

Mr F N Khan-Sherwani

(email: [REDACTED])
Mob: [REDACTED]

13 August 2024

Doc Ref: TR010032/APP/11.6

Mr Bartkowiak (Case Manager)
The Planning Inspectorate
National Infrastructure Planning
Temple Quay House
2 The Square
Bristol. BS1 6PN

Dear Mr Bartkowiak,

**A122 Lower Thames Crossing (Ref: TR10032)
Medway Green Belt Review**

In our last emailed letter dated 6 August 2024 (13:10), we referred to a strip of woodland we own (approximately 26 acres) located on the southwest side of the M2 Motorway, Rochester between the M2 Motorway and the HS1.

We pointed out that our land would be a most suitable location for a major service station along the A2/M2 corridor to make good the shortfall caused by the demolition of RASA and would also provide the alternative RASA provisions that are presently absent from the LTC project (refer to Annex A of your letter dated 29 May 2024).

We have further reviewed matters, and particularly the Medway Green Belt Review (MGBR) that is available and published on the Medway Council Website. Please note the following:

- (a) The HS1 project cost £6.4 billion to build and opened on the 14 November 2007. It involved the construction of new bridges and tunnels with a combined length nearly as long as the Channel Tunnel itself and more importantly construction in large areas of Kent forming part of the Green Belt.
- (b) At the location where our strip of land is located on the M2 Motorway Rochester, the HS1 and the M2 Motorway are separated. There is a motorway underpass that provides a public right of way link from the urban area of Strood to the North onto the land.
- (c) Prior to the construction of the HS1, the strip of land formed part of the historical Green Belt; the review of the Green Belt has been long overdue and needs to be further reviewed in the light of the LTC project.
- (d) The construction of the HS1 had a significant effect of interference with the Green Belt; HS1 was allowed to proceed despite objections primarily because of the significant improvements and benefits that would follow and were intended.

- (e) Our strip of land is referred to in the MGBR as Land Parcel 3 (refer 4.3 of Review-page 22) where it is noted that woodland predominates as a land within this parcel and refers to the underpass providing an important public right of way.
- (f) Further reference to this strip of land as a boundary anomaly issue is found at 6.2 (page 33); a plan is produced with a statement that reads:
“there are inconsistencies in the Green Belt boundary mapping along the Eastern edge of this parcel. The Greenbelt overlaps the M2 and some of the slip road. Recommendation: adjust Greenbelt boundary to clearer physical boundaries as indicated on Fig13 proposals”.
- (g) For ease of reference, we have copied to you the relevant references referred to above.

