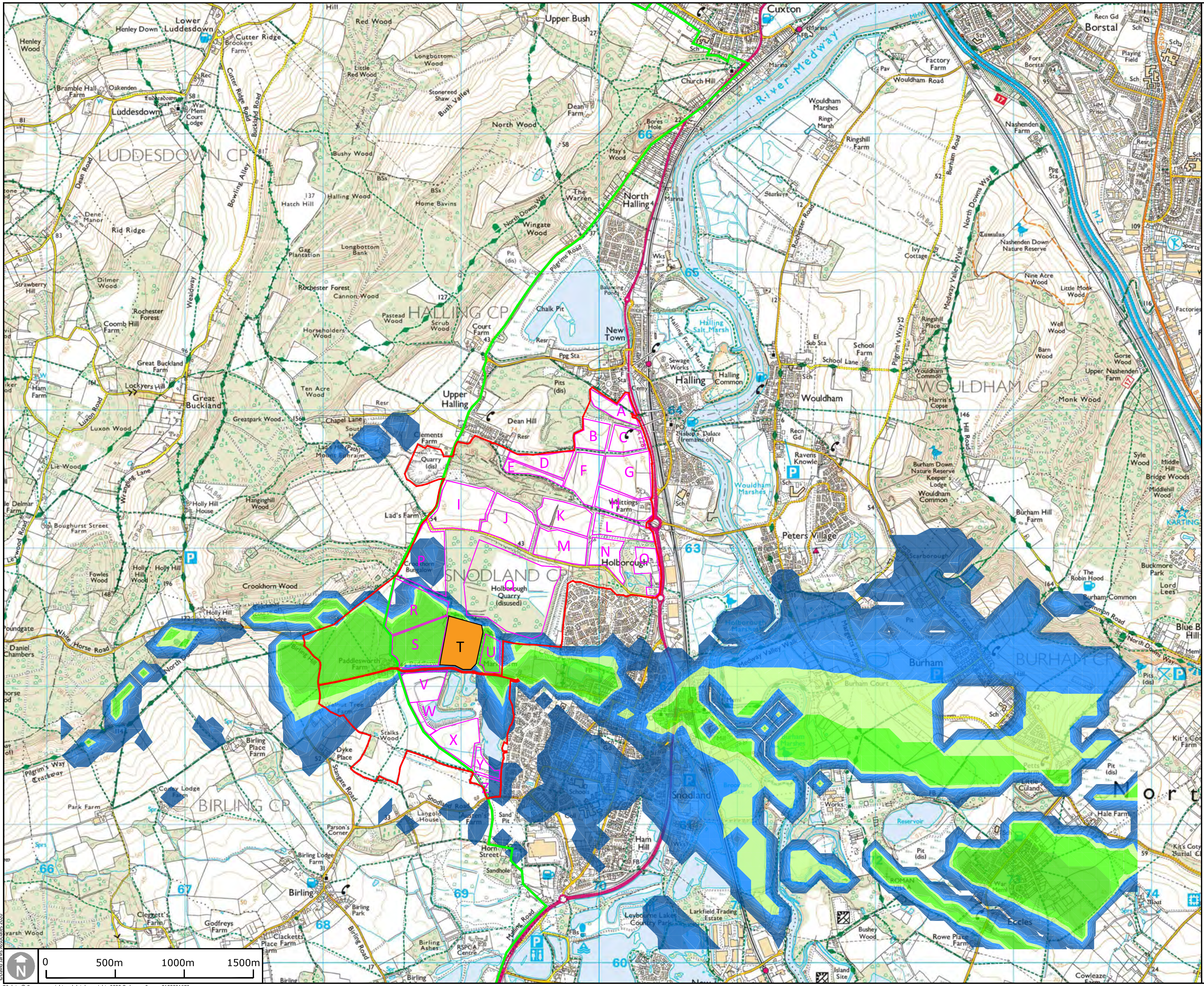

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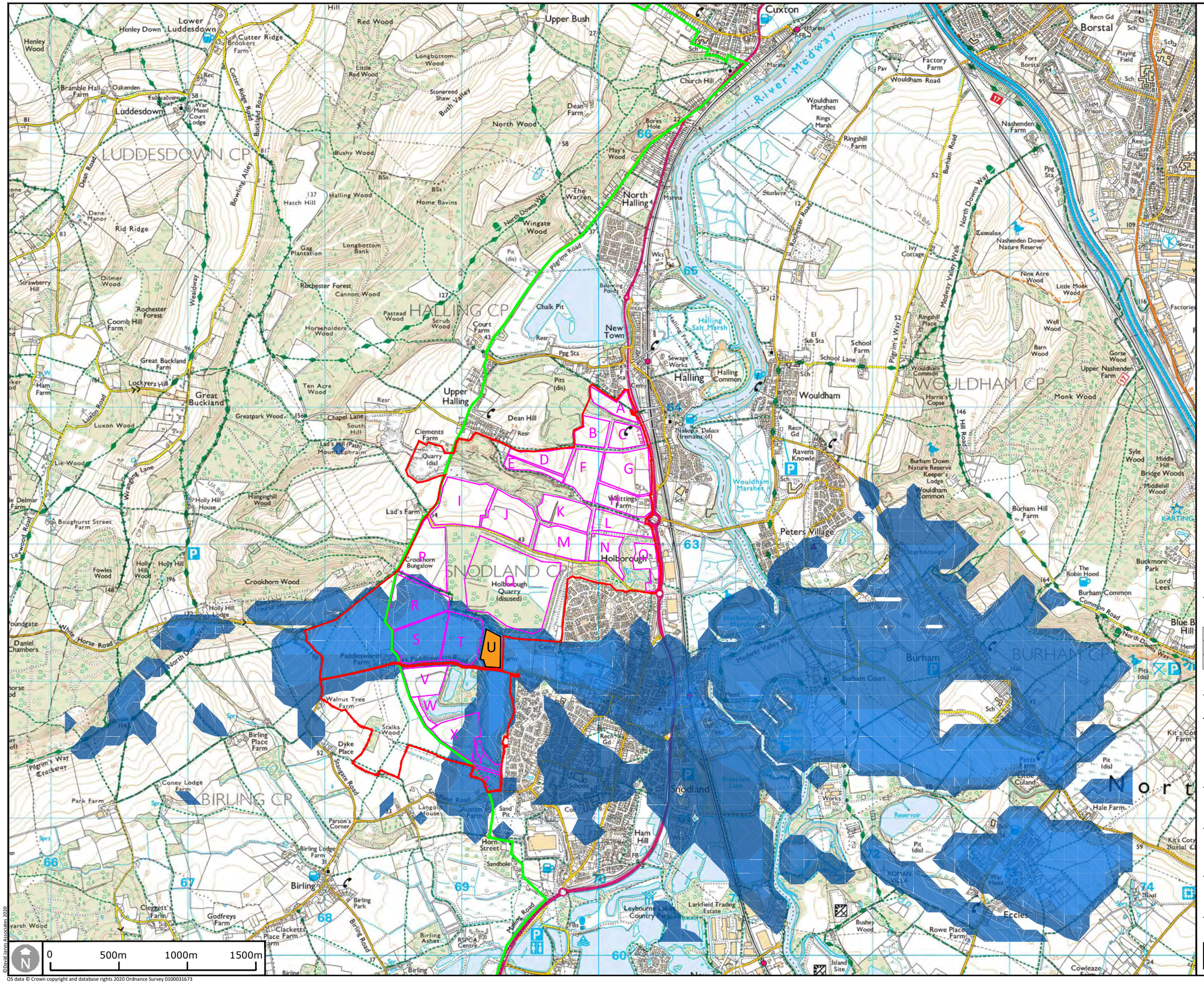

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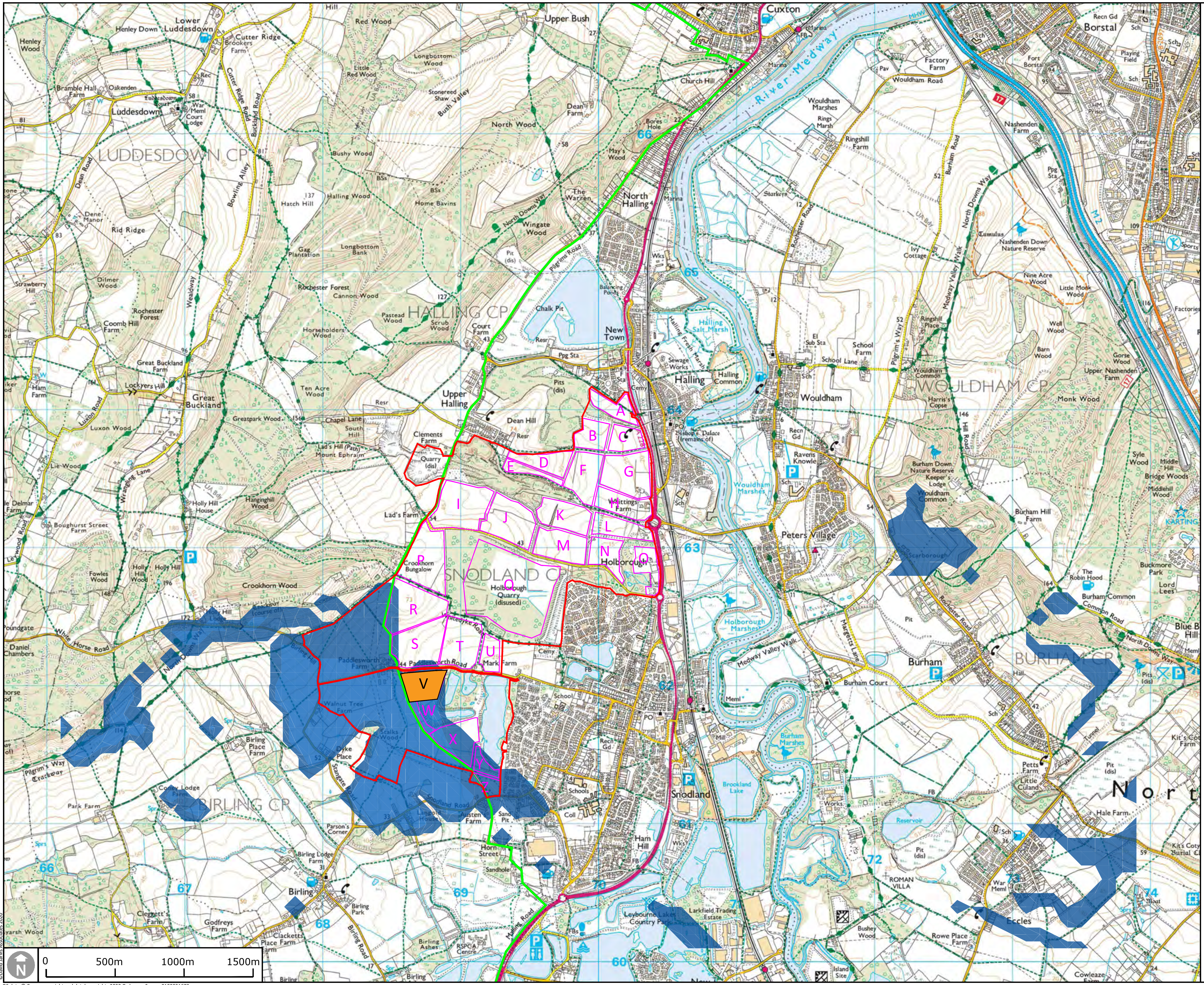

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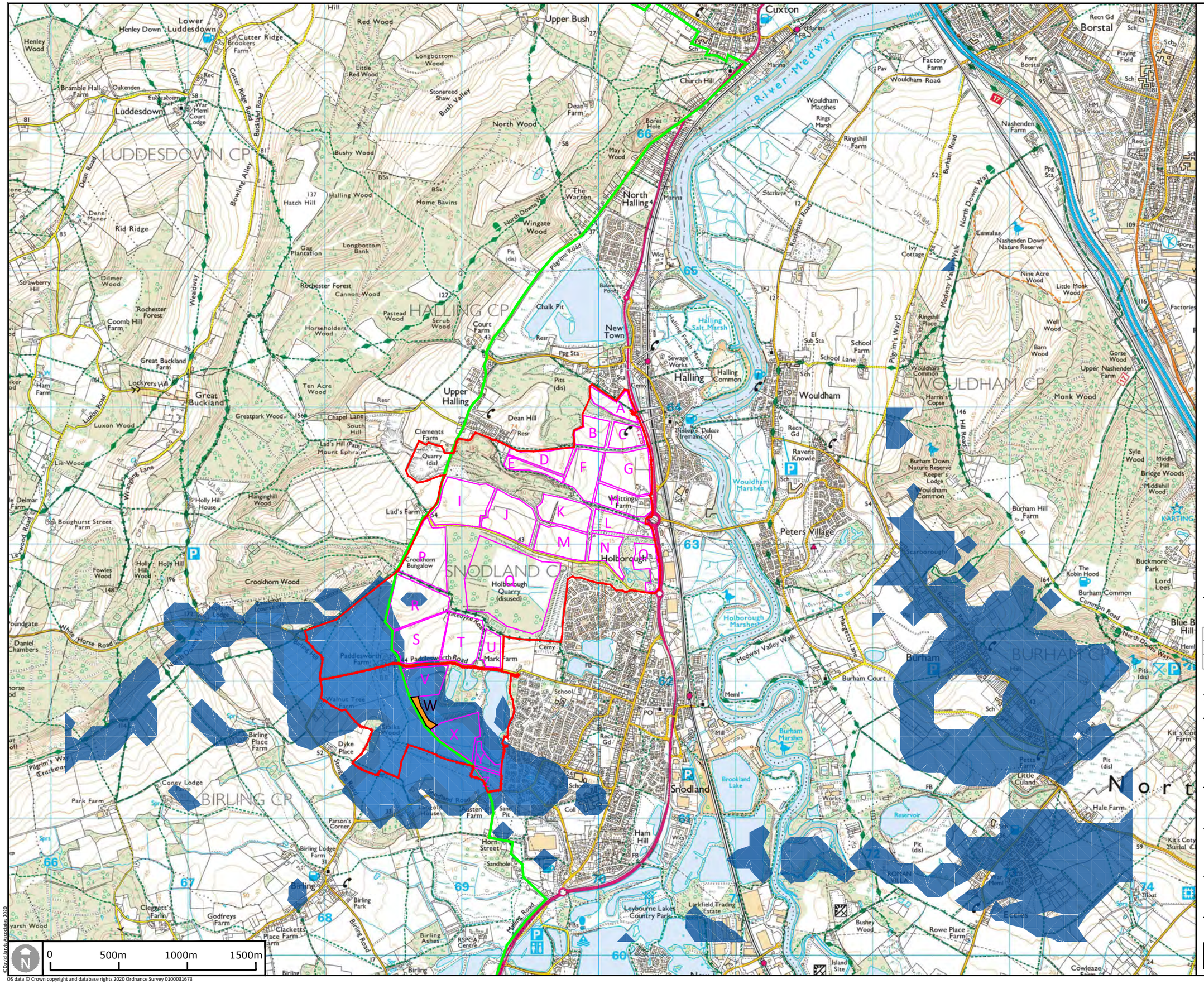

