

SECTION 6 – ZONAL PLANS & MAPS

1 Zone Summaries

1.1 River Thames and Estuary

Zone Notation corresponds with the Map Index used in the Port of London Authority Oil Spill Contingency Plan.

<u>PLA Zone 066:</u>	Cliffe Fort
<u>PLA Zone 067:</u>	Lower Hope Point
<u>PLA Zone 068:</u>	Cliffe Fleet/Blythe Sands
<u>PLA Zone 069:</u>	Halstow Marshes/Cliffe Fleet
<u>PLA Zone 070:</u>	St Mary Marshes
<u>PLA Zone 071:</u>	Allhallows
<u>PLA Zone 072:</u>	Yantlet Creek/Lees Marshes
<u>PLA Zone 073:</u>	Grain

1.2 River Medway and Swale Estuary

Zone Notation differs from revised Map Index used in the Medway Ports Authority Oil MedSpill Plan. The corresponding Medway Ports Plan zone is listed in brackets.

Medway Council Oil Spill Response Plan Zones		Medway Ports Oil Contingency Spill Plan Zones
Zone 2A:	Medway Estuary Mouth	(MP Zone 2)
Zone 2B:	Stoke Ooze	(MP Zone 2)
Zone 2C:	Hoo Flats/Kingsnorth	(MP Zone 2/3)
Zone 2D:	Copperhouse Marshes/ Rainham Creek	(MP Zone 2/3)
Zone 3:	Basin 3	(MP Zone 3)
Zone 3A:	Basin ½	(MP Zone 3)
Zone 4:	Chatham Docks/Rochester Bridge	(MP Zone 3)

Zone 5: Rochester Bridge/Halling

(MP Zone 4)

2 Zonal Plans

2.1 Introduction - Zones PLA 66 - 73

The following zonal plans contain maps and information on:

- 1) The type of shoreline
- 2) Sensitivities
- 3) Clean-up recommendations
- 4) Access routes
- 5) Ecology
- 6) Amenity impact
- 7) Industrial and economic implications
- 8) Other relevant information

The zones are numbered PLA 66 to PLA 73; these zone numbers correspond to the zones 66 – 73, as in the Port Of London Authority - Oil Spill Contingency Plan.

Zone: PLA Zone 066

Shoreline section: Cliff Fort

Map number:

General description of shoreline:

Fairly inaccessible area of mud and marsh backed by a continuous seawall. Inter-tidal area to the south of Cliff Fort falls within South Thames Estuary and Marshes SSSI.

Clean up options are very limited.

Note: High waterfowl sensitivity in the winter

Seasonal sensitivity:

	Conservational	Amenity	Industrial
Spring	High	Low	Low
Summer	High	Low	Low
Autumn	High	Low	Low
Winter	Very high	Low	Low

Clean-up recommendations:

Prohibited!

Exercise extreme caution before entering muddy areas; do not enter areas of salt marsh. These habitats are fragile and easily damaged.

Recommended:

Leave oil to degrade naturally. Strandline oil and debris may be manually collected.

If bulk oil accumulates along foreshore, consider low pressure seawater flushing. Re-mobilised oil must be collected and recovered using booms and skimmers.

Clean-up operations of this nature will require the use of small hovercraft or shallow-draft vessels at high water.

Higham and Cliffe Creeks may be natural collection points for oil (booming plan available for Cliff Creek see annex M).

Access routes to foreshore:

Salt Lane (vehicular) gives access to the jetties at the disused Cliffe Fort (accessed through the R. Brett & Sons Ltd site).

Two footpaths one leading from the end of West Street and the other, Mead Wall, leading from the end of the B2000 in Cliffe itself give access to the creek and shoreline. Vehicular access here is very limited.

The shoreline footpath gives access along the seawall and to Cliffe Creek, north of Cliffe Fort.

Ecology considerations:

Cliffe Marshes form part of the North Kent Marshes ESA and are an SSI in their own right.

In winter or during times of spring and autumn bird passage, consider deployment of bird scaring devices close to mudflat and salt marsh feeding areas if these areas are oiled.

Environmental advice should be sought before attempting any clear-up operation.

Amenity impact:

The shoreline/seawall footpath forms an attractive walking route. It may be necessary to close the public footpath during possible clean-up operations within this zone.