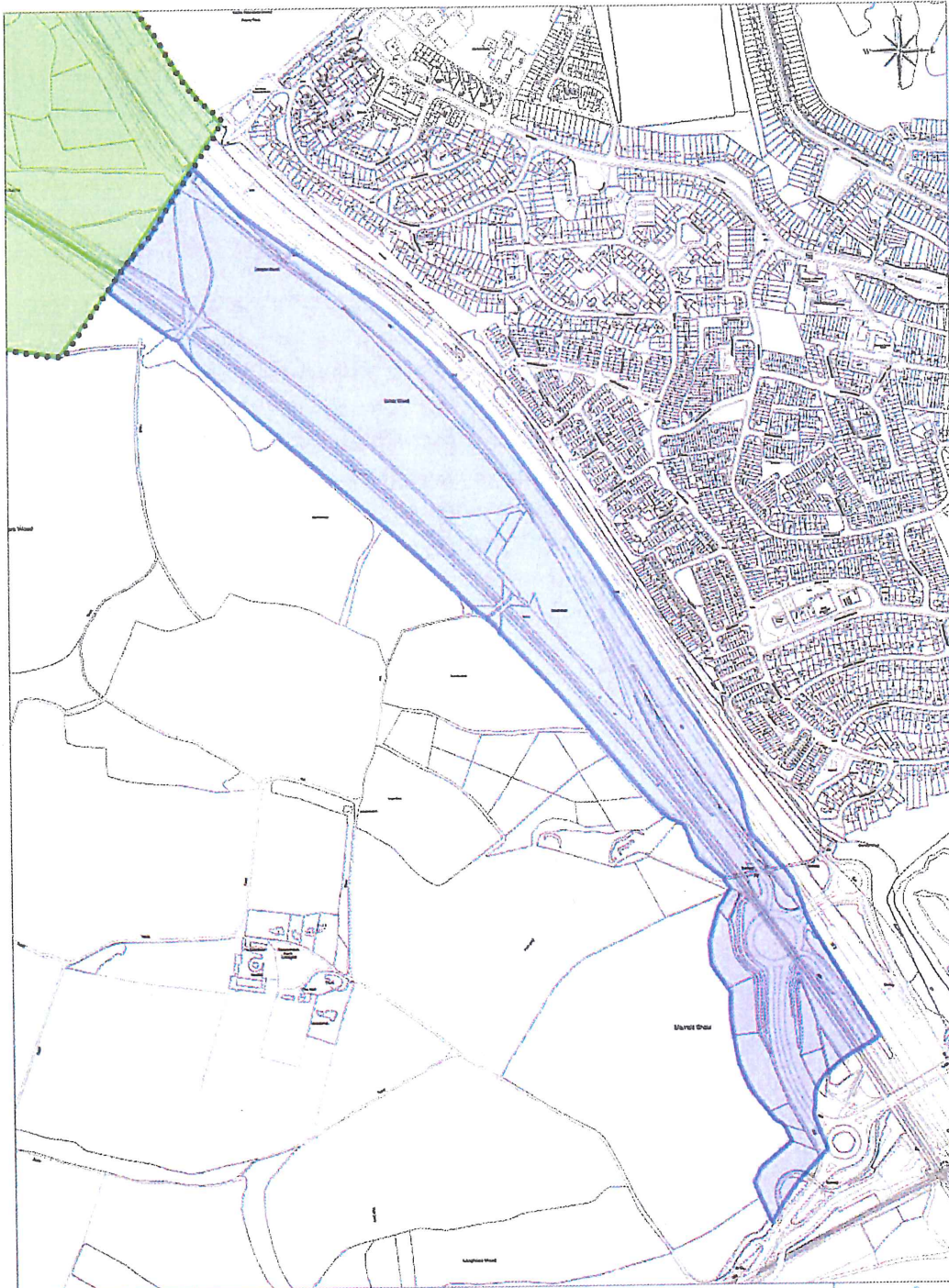
Please consider this letter alongside our previous letter.

We look forward to hearing from you.

wani.

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4.3 Land Parcel 3



4.3.1 Description

This parcel forms a narrow sliver of land bounded by the M2 and CTRL. The north and south eastern edges of this parcel form the outer Metropolitan Green Belt boundary. Land to the south west conjoins with Parcel 4 and flows into Gravesham to the north west.

Woodland predominates as the land use within this parcel. A motorway underpass provides an important public right of way link from the urban area of Strood to the north into the AONB woodland

and chalk downland to the south. There are permissive rights of way running parallel to the motorway and CTRL line. Urbanising influences include the M2, CTRL line and A228.

As noted in relation to Parcels 1 and 2, this parcel, although assessed independently, should also be considered integrally with Parcels 4 and 5. The parcels have common features that extend into the green belt in neighbouring boroughs to the west and south.

4.3.2 Purpose and Aims

High contribution to the Purpose and Aims of Green Belt.

4.3.3 Boundary anomalies

Boundary anomaly identified along boundary of M2 and slip road. See Section 6.2 (fig. 13) for detail and explanation of proposed adjustments.

4.3.4 Washed over and inset areas

No change proposed here

4.3.5 Other Planning considerations

Local Plan Policy Designations

Kent Downs Area of Outstanding Natural Beauty BNE32 and; North Downs Special Landscape Area BNE33; Designated Country Park L9; Proposed Road Schemes T19, T20

Relevant Planning Decisions

None relevant

4.3.6 Results and recommendation

High This contribution is considered to be significant.