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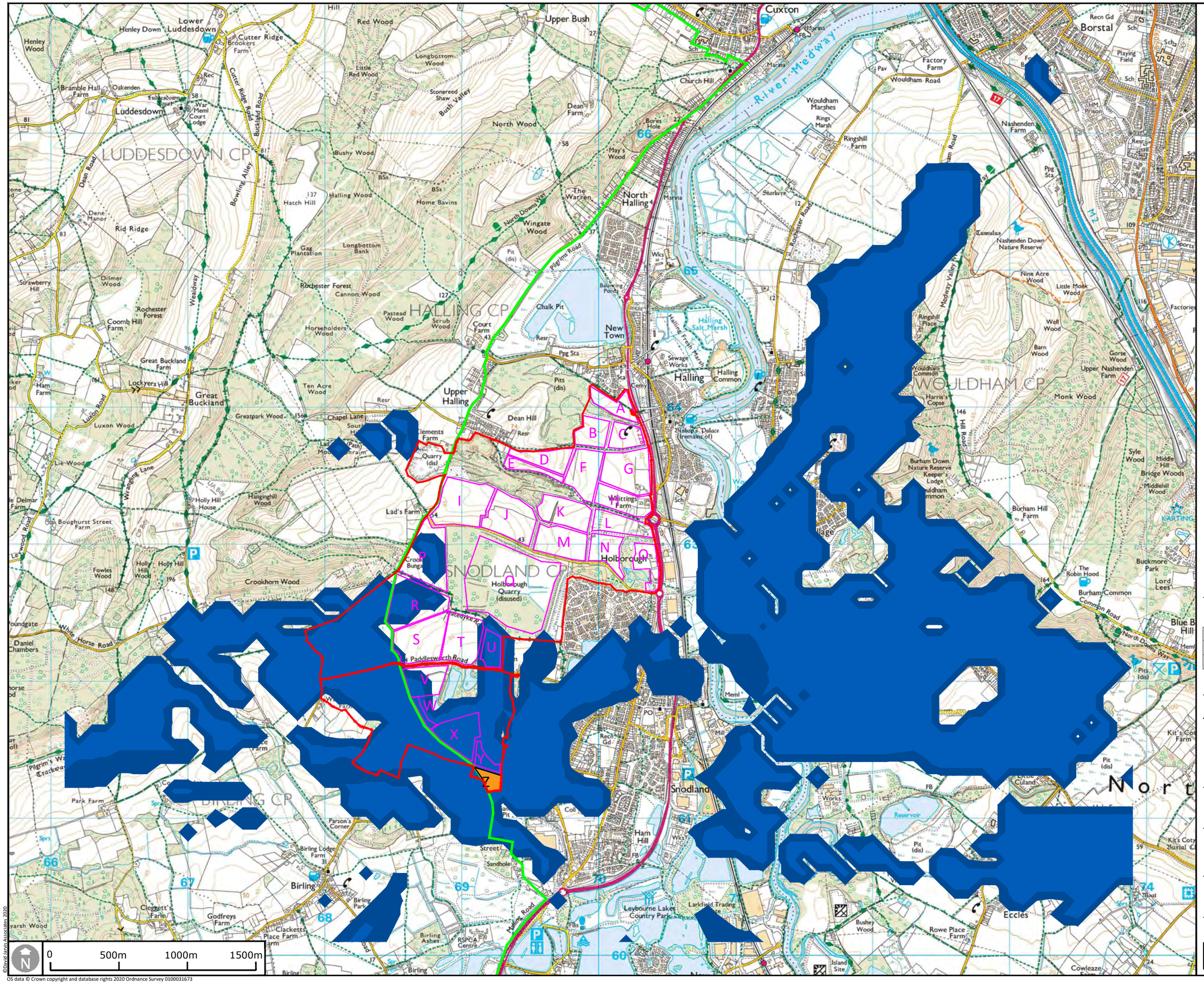

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[redacted]

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NOVEMBER 2024

REIMAGINING HOLBOROUGH QUARRY

Hallam Land
PART OF HENRY BOOT

TARMAC
A CRH COMPANY

AGGREGATE
INDUSTRIES

1. **Introduction** and **purpose** of the **Prospectus**

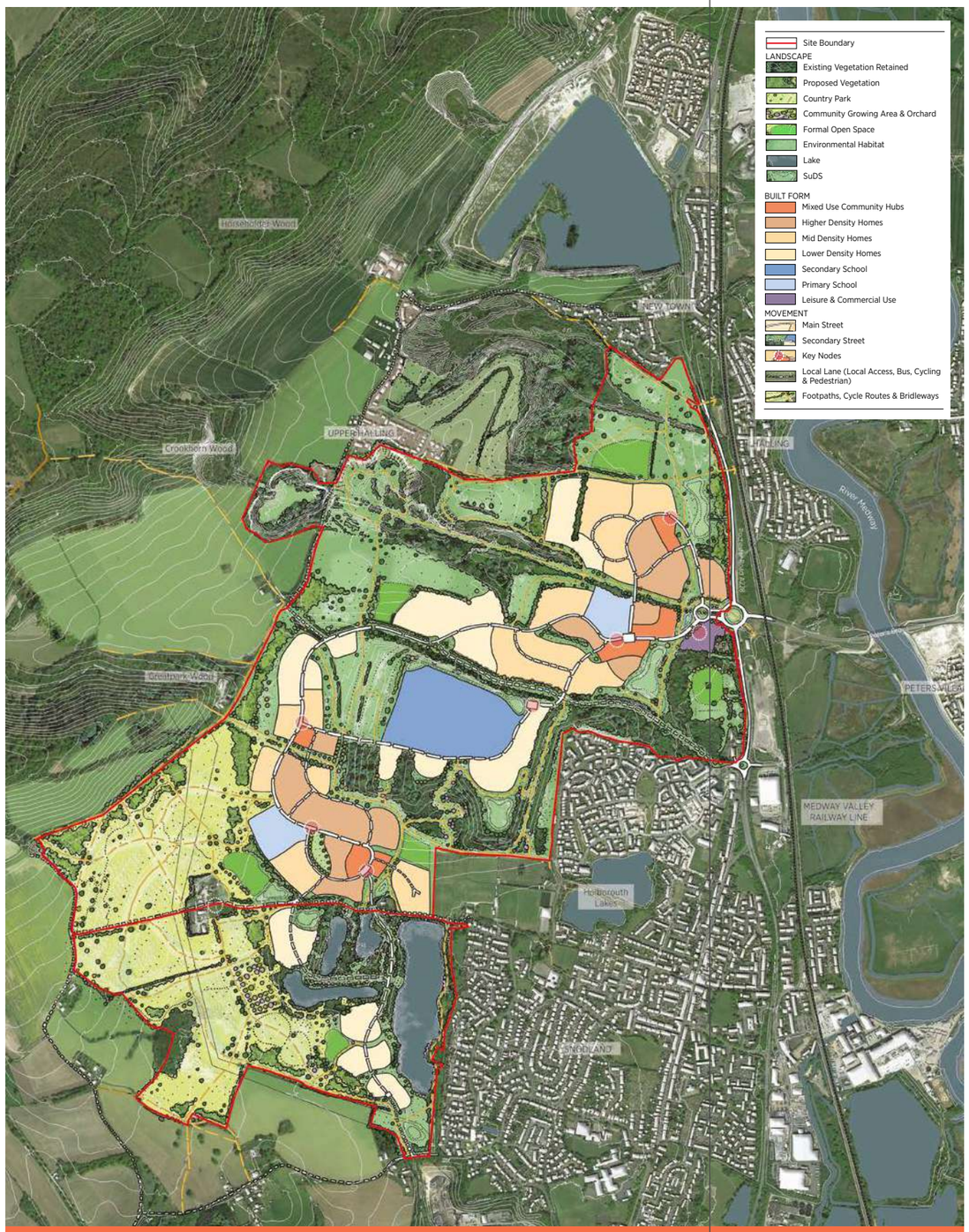
Land at Holborough Quarry represents a unique opportunity to continue the proud tradition of repurposing quarries in the Medway Valley through a highly sustainable new neighbourhood that will provide a range of benefits for existing residents. At its heart the Vision for Holborough Quarry, and the accompanying concept masterplan described in this prospectus, is underpinned by four principles that will provide:

1. **An attractive residential led-mixed use scheme rather than a new 20ha cement works and 105ha of chalk quarrying that is still capable of being implemented at the site.**

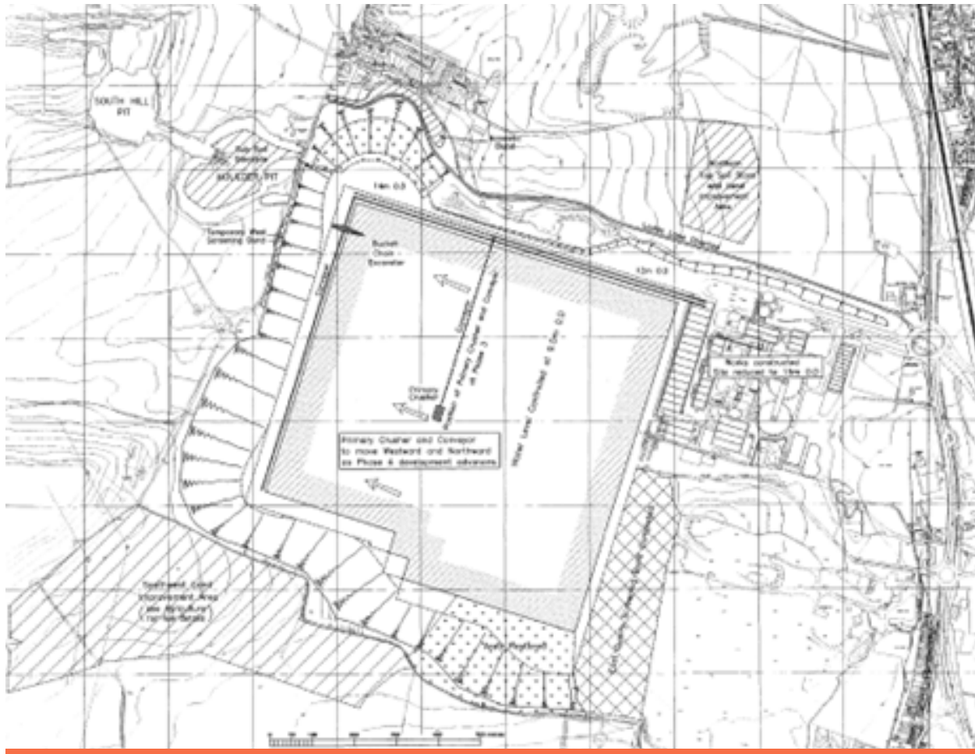
2. **A new cross boundary community providing around 3,500 homes that will help to meet the growth needs of both Tonbridge and Malling, and Medway in a highly sustainable location close to 2 rail stations. New community facilities such as health centres, schools and shops will reduce the need for people to use their cars to undertake day to day trips.**

3. **A network of cycle and pedestrian routes that will allow local residents to easily and safely access the Kent Downs and Pilgrims Way whilst enjoying more than 250 hectares of new parkland.**

4. **A place that re imagines an industrial future to one with people and the environment at its heart that also seeks to protect and celebrate the Kent Downs.**



Vision Plan



Area of Consented Cement Works

2. A team **focused** on **delivery**

Holborough Quarry is being promoted by Hallam Land who are working in partnership with the landowners Tarmac and Aggregate Industries. They have brought together an experienced consultant team to shape and develop proposals backed by robust technical analysis and expertise.

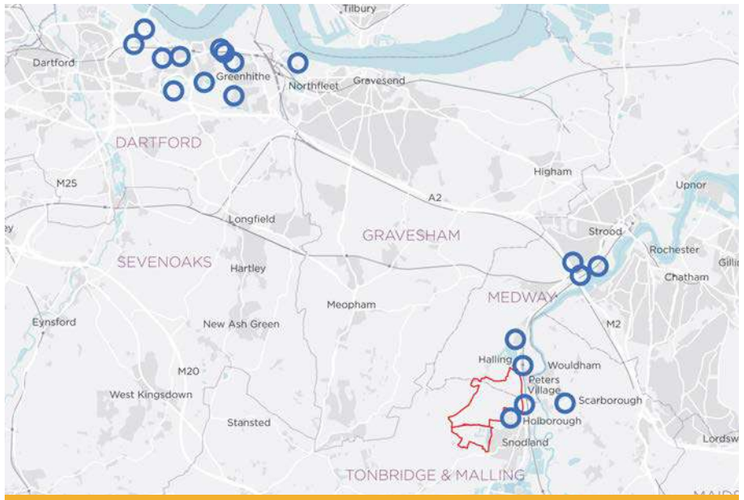
Tarmac's commitment to the re-use of worked sites has a long history with more than 8,000 dwellings delivered on former Tarmac and Blue Circle sites. This has shaped a working ethos that is locally invested, regeneration-facing, embraces conservation and heritage management, and provides for long-term stewardship.

As the promotion partner, Hallam Land bring market-leading experience of securing allocations for strategic development and real-world understanding of how to deliver at scale. Together the team has engaged both Medway Council and Tonbridge and Malling Council and is actively promoting the opportunity at Holborough Quarry through both emerging local plans.

3. Holborough Quarry: A Strategic opportunity

A positive legacy

The Medway Valley and north west Kent demonstrate how former mineral and industrial land can deliver a positive legacy by re-purposing worked sites.



Re-purposed Sites

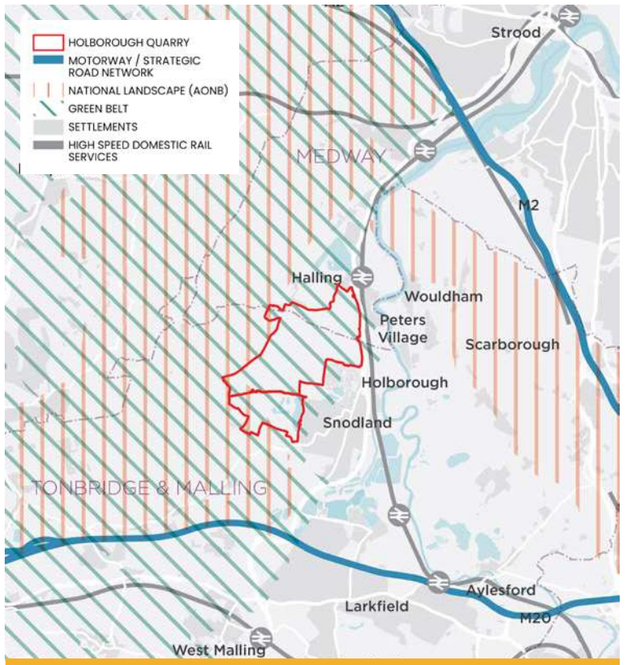
In north west Kent, the Kent Thameside regeneration framework has delivered thousands of new homes on former minerals sites. A network of strategic sites, such as Ebbsfleet Quarry, as well as numerous smaller sites, demonstrates how development can be integrated into former quarry sites, establishing new and connected communities.

In the Medway Valley, sites at Cuxton and Temple Waterfront have delivered new homes, employment and leisure uses. The sites demonstrate how very specific site constraints have been addressed positively in place-making and community-building terms.