Cliffe Fort is a derelict but historically important site and although not open to the public (it is situated within the R. Brett & Sons Ltd. site), it can be viewed by users of the footpath.

Industrial & economic implications:

No significant impact, except possible disruption to the loading and unloading of vessels at the Robert Brett & Sons Ltd jetties.

Other contacts:

Robert Brett & Sons Ltd - aggregates company (also own Cliffe Fort)
Mark Wraight
Tel: (01227) 829000
Fax: (01227) 829039

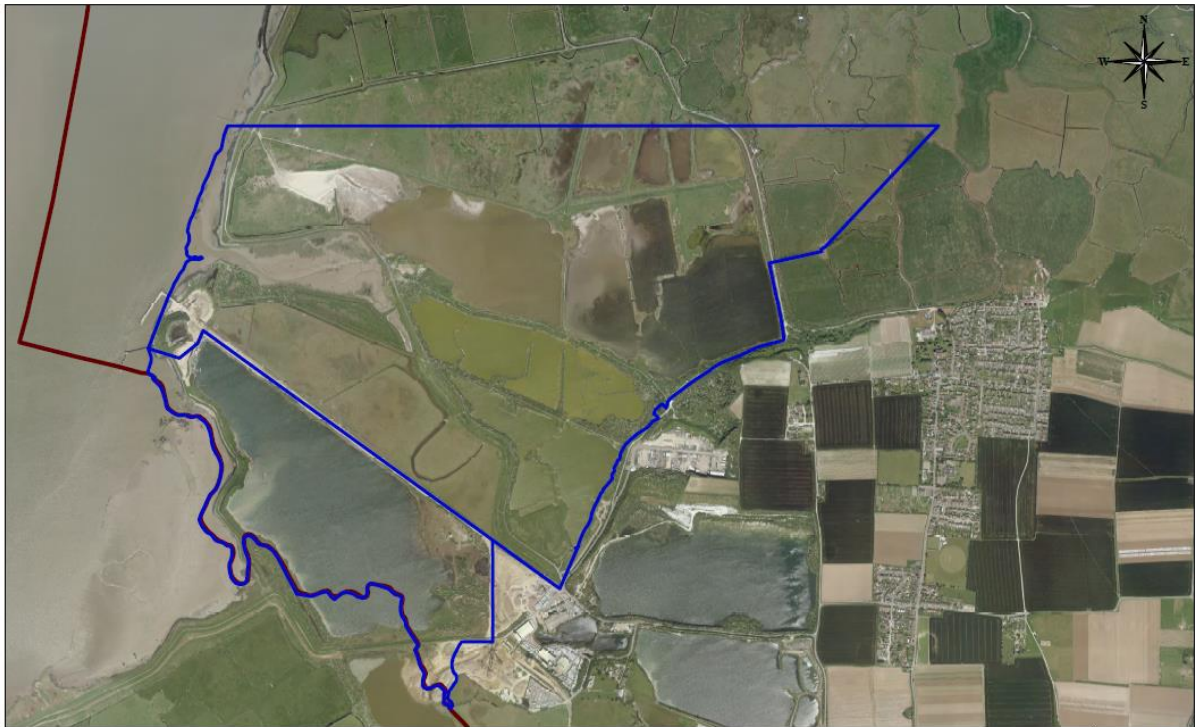
Oil Pollution Officers (OPO) and Beach Supervisors

See OPO and Beach Supervisor contact list.

Other relevant information:

Vehicular access onto the Brett Aggregates site will necessitate the use of gate keys. Contact details listed above.