Recommendation No change to principle of Green Belt but minor adjustments to boundary anomalies

6.2 Parcel 3 – boundary anomaly

See Section 4.3 for contextual detail relating to this land parcel

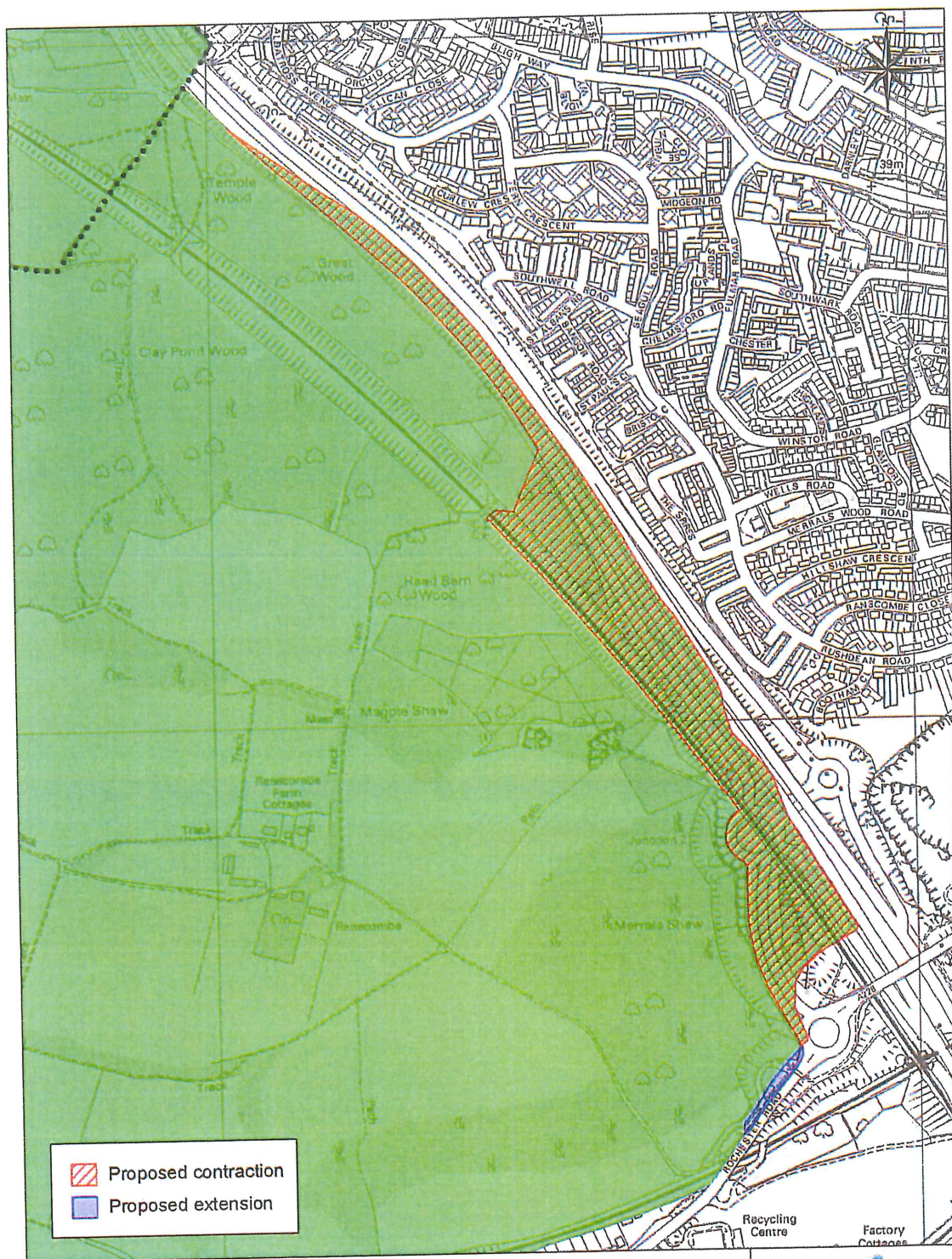


Fig 13 Land to west of M2. There are inconsistencies in the Green belt boundary mapping along the eastern edge of this parcel. The Green Belt overlaps the M2 and some of the slip road.
 Recommendation: Adjust Green Belt boundary to clearer physical boundaries as indicated on fig 13 proposals.