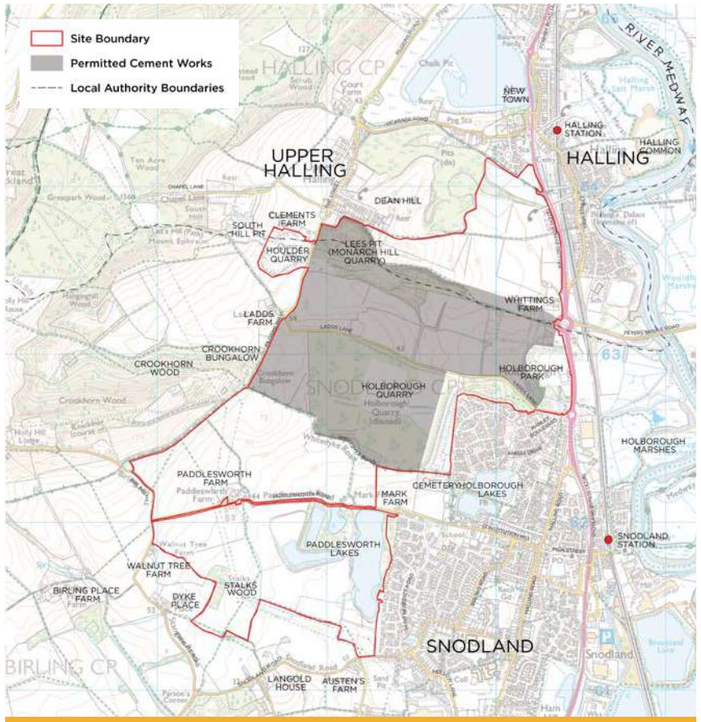
The Site

The Medway valley is a distinctive landscape. Juxtaposed with the Kent Downs National Landscape are areas of existing industry and areas that have been in minerals or industrial uses.

The site lies at the outer edge of land identified as Green Belt and includes a mix of previously developed land, previously worked land and agricultural land. It comprises an area of 371 hectares under Tarmac and Aggregate Industries' full control. Snodland, to the east of the site, is a well-connected higher-order settlement providing a full range of retail, education and employment services. To the north, Halling is a separate settlement with local facilities serving the community. Within the site there are substantial areas of former chalk quarries and sand pits with associated infrastructure. There are also areas of woodland and agricultural land, bisected by Paddlesworth Road and Ladds Lane.



Strategic Site Location



Site Boundary and Context

Holborough Quarry is well related to the major centres of the Medway Towns, Maidstone and Ebbsfleet, all of which lie within 20 minutes travel time by a range of travel modes, and is able to respond positively by delivering new homes and facilities in areas of demand.

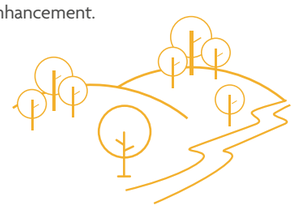
The site benefits from excellent strategic transport connections. Snodland station is within walking and cycling distance and is served by peak hour HS1 services to London and Maidstone as well as Medway valley trains. Halling station is less than a kilometre from the site providing convenient access to Strood and Maidstone.

The primary highway access to the site has already been delivered by the existing cement works planning permission. Therefore, there is no requirement to secure third-party infrastructure funding or deliver a new access, both of which could lead to extensive delays to implementation.

OPPORTUNITIES

Offering opportunities for positive heritage benefits through interpretation of industrial heritage and opportunities for improvements to the Paddlesworth Farm conservation area.

Up to 60% of the site delivered as natural and open spaces providing recreational and ecological enhancement.

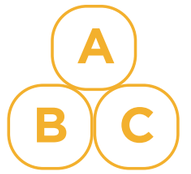


Delivery of comprehensive new pedestrian, cycle and public transport linkages opening up new routes through the site between the Kent Downs and Medway Valley as well connecting to key destinations in the local areas such as the high street and rail stations.

Managed and improved access to new open spaces including substantial areas of new parkland serving Snodland as a whole.

Delivering a range of new homes in sizes and tenures which respond positively to local needs, including through the provision of specialist homes.

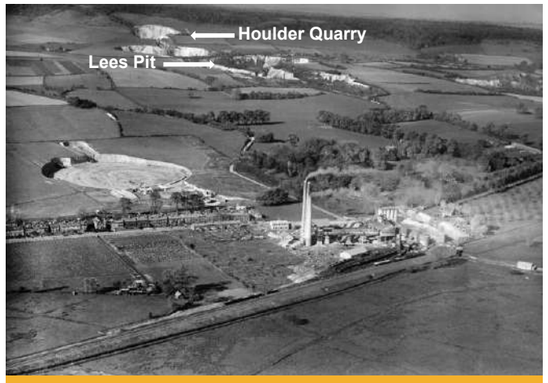
Delivering new schools, shops and facilities to support development, to minimise any additional pressure on existing facilities and services and offering wider choices to existing residents.



A Complex History

Historic Workings

The site has a complex history of quarrying going back over 100 years and is very much part of the Medway Valley's rich industrial history. It has been worked from 1840 with quarries on the site as early the 1990s. Up to 50% of the site was subject to some form of working. Further extensive areas had permission to be worked and a new cement works permission occupies a substantial part of the wider site. The permission was implemented in the early 2000s through construction of a new junction on the A228 which also serves Peter's Bridge. Combining the total extent of potential future extraction from the extant permission this with the historic workings brings the total up to 53% of the site.

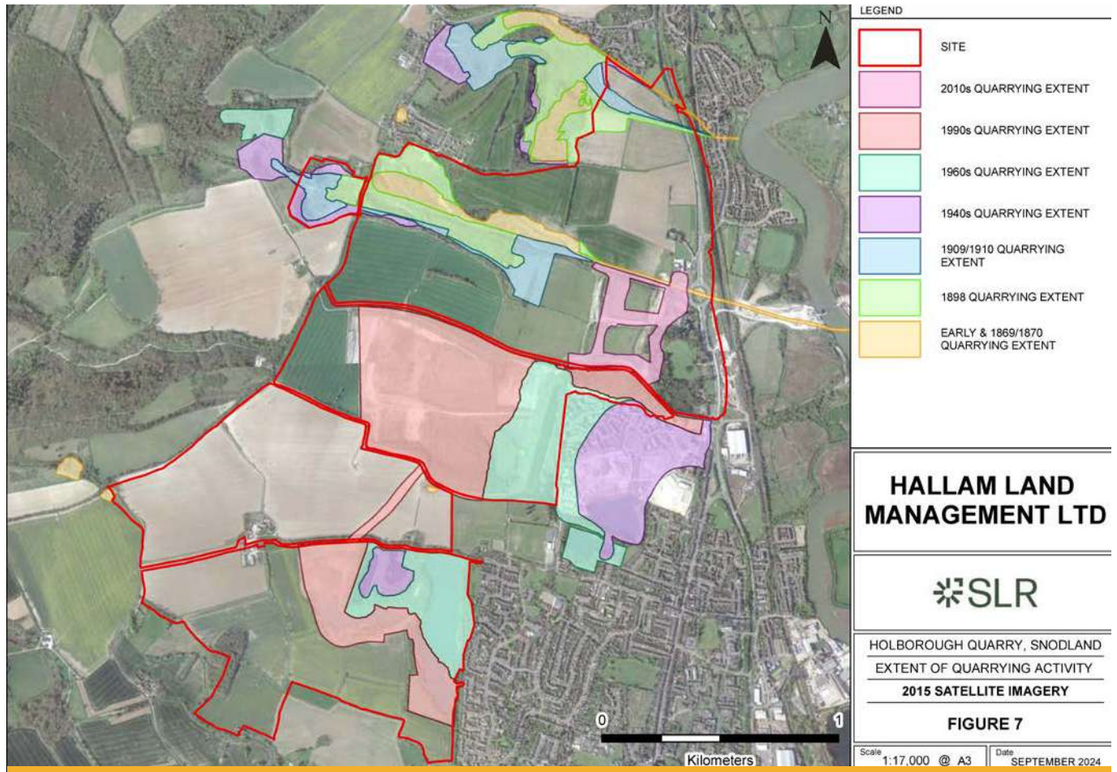


Extent of Quarrying Activity

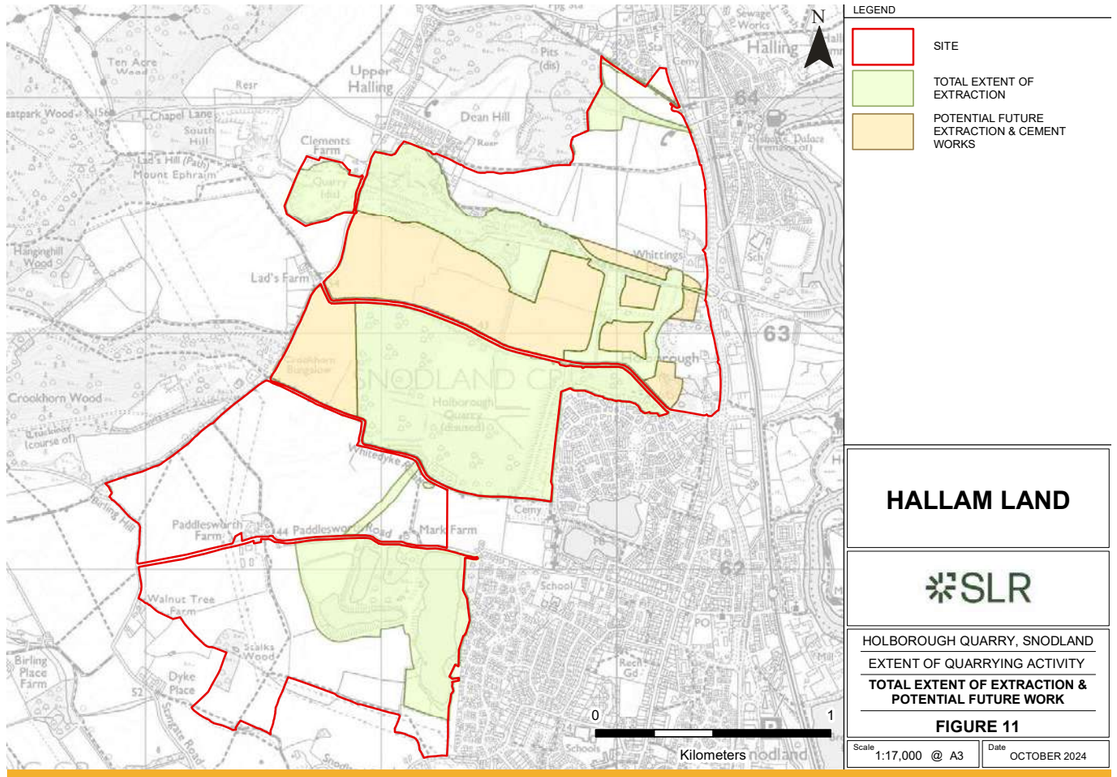
The early mapping sources indicate that there were small-scale extraction quarries within the site in the 19th century. Many of these appear to have been in use by the time of the 1869 / 1870 Ordnance Survey map and might date from the early 19th century or earlier.

Large scale extraction begun in the early-mid 19th century in the northern area of the site at Lees Pit and Houlder Quarry, and these continued to operate until the late 1920s. The Holborough Quarry and Cement Works opened in 1923. Initially, the quarry was located beyond the site boundary, but it had expanded inside it by the 1950s / 1960s. The quarry further expanded in the late 20th century when it incorporated earlier clay and sand extraction areas south of Paddlesworth Road.

Quarrying and extraction and associated activities within the site took place as recently as 2004 when a pipeline was moved to facilitate the approved Medway Cement Works and the new access to the works was constructed off the A228.



Extent of Quarrying Activity (2015)



Total extent of extraction and potential future work

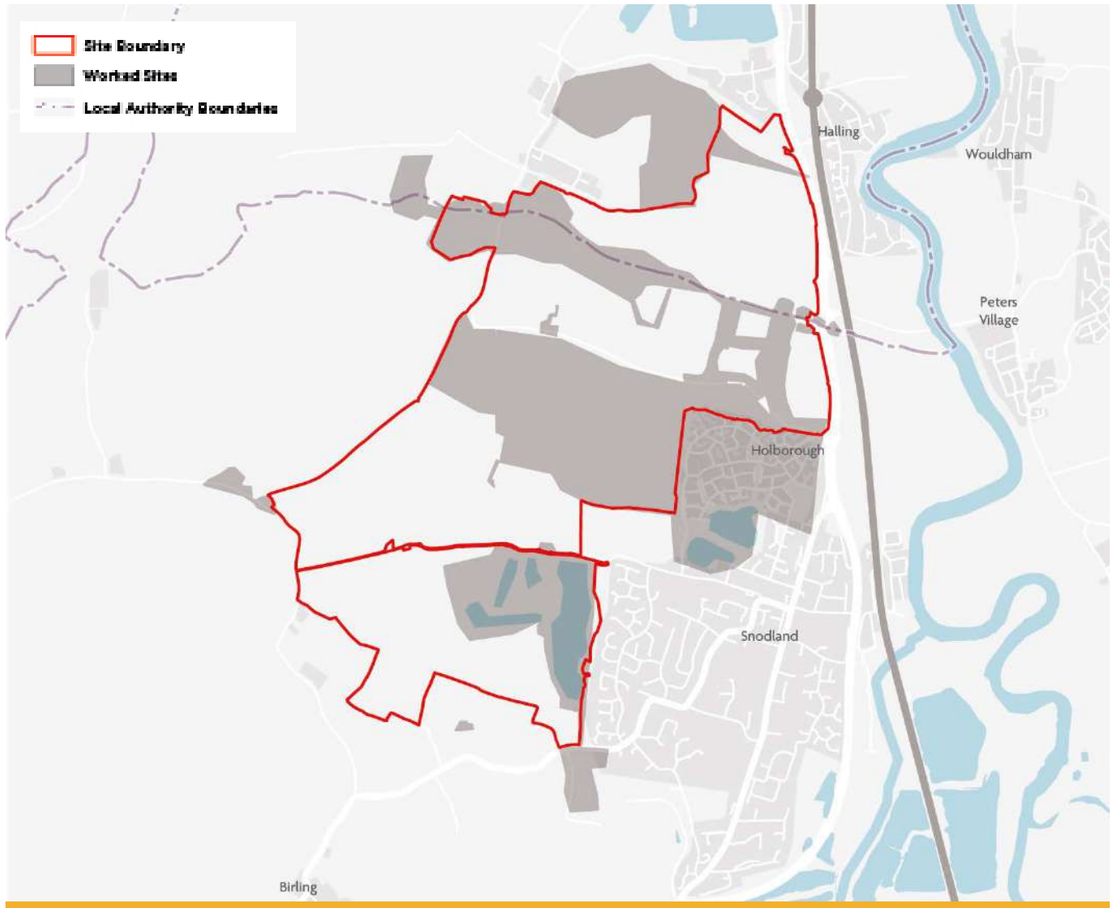
Making the best use of Holborough Quarry

Not only have large parts of the site been worked for chalk extraction over the last two centuries but the principle of new development has already been established through the extant planning permission for the cement works and chalk quarry. However, this reimagining provides an opportunity to secure a greater range of benefits for the local area in a location that has already been found suitable for development.

Importantly, locating much needed new homes here will reduce the need to look towards other more sensitive or unsustainable locations in both Tonbridge and Malling, and Medway.