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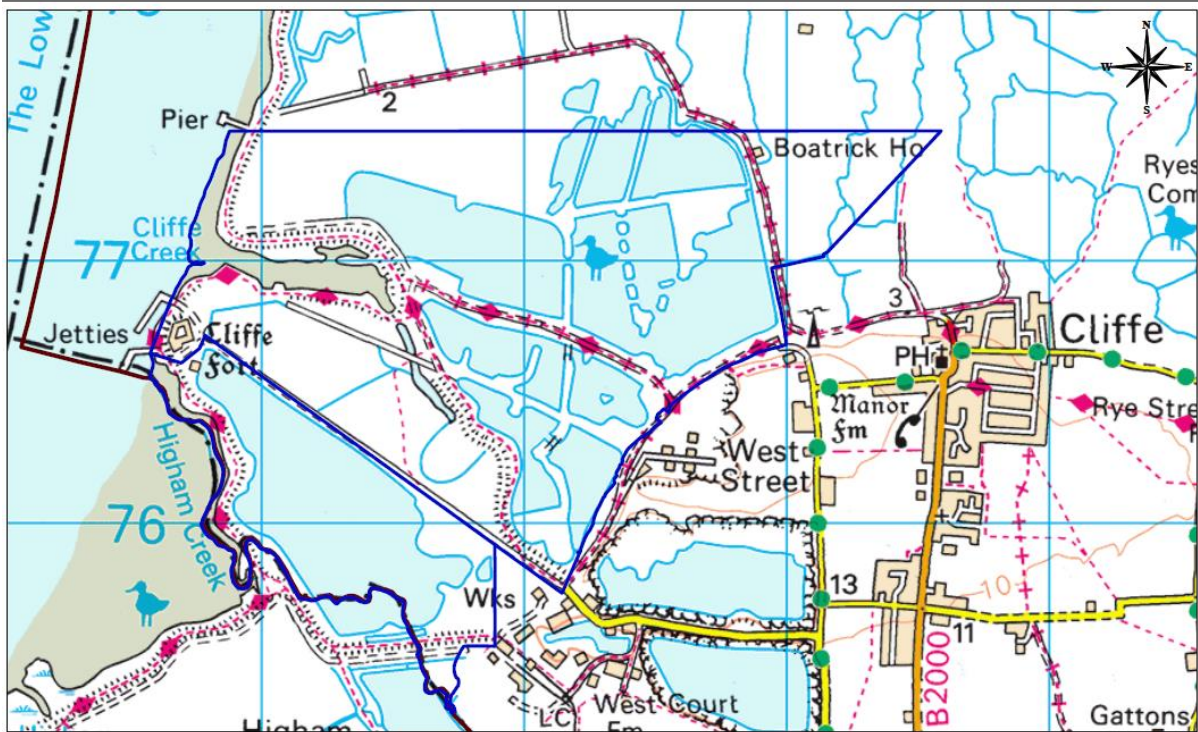


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Zone: PLA Zone 067

Shoreline section: Lower Hope Point

Map number:

General description of shoreline:

Inaccessible area of mud and sand foreshore backed by a continuous seawall. The non-tidal marshes behind the seawall are important roosting ground for waterfowl.

Clean up options are very limited.

Seasonal sensitivity:

	Conservational	Amenity	Industrial
Spring	High	Low	Low
Summer	High	Low	Low
Autumn	High	Low	Low
Winter	Very high	Low	Low

Clean-up recommendations:

Prohibited!

Exercise extreme caution before entering muddy areas; do not enter areas of salt marsh. These habitats are fragile and easily damaged.

Recommended

Leave oil to degrade naturally. Strandline oil and debris may be manually collected.

If bulk oil accumulates along foreshore, consider low pressure seawater flushing. Re-mobilised oil must be collected and recovered using booms and skimmers. Clean-up operations of this nature will require the use of small hovercraft or shallow-draft vessels at high water.

Cliffe Creek is situated within this zone and is a possible booming site (see Annex M). Other clean up options very limited.

Access routes to foreshore:

Track (Mead Wall Road) gives access to area behind the continuous seawall.

Reconnaissance by foot or (ideally) by helicopter or light aircraft.

Ecology considerations:

In winter or during times of spring and autumn bird passage, consider deployment of bird scaring devices close to mudflat and salt marsh feeding areas if these areas are oiled.

This area falls within the South Thames Estuary and Marshes SSSI and environmental advice should be sought before attempting any clear-up operation.

Amenity impact:

The shoreline/seawall footpath forms an attractive walking route. It may be necessary to close the public footpath during possible clean-up operations within this zone.

No other significant impact.

Industrial & economic implications:

No significant impact.