While located within the Green Belt, the land at Holborough Quarry makes a limited contribution towards its purposes with large parts falling within the proposed reforms to the National Planning Policy Framework (NPPF, September 2024):

For the purposes of Plan-making and decision-making, grey belt is defined as ***land in the Green Belt comprising Previously Developed Land and any other parcels and/or areas of Green Belt land that make a limited contribution to the five Green Belt purposes but excluding those areas or assets of particular importance.***



Worked Land within and around the site

The concept masterplan proposals make the best use of previously worked and developed land, consolidating the existing settlement pattern by occupying an arc of opportunity around the edges of Snodland and Holborough. An appropriate separation is retained between nearby Halling and the village of Upper Halling.

Further benefits include the provision of new schools, healthcare facilities, new employment opportunities, local shops, a mix of new homes including affordable housing, and large areas of new parkland. This offers the potential to continue the trend in securing a positive legacy for the local community from land associated with quarrying and cement manufacture in the Medway Valley.

LANDSCAPE & LANDFORM

- a complex topography including worked quarries
- strong landscape and vegetation features
- the Kent Downs requires a sensitive response but its setting can be enhanced

HYDROLOGY & FLOOD

- site not subject to flood risk
- existing waterbodies can be retained
- opportunities for sustainable drainage

COMMUNITY

- strong existing sense of community in Snodland, Halling and Holborough
- a range of accessible existing services
- excellent connections to surrounding towns

ECOLOGY

- various transient and established habitats
- interconnected ecological habitats
- opportunities for long-term management

HERITAGE

- a few listed buildings
- diverse industrial heritage
- Paddlesworth Farm Conservation Area offers potential for enhancement

MOVEMENT NETWORKS

- existing High Speed and local rail services from Snodland
- multiple connections into Snodland including an existing main access
- good strategic highway link

DEVELOPABLE AREAS

- extensive land parcels contained by topography and vegetation
- topography provides interest and helps to contain development
- area available for ecological and landscape enhancements

LAND USE BUDGET

- extensive landholding with multiple points of access
- opportunities for large-scale mixed use residential-led development
- critical scale of development able to self-support community facilities

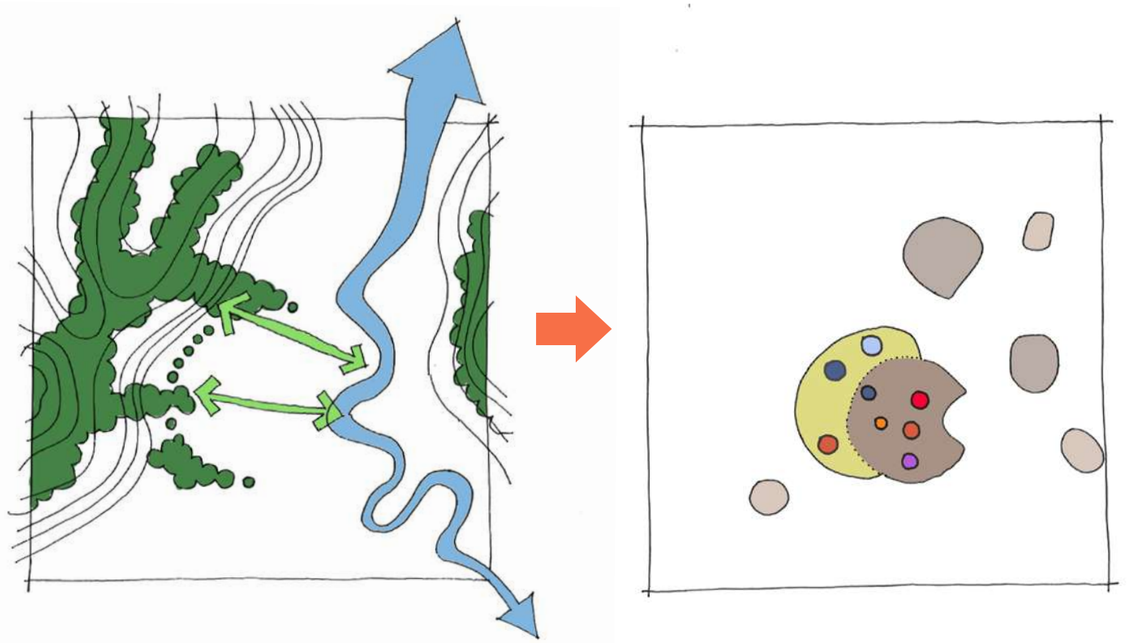
4. An **Integrated Concept** for a **Sustainable New Community**

A Vision for Holborough Quarry

A place where an industrial future has been reimagined with people and the environment at its heart. A sustainable new community where people will feel connected to the historically worked landscape whilst a network of new routes will better link the Kent Downs and Medway Valley for local residents and visitors to enjoy. New homes, schools, shops and health centres will be located in walkable neighbourhoods, including for the benefit of existing residents, whilst the working legacy of Holborough Quarry will be celebrated through quality, locally distinctive placemaking that promotes opportunity for activity, recreation and play.

PROTECTING LANDSCAPE COMPONENTS

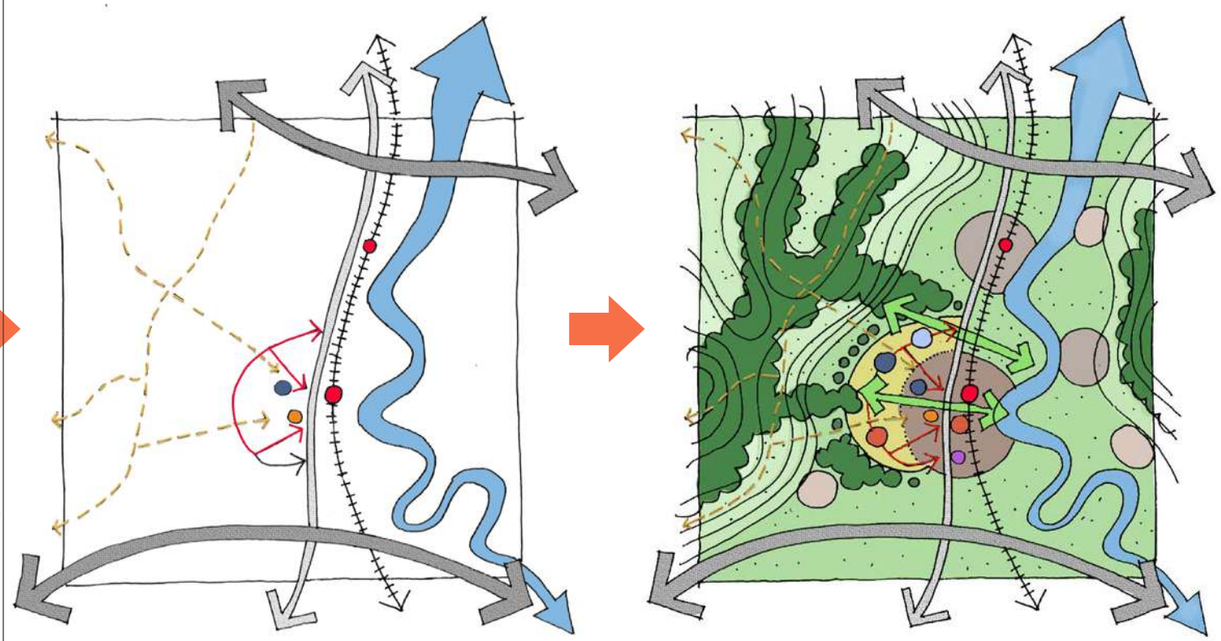
ESTABLISHING COMMUNITY & PLACE



REIMAGINING HOLBOROUGH QUARRY | HALLAM LAND, TARMAC AND AGGREGATE INDUSTRIES

PROMOTING ACTIVE TRAVEL

TOGETHER AN INTEGRATED CONCEPT



Introducing the concept master plan

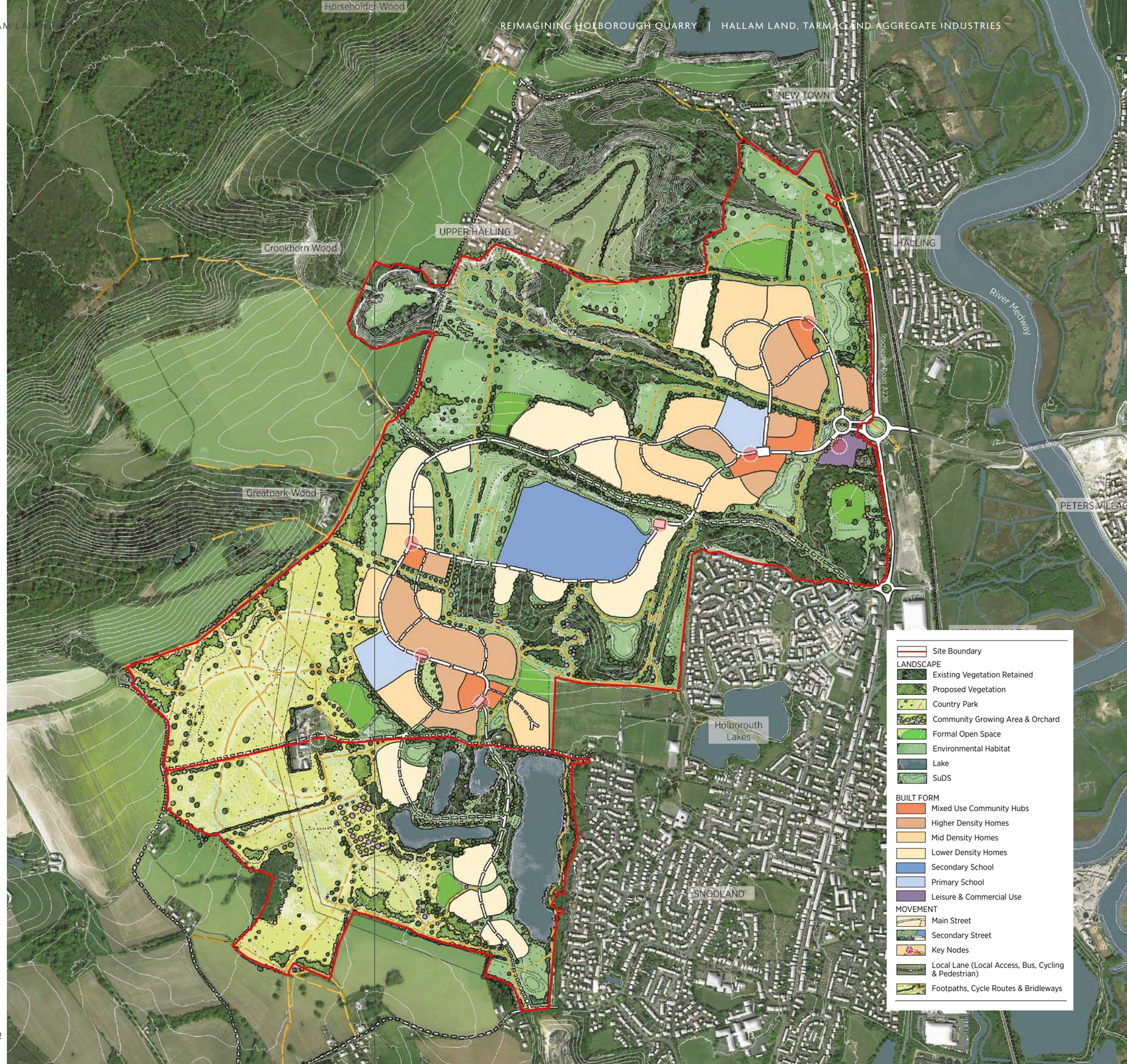
The concept masterplan for Holborough Quarry is a spatial expression of the Vision. At its heart the concept masterplan provides a mix of new homes to meet local needs within a self-contained, but integrated walkable neighbourhood. Schools, places to work, community facilities and local shopping will provide for everyday needs, with active travel connectivity provided to the surrounding area. New bus services will provide residents with a choice of transport options, with walking and cycling also prioritised through the design and layout of the site.

Development form and layout establishes a soft edge around the western periphery of the site. This creates a parkland setting and an interface with the Kent Downs beyond providing a gateway between the existing communities at Snodland and Halling, and a restored landscape that has been extensively worked.

The cultural heritage and identity of the area is protected and enhanced, including the Holborough Mill conservation area, the listed buildings including St Benedict's Church at Paddlesworth Farm, and the lakes and landforms associated with the history of quarrying activity that has shaped and defined the local landscape.

A Main Street and Secondary Routes provide a continuous interconnecting network linking with the existing main site access, off the Peters Bridge roundabout. These routes are punctuated by 'Key Nodes' which focus on important destinations around gateway sites, community hubs and schools. Of great importance are wider networks and important connectivity to destinations such as Snodland Station, ensuring integration of new and existing communities.

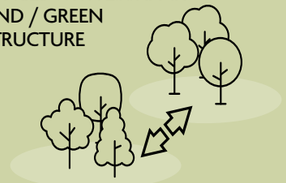
On the following pages those key elements that have shaped and informed the concept masterplan are set out including opportunities and constraints which have informed the **concept master plan**; a **green infrastructure strategy** which seeks to protect the landscape and celebrate the site's heritage; and an **active transport strategy** that connects places and community facilities.



REIMAGINING HOLBOROUGH QUARRY | HALLAM LAND, TARMAC AND AGGREGATE INDUSTRIES

LANDSCAPE

INTERCONNECTED PARKS AND OPEN SPACES WITH 250HA OF PARKLAND / GREEN INFRASTRUCTURE

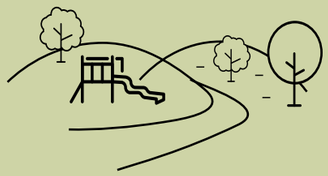


NEW OUTDOOR SPORTS FACILITIES TO COMPLEMENT EXISTING PROVISION

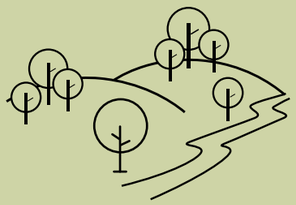
NEW PLANTING TO COMPLEMENT RETAINED WOODLAND & TREES

RESPONDING TO SITE FEATURES SUCH AS LANDFORM AND VIEWS

CHILDREN'S PLAY FACILITIES AND TRAILS



ESTABLISHMENT OF A SIGNIFICANT AREAS OF NEW PARKLAND WITH MANAGED & IMPROVED ACCESS TO EXISTING COUNTRYSIDE



PROVIDING ACCESS TO EXISTING WATER BODIES

BUILT FORM

Mixed Use Community Hubs including:

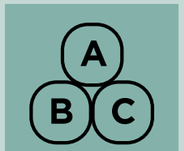
- PROVISION FOR NEW HEALTHCARE FACILITIES
- LOCAL SHOPS, CAFES AND OTHER COMMERCIAL USES
- COMMUNITY FACILITIES INCLUDING MEETING SPACES
- POTENTIAL FOR A PUB AND HOTEL
- FLEXIBLE OFFICE AND BUSINESS SPACES
- PUBLIC SQUARES AND MARKETPLACES
- MULTI-GENERATIONAL LIVING
- INVESTMENT IN UTILITIES

around 3,500 new homes including:

- VARIED DENSITY AND TYPES OF HOUSES
- A RANGE OF AFFORDABLE HOUSING TYPES
- STARTER HOMES
- OLDER PERSONS' ACCOMMODATION
- POTENTIAL FOR A NEW CARE HOME
- MARKET HOUSING
- OPPORTUNITY FOR SELF-BUILD PLOTS

EDUCATION

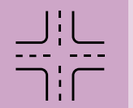
CRECHE AND EARLY YEARS FACILITIES



NEW PRIMARY AND SECONDARY SCHOOL PROVISION

MOVEMENT

NEW STREET NETWORKS TO SERVE DEVELOPMENT



NEW BUS SERVICES CONNECTING TO KEY DESTINATIONS

EXISTING CONNECTIONS SAFEGUARDED

IMPROVEMENTS TO PUBLIC RIGHTS OF WAY

PROVISION FOR EQUESTRIAN USERS

LOCAL HIGHWAY IMPROVEMENTS

FOCUS ON PEDESTRIAN AND CYCLE CONNECTIVITY

Informing the concept

The concept masterplan has been informed and shaped by a number of constraints and opportunities - an essay of clues including designated wildlife sites and green infrastructure, heritage assets, and proximity to the Kent Downs nationally protected landscape.

It is an extensively worked site with a legacy of associated land forms and waterbodies. Existing major infrastructure including gas and oil pipelines and overhead lines have been accommodated within the layout. Established local patterns of development have also been referenced together with associated points of connection including footpaths and bridleways.

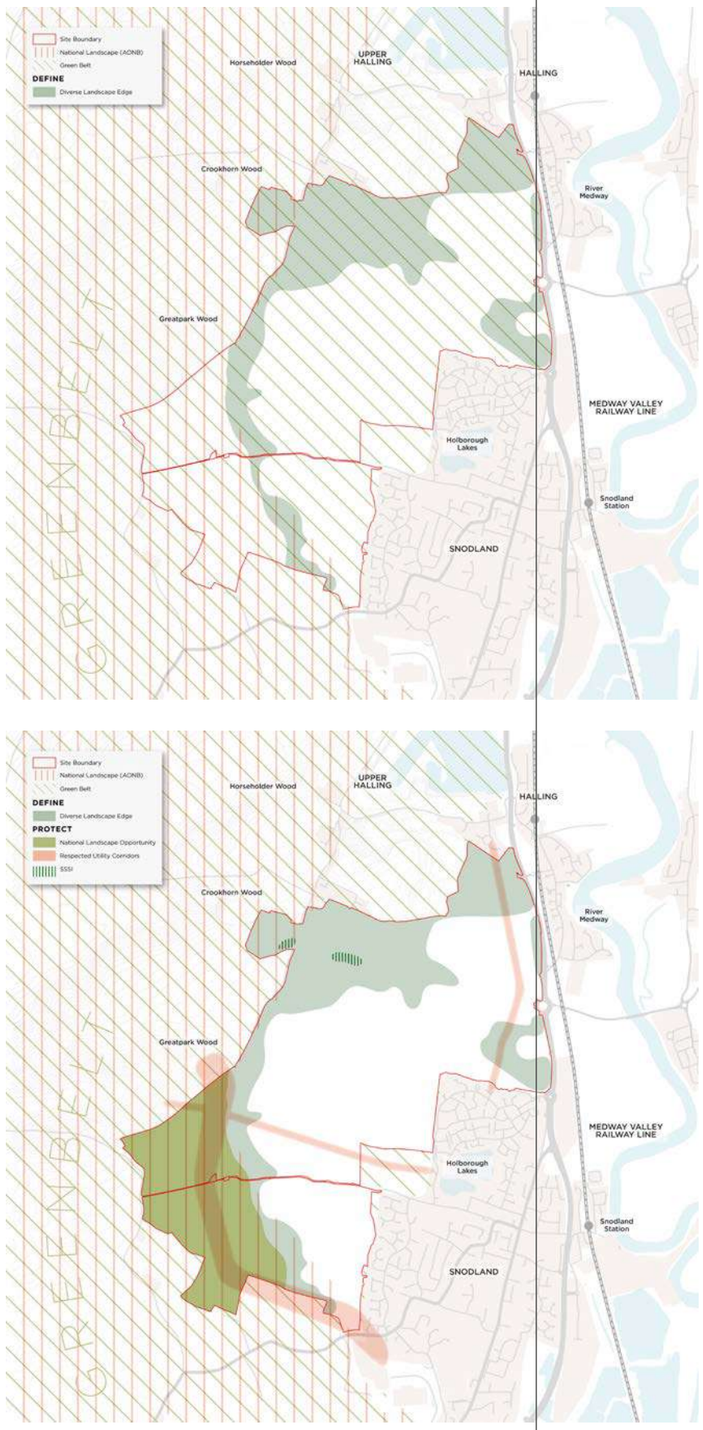
Combined, these elements help to **define** the extent of the concept masterplan; **protect** the best elements of the local landscape; **connect** the concept masterplan to existing features, places and the wider context; and **reveal** new placemaking opportunities as part of a sustainable community.

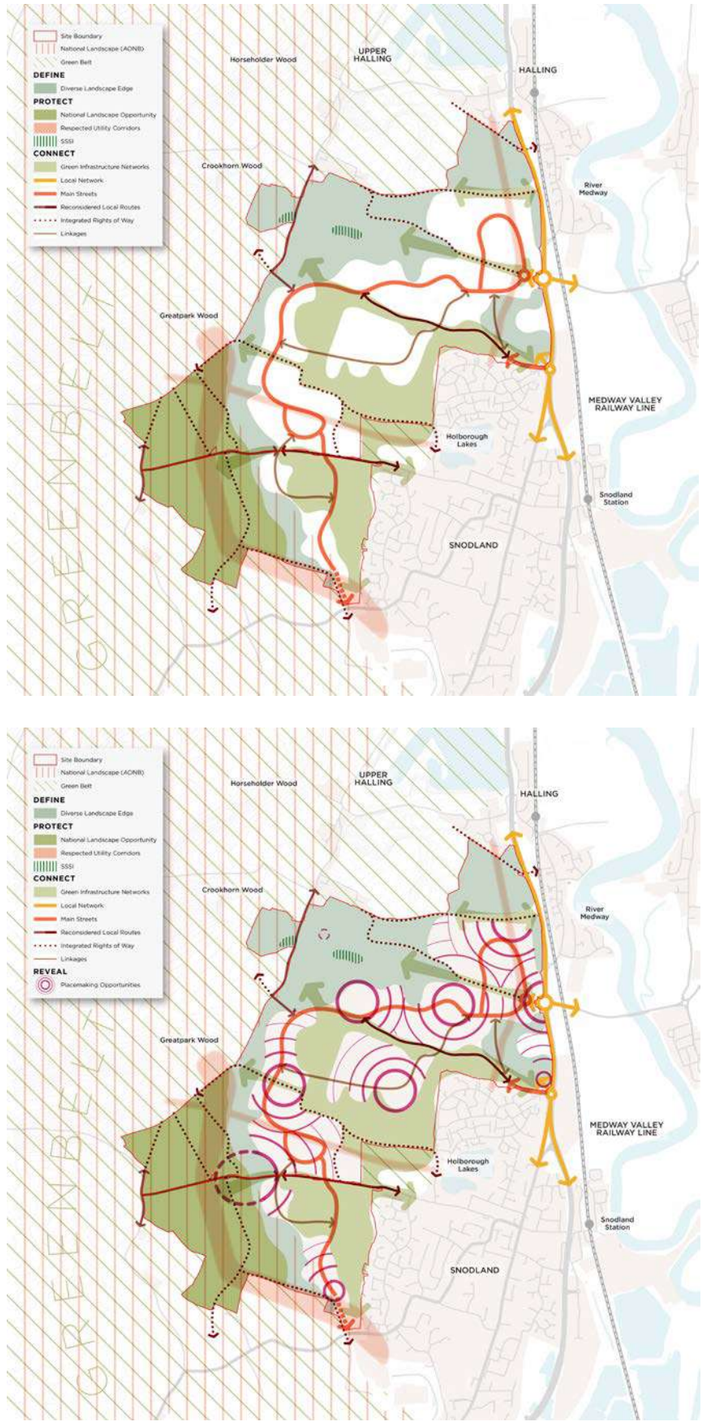
Define

Kent Downs National Landscape defines the landscape edge of the concept masterplan providing a green interface and connecting gateway.

Protect

The Kent Downs will be protected from development, as will designated wildlife habitats and other significant areas of green infrastructure. Key utilities crossing the site are accommodated.





Connect

Green and blue infrastructure across the concept master plan is protected and enhanced within a mosaic of open spaces and landscape planting. A network of footpaths, cycleways and streets provide internal connectivity and outside to existing communities and settlements.

Reveal

Together these elements combine to establish a clear sense of place with an identity rooted in its surroundings. Key designated heritage assets are protected and enhanced, and legacy landforms and waterbodies are retained and repurposed.

Enhancing the Landscape, Celebrating Heritage and Responding to the Green Belt

A key component of the concept masterplan is a rich and varied landscape informed by a green infrastructure, and heritage strategy and securing a new robust Green Belt boundary. This provides a significant opportunity to secure the best of its intrinsic heritage and landscapes alongside high-quality development to strengthen the area's distinctive character. The strategy has eight themes:

Green Infrastructure and Heritage Strategy

1. Transitional Landscape Setting

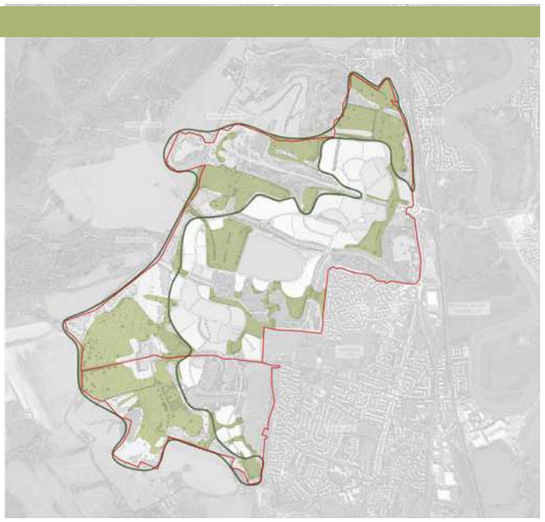
Recognising the importance of the rich landscape setting of the site which establishes an interface with Snodland and Halling and a gateway to the Kent Downs beyond. The periphery of the masterplan provides a soft, informally landscaped edge with footpath links and opportunities for informal recreation. It also responds to key views around the masterplan, particularly towards the Kent Downs, integrating them into the open space network and further embedding Holborough Quarry into its wider landscape setting.

2. Conserving & extending canopy cover

Existing areas of established woodland and shaw planting are retained and extended enhancing the biodiversity of the site and providing a setting for development. Opportunities are also identified to establish community orchards in key locations.

3. Replenishing mixed grasslands

Mixed grasslands are important habitats contributing significantly to biodiversity enhancement and net gain. Together with woodland planting and the water bodies within the site they create a rich mosaic of different habitat types capable of supporting a diverse range of species. The mixed grasslands will be towards the periphery of the concept masterplan area contributing to the transition from built edge to the Kent Weald Nationally Protected Landscape.

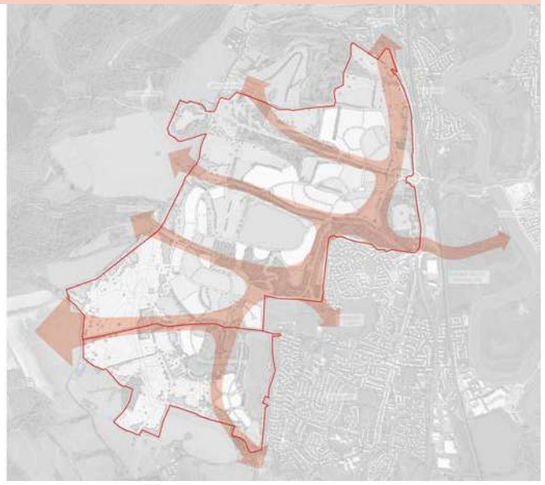


4. Revealing Water

Waterbodies within and around the site provide an important focus referencing the historic use of the site and are a structuring element for the concept masterplan, in particular Holborough Quarry and Paddlesworth lakes. They will also contribute to sustainable drainage.

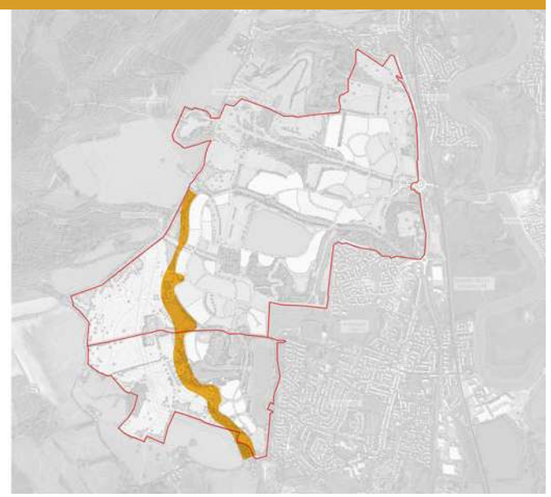
5. Establishing connecting corridors

Connections between Snodland, Holborough and the masterplan area are important to enable movement through the site opening up journeys for walking and cycling between the Medway Valley and Kent Downs. The corridors also provided for movement of wildlife, visual continuity particularly between open spaces and built edges, and allow for active routes including walking, running and cycling.



6. Active open spaces edges

Between the more informal transitional landscape along the periphery of the wider masterplan area and the developed part of the site is an area of active open spaces. Here play facilities, active travel routes and more formal open spaces will be grouped allow for easy access by the new community and adding a further layer of richness to overall green infrastructure strategy.



7. Defining the Greenbelt

As part of this strategy is an opportunity to re-define a robust and defensible boundary for the Green Belt, broadly following the route of the historic Pilgrim's Way. The emerging concept plan shows that the scheme can provide a strong Green Belt boundary whilst securing enhancements to land that would remain within the Green Belt. This would include public access to a new country park in an area that is currently inaccessible.

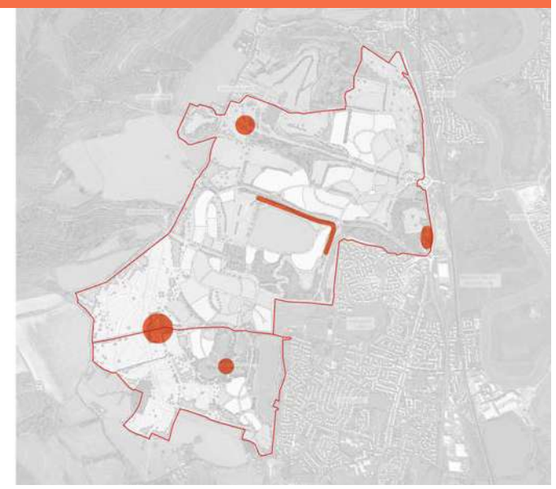
8. Celebrating Heritage uses

Embedded within the strategy are the places, buildings and landforms that form part of the rich history of the site. This includes the many designated heritage assets:

Paddlesworth Farm conservation area which includes the grade II* listed Church of St Benedict, and other (grade II) listed heritage assets including Paddlesworth.

Holborough Mill Conservation Area includes Little Holborough, Island Cottage, and Cedar Cottage, (all grade II).

There are potential opportunities for the sensitive re-use of redundant buildings for new uses including interpretation of the history of the site, for example the geography, physical and social history of cement making in Kent. In addition there is scope to provide a Kent Down's visitor centre emphasising the location as a gateway to the National Landscape.
This could include workshop and demonstration spaces showcasing rural crafts and active landscape management.



It also includes non-designated assets associated with the former quarrying activity at the site, legacy landforms and waterbodies:

- **Paddlesworth Lakes** which has become a centre for angling;
- the dramatic and locally distinctive south facing chalk cliff edges to **Holborough Quarry**; and
- the enclosed and intimate environment of **Lees Pit** (Monarch Hill Quarry) which, with controlled access, could become an outdoor recreation venue for interpreting the unique character and atmosphere in this historic quarry.

Each are incorporated into the overall design of the concept masterplan informing the spatial disposition of built form and open space and providing placemaking opportunities rooted in the site's history.

Promoting Active Transport and Local Facilities

The concept masterplan is underpinned by a transport strategy which promotes active travel within and around Holborough Quarry connecting together different locations, land uses and community infrastructure. There are two key strands to the transport strategy: modal shift and internalisation, and behaviour change through vision based transport planning.

MODAL SHIFT AND INTERNALISATION

Significant technological and demographic changes are currently being experienced in relation to travel behaviour, which were hastened by the COVID-19 pandemic. People in the UK make 16 per cent fewer journeys than they did in 1996, with overall vehicle miles travelled having fallen by 10 per cent since 2002.

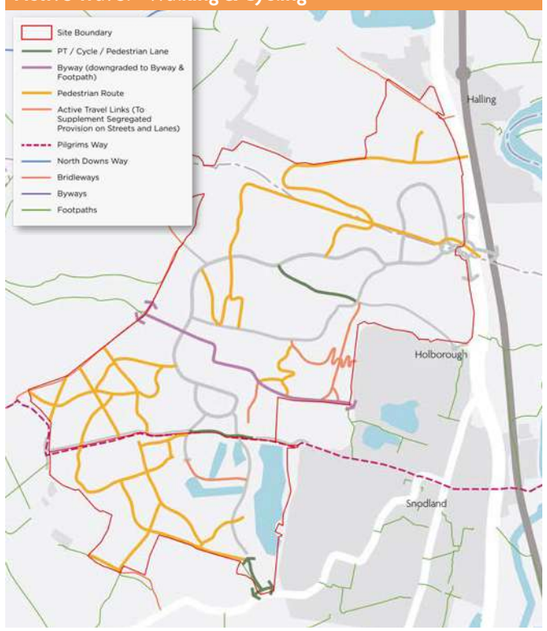
There is high potential for connectivity to – and the enhancement of – local walking and cycling networks. This will connect the site with the existing public transport nodes in Snodland, Holborough and Halling and thus enable multi-modal journeys to local employment, education, retail and leisure facilities, as well as to higher-order settlements (e.g. High-Speed trains to London via Ebbsfleet).

There is strong potential for the internalisation of everyday trips to on-site social infrastructure (i.e. local centres and schools), as well as within the wider Snodland Holborough and Halling area, through adherence to garden village and 15-minute neighbourhood principles. Walking and wheeling routes will be direct, lit, legible, overlooked and subject to high-quality hard and soft land design elements.

Existing east-west highway connections between the site, Snodland and Holborough (i.e. Ladds Lane, Paddlesworth Road and Snodland Road) will be restricted to use by active and sustainable modes only and designated as 'Quiet Lanes'. Existing Public Rights of Way to and through the site will be retained and enhanced to provide a valuable resource for both utility and leisure purposes, including access to the surrounding countryside and Kent Downs National Landscape.

Active Travel - Walking & Cycling

Active Travel - Walking & Cycling



Recent and ongoing developments in the area (e.g. Holborough Lakes, St Andrews Park and Peters Village) have delivered good quality active travel infrastructure, which can be further developed in line with the objectives of the Tonbridge and Malling Active Travel Strategy and Medway Local Cycling and Walking Infrastructure Plan to form a comprehensive and coherent network for the area, supported by improved wayfinding and secure cycling parking facilities. Potential enhancements include:-

- Controlled pedestrian and cycle crossing facilities at Peter's Bridge roundabout;
- The upgrading of Public Footpath MR32 (Vantage Point to Snodland Station) to a Bridleway to permit its use by cyclists;
- The improvement of key junctions within Snodland to prioritise and enhance the safety of non-motorised users;
- The provision of signed connections to existing cycle routes to Leybourne Lakes Country Park, Panattoni Park Aylesford and onwards to Maidstone.

In terms of bus services, Route 71 (Maidstone to Snodland via Larkfield) and 151 (Chatham to Kings Hill via Snodland) provide the basis for a significantly enhanced and more sustainable public transport corridor along the A228, provided frequent connections to key employment, education, retail and leisure destinations in the Medway Valley.

Route 71 currently offers three departures per hour between Maidstone and Larkfield on Monday to Saturday daytimes; two of which continue to Snodland. There is the potential for the third service to be extended to the site, taking a north/south route via Peter's Bridge Roundabout and a bus-only access from Snodland Road.

In addition, the existing hourly Route 151 could be upgraded to half-hourly between the Medway Towns and Snodland on Monday to Saturday, with the new hourly short-working taking a circular route around the town incorporating the same north/south route through the site.

BEHAVIOUR CHANGE AND VISION-BASED TRANSPORT PLANNING

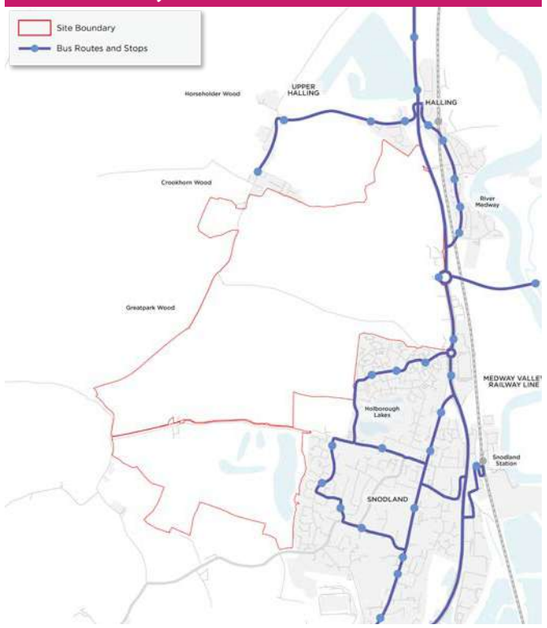
A key theme with regard to future travel planning is the concept of Mobility as a Service (MaaS), where technology can provide access to travel for a variety of users. The concept often involves an element of sharing, with users grouped together to create the most efficient use of capacity and trips.

App-based interfaces allow users to book their required journeys with convenience and ease. This demand-responsive approach to travel has grown significantly in recent years, with the rise of companies such as Uber and Co-Wheels. It is shortly to be trialled by Kent County Council within Ebbsfleet Garden City, with the expectation that it will be rolled out to other suitable areas of the county thereafter.

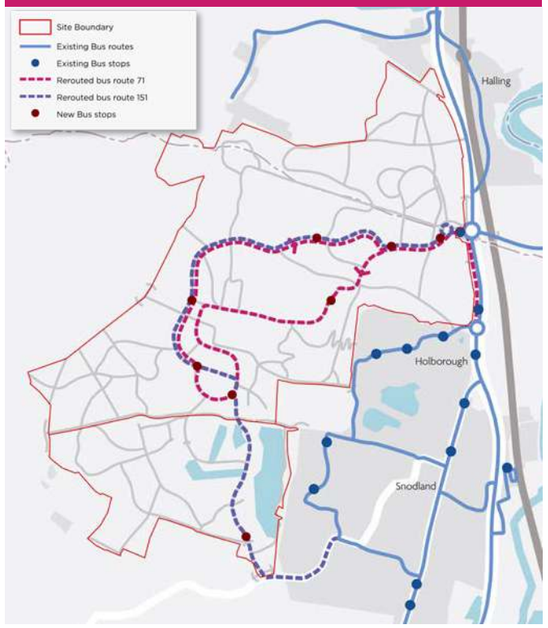
Changes in working patterns are also a key consideration in the planning and design of new communities. Recent research has highlighted that the number of employees within the UK who usually work from home has increased by a fifth over the past decade and that some four million further employees would like to work from home for at least part of the week. Homeworking reduces employee commuting, resulting in carbon, time and cost savings. To facilitate this, residents of the site will be provided with high-speed internet access and the opportunity for co-working facilities.

In order to capitalise on these trends, a vision-led approach will be applied to the mobility and access strategy for the site, rather than the 'predict and provide' paradigm that has dominated transport planning since the 1950s.

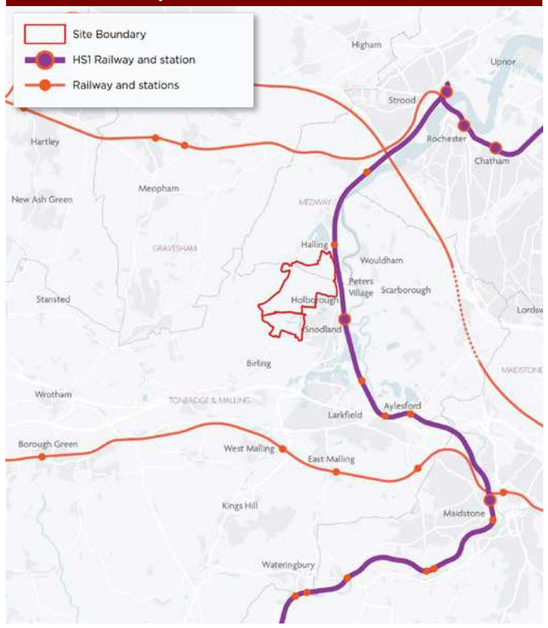
Bus Connectivity



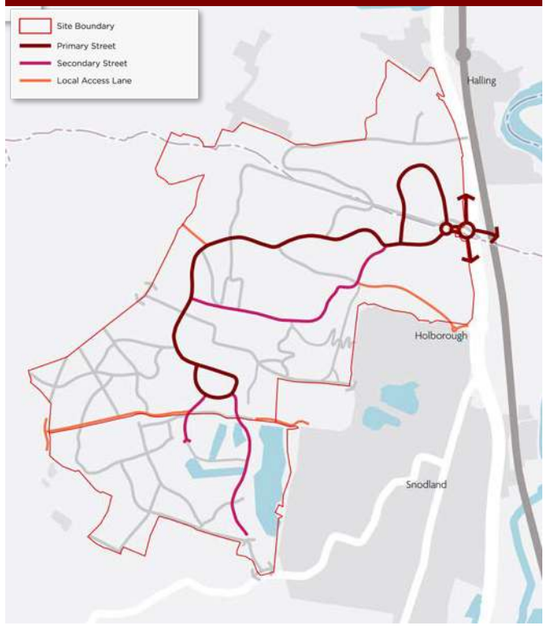
Internal Bus Movement



Rail Connectivity



Internal Street Network



This approach will be enabled by the combination of spatial proximity, digital accessibility and mobility described above, and is fully in line with both national guidance (outlined in Department for Transport Circular 01/2022, as applied by National Highways) and local practice (summarised in Kent County Council's recent reports to District and Borough Joint Transportation Boards clarifying its role in the development management process).

The vision-led philosophy is manifested in the creation of places for people, built around a healthy and safe carbon-neutral vision for communities. These values underpin the concept masterplan for Holborough Quarry.

5. The **Planning Imperative**

Delivering for Medway and TMBC

Holborough Quarry already plays a significant role in providing for the growth requirements of Tonbridge and Malling, and Maidstone. Peters Village, a new village settlement on the east bank of the Medway is well established, connected by a new crossing of the River Medway. Holborough Lakes and St Andrews Park at Halling have also delivered high quality development in recent years.

Holborough Quarry can play a significant role in responding to the ongoing growth pressures within the area. Medway, Maidstone and Tonbridge and Malling are engaged in Local Plan making and all have significant levels of growth that need to be delivered. Medway Valley is able to respond to specific housing needs for Snodland, as well contributing to wider housing market area needs.

In terms of housing delivery, this indicates that the cross-boundary opportunity could deliver first completions within five years and maintain high annual delivery rates throughout the build-out period.

Overall, the land at Holborough Quarry is available, deliverable, and achievable.

The Metropolitan Green Belt is a significant constraint meaning that a review of Green Belt boundaries will be necessary in responding to emerging growth requirements. By making adjustments to the outer edge of the Metropolitan Green Belt, the site is well placed to make a valuable contribution, providing a sustainable and strategic response to the growth pressures.

Vision Plan

6. **Conclusions**

Holborough Quarry – a deliverable opportunity

At Holborough Quarry there is a clear vision for growth supported by a comprehensive concept masterplan on a site wholly controlled by experienced land owner/developers. Similar sites have already delivered strategic growth in the Medway Valley and at Holborough Quarry there is an opportunity to meet housing needs whilst delivering sustainable benefits.

The site has been extensively and heavily worked and is well understood without major constraints to impede delivery. There are significant opportunities to work with the features of the site including green and blue infrastructure and heritage assets to establish a distinctive place rooted in the history and established character of the Medway Valley. Furthermore, as an interface between the Kent Downs protected landscape and the towns of Snodland and Halling development at Holborough Quality can establish a gateway with new recreation options and interpretation facilities.

The Vision for Holborough Quarry, and the accompanying concept masterplan are underpinned by four complementary and inter-connected factors:

1. **An attractive residential led-mixed use scheme rather than a new 20ha cement works and 105ha of chalk quarrying that is still capable of being implemented at the site.**

2. **A new cross boundary community providing around 3,500 homes that will help to meet the growth needs of both Tonbridge and Malling, and Medway in a highly sustainable location close to 2 rail stations. New community facilities such as health centres, schools and shops will reduce the need for people to use their cars to undertake day to day trips.**

3. **A network of cycle and pedestrian routes that will allow local residents to easily and safely access the Kent Downs and Pilgrims Way whilst enjoying more than 250 hectares of new parkland.**

4. **A place that re-imagines an industrial future to one with people and the environment at its heart that also seeks to protect and celebrate the Kent Downs.**

The site's main highway access has been constructed and can provide early delivery of new development.

Existing local connections provide connectivity to Snodland.

The site is within the control of those promoting development without reliance on third party land.

The site has few physical constraints despite being previously quarried in parts.

As the Council's evidence notes, large strategic sites are able to secure higher delivery rates.

TRANSPORT TECHNICAL NOTE

JOB REF.
PL/LS/33865

CLIENT
Hallam Land

SITE
Holborough Quarry

JOB NAME
Review of Regulation 19 Medway Local Plan

1.1 INTRODUCTION

1.1.1 Hallam Land act as Tarmac's development partner for the promotion of land at Holborough Quarry, which falls within the Local Planning Authority areas of Medway and Tonbridge and Malling. The proposals for this land comprise the development of up to 4,000 dwellings, together with supporting physical, social and environmental infrastructure and services. Approximately 1,000 dwellings would be accommodated within the Medway administrative area.

1.1.2 This Transport Technical Note (TN02) contains a review of the Regulation 19 Medway Local Plan, its transport policies and technical evidence, which includes the Strategic Transport Assessment and the Interim Sustainability Appraisal and supports Hallam Land's formal representations to Medway Council.

1.2 DRAFT MEDWAY LOCAL PLAN (REGULATION 19, 2025)

1.2.1 In Chapter 2, the Local Plan sets out its 'Vision and Strategic Objectives' for the period up to 2041. To prepare for a 'sustainable and green future' it sets the following objective:-

> *"To strengthen and develop transport networks providing safe and effective choices for sustainable travel, including improved opportunities for walking and cycling and enhanced public transport services, and management of the highway network, with associated improvements in air quality".*

1.2.2 The Plan also highlights how it aims to support people to lead healthy lives and strengthen communities by:-

> *"providing access to nature locally, through attractive and safe green infrastructure and public realm design for walking, cycling, parks and other recreation facilities."*

1.2.3 In Chapter 3, the Plan sets out its 'Spatial Development Strategy', which aims to *"boost pride in Medway through quality and resilient development"* by delivering sustainable development that directs growth *"to the most suitable locations that can enhance Medway's economic, social and environmental characteristics".*

1.2.4 In Chapter 9, which focuses on 'Transport', its 'Vision for access and movement in Medway' states:-

> *"it will support a place-based vision for access and movement, and a sustainable future for Medway and its communities."*

1.2.5 In the same chapter, under 'Policy T26: Accessibility Standards', the desired maximum walking distances to bus stops is listed for 'two or more high frequency services' as 500m, a 'single high frequency route' as 400m and 'less frequent routes' as 300m.

POLICY COMPLIANCE SUMMARY

1.2.6 The proposed development at Holborough Quarry would afford future residents, employees and visitors with ready accessibility to existing services and public transport nodes in Snodland and Halling, which include High Speed train connections to and from London during the weekday peak periods. There is also a desire to run a frequent bus service through the site, by way of enhancements to the existing bus network in the area, thereby providing direct access to sustainable transport options to local and regional centres.

1.2.1 The emerging concept plan for the site allows for upgrades to the existing A228 for primary road access into the development, thereby enabling connections to the neighbouring settlements to be restricted to active and sustainable transport modes only. Through the incorporation of various non-residential uses, which would complement those already available in Snodland, Holborough and Halling, and adherence to garden village and 15-minute neighbourhood design principles – together with the ongoing changes to working, shopping and travelling behaviours – there is significant scope to minimise the external vehicular trip generation of the development.

1.2.2 Committed and proposed non-motorised user route enhancements in the area (including those within the emerging Tonbridge and Malling Active Travel Strategy) – which could also be further facilitated by the extension of Kent County Council (KCC)'s Mobility as a Service (MaaS) trial to the Medway Valley – will further enable many everyday journeys to places of education, employment, retail and leisure to be undertaken by non-car modes.

1.3 STRATEGIC TRANSPORT ASSESSMENT

1.3.1 The focus of this representation is on the technical transport evidence base for the Regulation 19 Local Plan consultation documented in the Strategic Transport Assessment Forecasting Report.

1.3.2 The Forecasting Report contains analysis of future year scenarios that include different demand growth and associated infrastructure; namely the Reference Case (RC) and the Do Something (DS), which includes the potential and final Regulation 19 Local Plan sites. Further scenarios were run to include the Lower Thames Crossing (LTC).

1.3.3 The scenarios defined in the Forecasting Report are:-

- **Reference Case (RC)** – includes completions and consented development and infrastructure planned for the 2019-2041 growth period within Medway. Outside of the Area of Detailed Modelling, 'near certain' developments were explicitly modelled in adjoining authorities (Gravesham, Tonbridge and Malling, Maidstone and Swale) and background growth for cars came from TEMPro v8 (using the 'alternative planning assumptions tool' for adjoining authorities to ensure no double counting of the 'near certain' developments). Growth for goods vehicle across the model were extracted from Road Traffic Forecasts (RTF).

- **Reference Case with Lower Thames Crossing (RC with LTC)** – a sensitivity test to ascertain changes to the highway impacts with the inclusion of the LTC. The only difference between the RC and RC with LTC is the inclusion of the crossing itself (i.e. the demand will remain consistent and the only change between RC and RC with LTC relates to the network).

- **Do Something (DS)** – the only difference between the RC and the DS is the demand arising from trips generated by the potential allocations and infrastructure associated with the Regulation 19 Local Plan.

- **Do Something with LTC (DS with LTC)** – a sensitivity test to ascertain changes to the highway impacts with the inclusion of LTC. The only difference between the DS and DS with LTC was the inclusion of the crossing itself (i.e. the demand remains consistent and the only change between DS and DS with LTC relates to the network).

1.3.4 To develop the mitigation strategy further between Regulation 18 and Regulation 19, additional scenarios were developed (all include LTC following the Secretary of State's decision on the Development Consent Order in April 2025):-

- **Refined Reference Case with LTC (rRC)** – updated to include the MedwayOne commercial development at Kingsnorth in full and the associated infrastructure improvements at the Four Elms and Main Road

Hoo roundabouts, in addition to updated trip rates to reflect existing levels of accessibility (Stage 1 Modal Shift).

- **Interim Do Something with LTC (iDS)** – refinements to the potential Regulation 19 allocations (including 1,000 dwellings at Holborough Quarry) and trip rates to reflect existing accessibility (Stage 1 Modal Shift) and proposed improvements following implementation of a sustainable transport led mitigation strategy (Stage 2 Modal Shift). It should be noted that the rRC and iDS scenarios are 'interim' in nature, in that they do not consider potential mitigation measures for the identified impacts.

- **Final Do Something with Mitigation and LTC (fDS) –** DS updated to include the final Regulation 19 allocations (excluding Holborough Quarry) with inclusion of highway intervention schemes to mitigate highway network issues identified in the iDS.

1.3.5 A key table summarising the impacts of each of the different scenarios in terms of the 'worst turn volume over capacity' is provided in Table 6-9 of Chapter 6 of the Forecasting Report. The Volume over Capacity (VOC) analysis shows how well a junction or link is operating with respect to its design capacity.

1.3.6 An excerpt of this table is presented below, depicting how the A228 Peter's Bridge Roundabout (which would provide access to the Holborough Quarry site) performs in each scenario. It shows that although there are some higher VOC values in the PM peak, it is still comfortably within its design capacity.

Junction Name	RC		DS		RC with LTC		DS with LTC		DS v RC		DS with LTC vs RC w LTC	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
A228 / A228 and Peter's Bridge Roundabout	49%	80%	52%	84%	46%	81%	52%	86%	5%	5%	3%	4%

FIGURE 1 – EXCERPT OF TABLE 6-9, WORST TURN VOLUME OVER CAPACITY

1.3.7 It is noted that the link and turn VOC figures show issues concentrated at M2 Junction 2, which in turn cause congestion on the A228 approach. However, the 'Junction Level of Service' and 'Queuing' sections of the report (6.6.2 and 6.6.3) show no problems in this part of the network when comparing the differences between the DS with LTC / RC with LTC scenarios in each modelled peak.

1.3.8 It is significant to note that comparisons between the updated iDS and rRC for VOC of links and junctions in the vicinity of Holborough Quarry did not warrant further investigation through detailed junction modelling. The majority of sites for which VOC deteriorated by 20 per cent or more were located on or adjacent to the Hoo Peninsula.

1.3.9 A selection of the junctions listed in the 'Table 7-2 Worst Turns VC Summary Table' is shown overleaf in Figure 2. It shows Junction 10 (A228 Peter's Bridge Roundabout deteriorating by 10 per cent VOC between the rRC and the fDS in the modelled AM peak – however, it remains within practical capacity at 90 per cent. When examining the locations with VOC values well over 90 per cent, it can again be seen that many of these are on or adjacent to the Hoo Peninsula, as well as to the north of Chatham and Gillingham town centres.

Jn No	Junction Location	AM rRC	AM fDS	AM Diff	PM rRC	PM fDS	PM Diff
1	Twydall Lane approach to Bowaters Roundabout	84%	90%	7%	93%	97%	4%
2	A229 Roman Road / A230 Horsted Way / Pilots View	82%	86%	5%	42%	46%	4%
3	A289 Yokosuka Way NB approach to Grange Roundabout	75%	69%	-7%	58%	62%	4%
4	Ropers Lane approach to A228 Peninsula Way / Ropers Lane / Ratcliffe Highway Roundabout	20%	92%	72%	65%	97%	32%
5	Hoath Way Eastern Approach to A278 Hoath Way Roundabout	58%	83%	25%	46%	67%	22%
6	Stoke Road EB approach to Stoke Road / Eshcol Road Roundabout	49%	91%	42%	15%	34%	19%
7	B2108 Hoo Road / Wainscott Road / Higham Road Roundabout	38%	78%	39%	38%	72%	34%
8	B2004 Medway Road / Medway Road	70%	81%	11%	70%	88%	17%
9	A228 Peninsula Way NB approach to A228 Peninsula Way / Dux Court Road / Bell's Lane Roundabout	74%	94%	19%	70%	96%	26%
10	Peters Bridge WB approach to A228 / Peters Bridge Road Roundabout	80%	90%	10%	42%	40%	-2%
11	B2004 Lower Rainham Road WB approach to Grange Roundabout	76%	89%	12%	72%	95%	22%
12	A228 Peninsula Way SB approach to A228 Peninsula Way / Ratcliffe Highway / Roper's Lane Roundabout	48%	92%	44%	37%	62%	25%
13	Station Road / Forstal Road	82%	60%	-22%	48%	77%	29%
14	A228 Peninsula Way SB approach to A228 Peninsula Way / Dux Court Road / Bell's Lane Roundabout	52%	84%	32%	73%	91%	18%
15	B2000 Cooling Road approach to B2108 Hollywood Lane / B2000 Cooling Road Roundabout	74%	79%	5%	77%	66%	-11%
16	Courtney Road approach to Bowaters Roundabout	81%	91%	10%	86%	93%	7%
17	A2 Chatham Hill / Rock Avenue	75%	78%	4%	80%	82%	2%
18	Ropers Lane approach to Stoke Road / Ropers Lane Roundabout	42%	92%	50%	12%	40%	28%
19	B2097 Rochester Road / Laker Road	79%	90%	11%	79%	90%	11%
20	A278 Hoath Way SB approach to Gillingham Interchange	95%	77%	-17%	90%	44%	-46%
21	A228 WB approach to A228 / Malling Road / Hays Road Roundabout	80%	87%	7%	58%	58%	1%
22	A2 Watling Street / A231 Canterbury Street	83%	88%	5%	95%	99%	5%
23	A278 Hoath Way SB approach to A278 Hoath Way / Sharsted Way / Wigmore Road Roundabout	58%	81%	23%	68%	77%	9%
24	Wigmore Road approach to A278 Hoath Way / Sharsted Way / Wigmore Road Roundabout	66%	98%	32%	29%	39%	11%
25	A231 Victoria Street / A231 High Street / Railway Street	69%	85%	16%	53%	82%	28%
26	A2 High Street / A228 Commercial Road	76%	63%	-14%	64%	66%	1%
27	A289 Pier Road EB approach to A289 Pier Road / Maritime Way Roundabout	69%	77%	8%	74%	79%	5%
28	Maritime Way NB approach to A289 Pier Road / Maritime Way Roundabout	70%	79%	9%	91%	98%	6%

FIGURE 2 – EXCERPT OF TABLE 7-2, WORST TURN VC SUMMARY TABLE

1.3.10 Without mitigation, the local junction modelling for the iDS scenario showed that there were still junctions that would not perform satisfactorily, as shown in Figure 3 below.

No	Junction	Practical Reserve Capacity (PRC)			
		AM Peak		PM Peak	
		RC	DS	RC	DS
J1	A228 Peninsula Way / Main Road Hoo	-13%	-46%	-7%	-46%
J2	A228 Peninsula Way / Dux Court Road / Bells Lane	10%	-19%	4%	-20%
J3	A228 Peninsula Way / Roper's Lane / Ratcliff Highway	25%	-32%	-2%	-41%
J4	Sans Pareil Roundabout	-30%	-32%	-32%	-41%
J5	A2 High Street / Station Road and A2 High Street / Canal Road	10.3	-2.1	14.8	-4.9
J6	Union Street / Best Street	19%	9%	14%	4%
J7	Pier Road / Pegasus Way	25%	5%	13%	2%
J8	Pier Road / Gillingham Gate / Dynamo Way Gyratory	8%	-3%	-5%	-76%
J9	Dock Road / Middle Street / Wood Street	-43%	-49%	-39%	-45%
J10	Cornwallis Avenue / Yokosuka Way	27%	24%	23%	9%
J11	M2 J4	-26%	-36%	-40%	-44%
J12	Four Elms Roundabout	-29%	-67%	-26%	-65%

FIGURE 3 – LOCAL JUNCTION MODELLING RESULTS

1.3.11 The next step was to take the iDS scenario and include the proposed junction mitigations, potential mode shift reductions and the final Regulation 19 Local Plan site allocations to form the Final Do Something with Mitigation scenario (fDS).

1.3.12 Upon review of the modelling outputs in Section 9.5 of the Forecasting Report, it can be seen that there is little impact of note in terms of flow differences and the junction level of service in the vicinity of Holborough Quarry. However, despite the minimal impacts from those metrics, the modelled PM shows queues forming around Peter's Bridge Roundabout, which is not explained in the report. One would expect to see increased flow differences or a deterioration of junction level of service to align with these queue increases; therefore it would be prudent to verify the accuracy of the modelling for this part of the network.

1.3.13 Additionally, the VOC figures exhibit higher VOC values in the AM compared to the PM in the vicinity of Holborough Quarry, with the PM appearing to still operate within capacity.

SUMMARY

1.3.14 It has not been demonstrated in the modelling results presented that the performance of the A228 at Peter's Bridge Roundabout materially worsens in any of the presented scenarios, while other parts of the network (particularly around

the Hoo Peninsula and within urban Medway), still exhibit notable highway problems, even in the post-mitigation scenarios.

1.4 SUSTAINABILITY APPRAISAL

1.4.1 Medway Council's Local Plan Summary Booklet has a strong focus on sustainability. It states:-

> *"With the increase of new homes and residents, there is a significant need for new infrastructure to be provided to improve services for people across Medway. We want to make sure we have the right infrastructure to support sustainable development to come forward."*

1.4.2 Within the Sustainability Appraisal (SA) undertaken for the Regulation 19 consultation, Appendix F (pre-mitigation) and Appendix I (post-mitigation) contain an assessment of Reasonable Alternative Strategic Sites.

1.4.3 The land at Holborough Quarry (Site CHR4) was one of 27 sites (compared to 24 at Regulation 18 stage) included in this assessment (see Figure 4 below), based on a 63.12ha net area and a 1,000 dwelling housing capacity. It should be noted that 'Strategic residential-led sites' are considered to be those which comprise at least 10ha and could deliver at least 500 new homes, as set out in the assessment report.

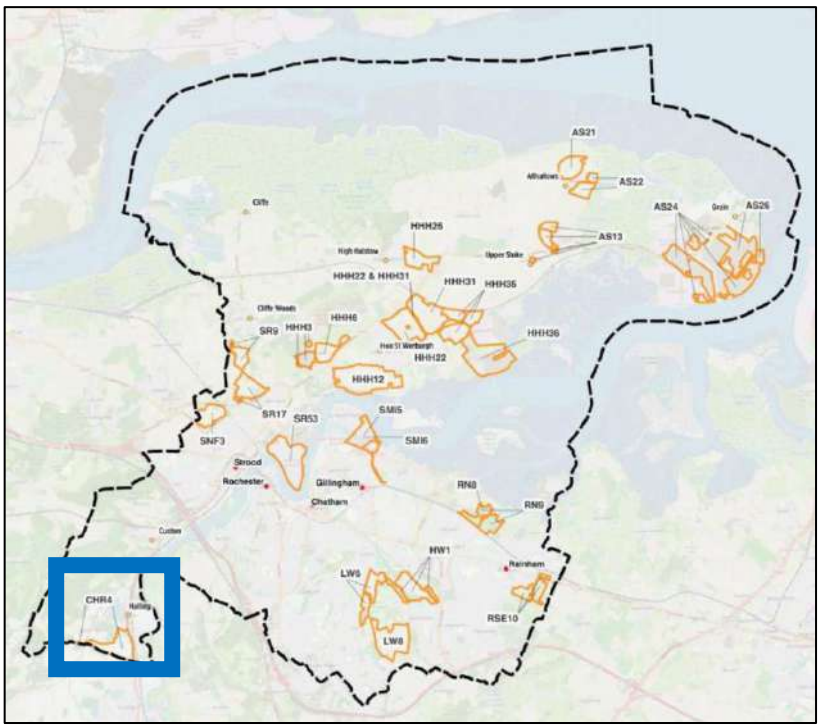


FIGURE 4 – REASONABLE ALTERNATIVE STRATEGIC SITES IDENTIFIED IN MEDWAY

1.4.4 In the representations submitted by Hallam Land at Regulation 18 stage, it was demonstrated that Site CHR4 performed very well in terms of its overall sustainability when compared to the alternative strategic sites. It scored positively for 'Housing', 'Transport and Accessibility' (particularly for public transport), 'Education' (where particular note was made to the three new primary schools and the provision of sustainable transport that form part of the proposal) and 'Economy and Employment'.

1.4.5 The scoring of each sub-category within the Regulation 19 SA is largely consistent with the previous scoring. The overall scoring for each 'Strategic Alternative Site' prior to any mitigation is shown in Figure 5 below.

		1	2	3	4	5	6	7	8	9	10	11	12
Site ref	**Site use**	Climate Change Mitigation	Climate Change Adaptation	Biodiversity	Landscape	Pollution and Waste	Natural Resources	Housing	Health and wellbeing	Cultural heritage	Transport and accessibility	Education	Economy
AS13	Residential led (Mixed-use)	+/-	--	--	-	--	--	++	-	-	-	-	+
AS21	Residential led (Mixed-use)	+/-	--	-	-	--	--	++	-	-	-	-	++
AS22	Residential led (Mixed-use)	+/-	--	--	-	--	--	++	-	-	-	-	++
AS24	Non-residential	+/-	--	--	-	--	-	0	-	-	-	0	+/-
AS26	Non-residential	+/-	--	--	-	--	-	0	-	-	-	0	+/-
CHR4	Residential led (Mixed-use)	+/-	-	-	-	--	--	++	-	-	++	++	++
HHH12	Residential led (Mixed-use)	+/-	--	--	--	--	--	++	-	-	-	+	++
HHH22	Residential led (Mixed-use)	+/-	--	-	-	--	--	++	-	-	-	++	++
HHH22/ HHH31	Residential led (Mixed-use)	+/-	--	-	-	--	--	++	-	-	-	++	++
HHH26	Residential led (Mixed-use)	+/-	+	-	-	--	--	++	-	-	-	-	++
HHH3	Residential led	+/-	+	--	-	--	--	++	-	0	-	-	++
HHH31	Residential led (Mixed-use)	+/-	--	-	-	--	--	++	-	-	-	-	++
HHH35	Non-residential	+/-	--	-	-	--	--	0	-	-	-	0	++
HHH36	Non-residential	+/-	--	--	-	--	-	0	-	-	-	0	+/-
HHH6	Residential led (Mixed-use)	+/-	--	-	-	--	--	++	-	0	-	+	++
HW1	Residential led	+/-	-	-	-	--	-	++	-	-	-	-	++
LW6	Residential led	+/-	+	-	-	--	--	++	-	0	-	+	+
LW8	Residential led	+/-	+	-	-	--	--	++	-	0	-	-	++
RN8	Residential led (Mixed-use)	+/-	+	--	-	--	-	++	-	-	-	-	++
RN9	Residential led (Mixed-use)	+/-	--	--	-	--	--	++	+	-	++	++	++
RSE10	Residential led (Mixed-use)	+/-	+	-	-	--	--	++	-	-	++	+	++
SMI5	Non-residential	+/-	--	--	-	--	+	0	+	0	++	0	+/-
SMI6	Residential led (Mixed-use)	+/-	--	--	-	--	+	++	+	0	++	-	+/-
SNF3	Residential led	+/-	-	-	-	--	--	++	-	0	-	0	++
SR17	Residential led (Mixed-use)	+/-	-	-	-	--	--	++	-	-	-	+	++
SR9	Residential led (Mixed-use)	+/-	+	-	-	--	--	++	-	0	-	-	++
SR53	Residential led (Mixed-use opportunity area)	+/-	-	-	+/-	--	-	++	-	-	-	-	+/-

FIGURE 5 – IMPACT MATRIX OF ALL STRATEGIC REASONABLE ALTERNATIVE SITES PRE-MITIGATION

1.4.6 Further scores were determined considering the 'potential impacts' following the consideration of the likely mitigation effects of the Medway Local Plan policies, as shown in Figure 6 below.

		1	2	3	4	5	6	7	8	9	10	11	12
Site ref.	**Site use**	Climate change mitigation	Climate change adaptation	Biodiversity and geodiversity	Landscape and townscape	Pollution and waste	Natural resources	Housing	Health and wellbeing	Cultural heritage	Transport and accessibility	Education	Economy and employment
AS13	Residential led (Mixed-use)	+/-	-	+/-	-	--	--	++	-	0	-	0	+
AS21	Residential led (Mixed-use)	+/-	+	+/-	-	--	--	++	-	0	-	+	++
AS22	Residential led (Mixed-use)	+/-	-	+/-	-	--	--	++	-	0	-	+	++
AS24	Non-residential	+/-	-	--	-	--	-	0	-	0	-	0	0
AS26	Non-residential	+/-	-	--	-	--	-	0	-	0	-	0	0
CHR4	Residential led (Mixed-use)	+/-	+	+/-	-	--	--	++	-	0	++	++	++
HHH12	Residential led (Mixed-use)	+/-	+	--	--	--	--	++	-	0	-	+	++
HHH22	Residential led (Mixed-use)	+/-	+	+/-	-	--	--	++	-	0	+	++	++
HHH22/HHH31	Residential led (Mixed-use)	+/-	-	+/-	-	--	--	++	-	0	-	++	++
HHH26	Residential led (Mixed-use)	+/-	+	+/-	-	--	--	++	-	0	-	+	++
HHH3	Residential led	+/-	+	--	-	--	--	++	-	0	-	+	++
HHH31	Residential led (Mixed-use)	+/-	-	+/-	-	--	--	++	-	0	++	0	++
HHH35	Non-residential	+/-	-	+/-	-	--	--	0	-	0	+	0	++
HHH36	Non-residential	+/-	-	--	-	--	-	0	-	0	-	0	0
HHH6	Residential led (Mixed-use)	+/-	+	+/-	-	--	--	++	-	0	-	+	++
HW1	Residential led	+/-	+	+/-	-	--	-	++	-	0	-	0	++
LW6	Residential led	+/-	+	+/-	-	--	--	++	-	0	-	+	+
LW8	Residential led	+/-	+	+/-	-	--	--	++	-	0	-	0	++
RN8	Residential led (Mixed-use)	+/-	+	+/-	-	--	-	++	-	0	++	0	++
RN9	Residential led (Mixed-use)	+/-	+	+/-	-	--	--	++	+	0	++	++	++
RSE10	Residential led (Mixed-use)	+/-	+	+/-	-	--	--	++	-	0	++	+	++
SMI5	Non-residential	+/-	-	-	-	--	+	0	+	0	++	0	0
SMI6	Residential led (Mixed-use)	+/-	-	-	-	--	+	++	+	0	++	+	+
SNF3	Residential led	+/-	+	+/-	-	--	--	++	-	0	+	0	++
SR17	Residential led (Mixed-use)	+/-	+	+/-	-	--	--	++	-	0	-	+	++
SR9	Residential led (Mixed-use)	+/-	+	+/-	-	--	--	++	-	0	-	+	++
SR53	Residential led (Mixed-use opportunity area)	+/-	+/-	-	+/-	--	-	++	-	0	+	+	+

FIGURE 6 – IMPACT MATRIX OF ALL STRATEGIC REASONABLE ALTERNATIVE SITES POST-MITIGATION

1.4.7 This shows an improvement from slightly negative to slightly positive for 'Climate change adaption', the slightly negative rating for 'Biodiversity and geodiversity' has been replaced by an unknown rating, and there has been an improvement from slightly negative to negligible impacts for 'Cultural heritage'.

1.4.8 When it comes to the selection and rejection reasoning in Appendix J, the following justification is provided for the rejection of Holborough Quarry:-

CHR4	Residential led (Mixed-use)	Rejected	Loss of BMV agricultural land. Within the Green Belt. The development could lead to coalescence between settlements. Potential adverse impact on listed building. Local impacts associated with consented Lower Thames Crossing noted in this location.

1.4.9 Of the reasons provided, the only addition to that given at Regulation 18 stage is: *"Local impacts associated with consented Lower Thames Crossing noted in this location"*.

1.4.10 Referring to the evidence provided in the Strategic Transport Assessment (summarised above), it is not apparent that the introduction of the LTC induces significant additional problems in the vicinity of the site, with the A228 Peter's Bridge Roundabout shown to continue to operate within capacity in the rRC and fDS scenarios.

1.4.11 It is noted that of the residential led reasonable alternative strategic sites, 10 have been selected for inclusion in the Local Plan over CHR4. These are HHH12, HHH22/HHH31, HHH26, HHH6, LW6, LW8, RN9, SM16, SNF3 and SR53.

1.4.12 Upon review of the impact matrix (as shown in Figure 6), Holborough Quarry clearly outperforms HHH12, HHH22/HHH31, HHH26, HH6, LW6, LW8, SNF3, particularly in the 'Transport and accessibility' and 'Education' categories, with the remaining categories largely on a par.

1.4.13 Sites SM16 and SR53 are potentially at the same level, with Holborough Quarry performing better in the aforementioned categories as well as 'Climate change adaptation'.

1.4.14 The only site that clearly outperforms CHR4 is RN9, which scores the same except for on 'Health and wellbeing'.

SUMMARY

1.4.15 It remains evident that Holborough Quarry is a high-performing site in terms of sustainability when compared to the other 'Reasonable Alternative Strategic Sites', including those that have been selected for inclusion in the Local Plan.

1.5 FURTHER CONSIDERATIONS AND CONCLUSION

1.5.1 The proposed development at Holborough Quarry aligns strongly with the key transport policy objectives of the Regulation 19 Local Plan. Relative to other parts of Medway (notably on and adjacent to the Hoo Peninsula and within the Chatham and Gillingham urban areas), the performance of the highway network in the site vicinity is not shown to deteriorate significantly in the Strategic Transport Assessment, including with the Lower Thames Crossing in place.

1.5.2 In order to address the detrimental highway impacts forecast in those areas where alternative strategic sites are proposed to be allocated, a package of mitigation measures has been identified. However, the peripheral locations of some of the selected sites and the most impacted parts of the highway network will mean that these measures are unlikely to be sufficient to achieve effective mitigation.

1.5.3 With specific regard to the Hoo Peninsula, the rural and semi-rural locations of some of the strategic sites and their distance from larger urban centres and the rail network will make mode shift to more sustainable transport much more difficult to achieve. Whilst a Bus Rapid Transit (BRT) scheme is proposed to address this, the Mode Share Strategy (Section 11.2) acknowledges the following significant risks, which are yet to be meaningfully mitigated:-

- The density of dwellings and jobs required to support a financially viable scheme;
- The affordability of the associated infrastructure and subsidies required to realise a sufficiently high-quality service;
- The viability of development where significant financial contributions are required for BRT;
- The timeframes from the planning and concept design stages through to the scheme being operational (typically some 5-9 years);
- Delivering residential development in the early years of the Local Plan in the absence of BRT (and thus instilling more car-based travel behaviours which may be challenging to reverse later on).

Indeed, experience of similar BRT projects in Kent (specifically, the Fastrack schemes in Kent Thameside and Dover) demonstrates that there is very often a significant time lag between the commencement of development and the initiation of the BRT service, as well as a need for significant public sector capital and revenue funding.

1.5.4 Given the stated vision and aims for transport in the Local Plan to achieve sustainable growth, and the strong performance of Holborough Quarry in the Sustainability Appraisal of the Reasonable Alternative Strategic Sites, there

remains a compelling case for its allocation. In transport terms alone, it would afford future residents, employees and visitors with ready accessibility to – and augment – the existing services and public transport nodes in Snodland and Halling, rather than require significant and costly new enabling infrastructure to be delivered.

1.5.5 The emerging concept plan for Holborough Quarry allows for interim and longer-term upgrades to the existing A228 Peter's Bridge Roundabout for primary vehicular access into the development. These have been the subject of initial capacity assessments, which demonstrate that they are fit-for-purpose and deliverable.

1.5.6 The proposed development has also been the subject of a macro-level assessment by Jacobs utilising the Medway Transport Model. This considered the following scenarios:-

- a 2041 Reference Case, incorporating the 2041 Medway fDS scenario (including the Lower Thames Crossing);
- a 2041 Do Minimum scenario, incorporating the Medway fDS but removing 3,000 dwellings from the Tonbridge and Malling growth and 1,000 dwellings from the Medway Local Plan allocations on a proportionate basis across the two administrative areas. These dwellings were then added to represent the Holborough Quarry development. Further details can be provided upon request;
- a 2041 Do Something scenario, incorporating the Do Minimum scenario plus the aforementioned longer-term upgrade scheme to the A228 Peter's Bridge Roundabout;
- a 2041 Do Minimum Sensitivity Test, incorporating the Do Minimum scenario with a 15 per cent mode shift reduction applied to the Holborough Quarry development trips; and
- a 2041 Do Something Sensitivity Test, incorporating the Do Something scenario with a 15 per cent mode shift reduction applied to the Holborough Quarry development trips.

1.5.7 The assessment indicates that much of the traffic flow increase associated with the proposed development would be experienced on the Kent County Council highway network to the south and east of the site, as opposed to the Medway network to the north. Indeed, the A228 corridor to the north of Holborough is forecast to experience less than one additional trip per minute in the 2041 AM peak hour and a net reduction in two-way trips in the PM peak hour in the Do Minimum scenario relative to the Reference Case. In the Sensitivity scenarios, these impacts would be further reduced.

1.5.8 The scale and nature of the site provides great potential to maximise the internationalisation of everyday journeys. Through the incorporation of various non-residential uses, which would complement those already available in Snodland, Holborough and Halling, and adherence to garden village and 15-minute neighbourhood design principles – together with the ongoing changes to working, shopping and travelling behaviours – there is significant scope to minimise the external vehicular trip generation of the site to an extent that is not considered possible in locations such as the Hoo Peninsula and the Capstone Valley.

1.5.9 For these reasons, there is clear potential for this site to become an exemplar mixed-use development in transport planning terms, at significantly lower cost and risk than a number of the alternative strategic site allocations proposed by the Regulation 19 Local Plan.