Other contacts:

Robert Brett & Sons Ltd - aggregates company (also own Cliffe Fort)
Tel: (01227) 829000
Fax: (01227) 829039
Derek Knight - 07710 589973

Oil Pollution Officers (OPO) Beach Supervisors

See OPO and Beach Supervisor contact list Annex U.

Other relevant information:

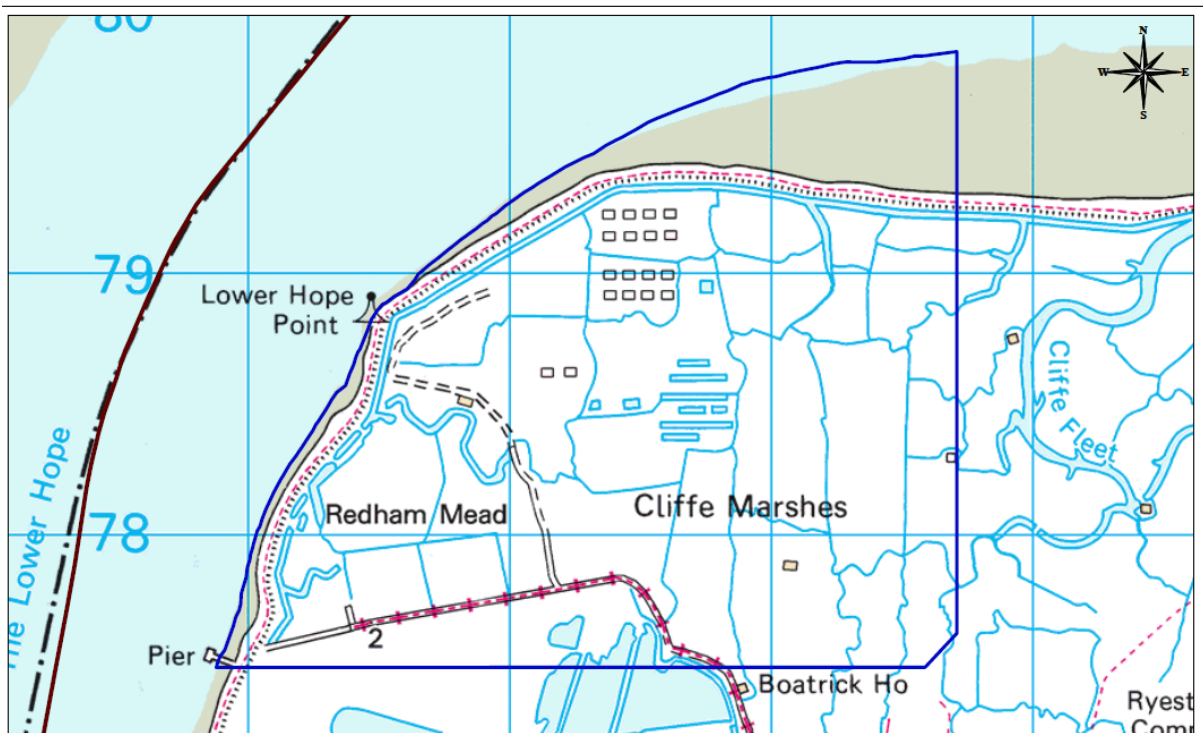
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Zone: PLA Zone 068

Shoreline section: Cliff Fleet/Blythe Sands

Map number:

General description of shoreline:

Inaccessible area of mud and sand foreshore backed by a continuous seawall. The non-tidal marshes behind the seawall are an important roosting ground for waterfowl.

Clean up options are very limited.

Seasonal sensitivity:

	Conservational	Amenity	Industrial
Spring	High	Low	Low
Summer	High	Low	Low
Autumn	High	Low	Low
Winter	Very high	Low	Low

Clean-up recommendations:

Prohibited!

Exercise extreme caution before entering muddy areas; do not enter small area of salt marsh.

These habitats are fragile and easily damaged.

Recommended:

Leave oil to degrade naturally. Strandline oil and debris may be manually collected.

If bulk oil accumulates along foreshore, consider low pressure seawater flushing. Re-mobilised oil must be collected and recovered using booms and skimmers.

Clean-up operations of this nature will require the use of small hovercraft or shallow-draft vessels at high water.

Access routes to foreshore:

Footpath gives access along and to area behind the continuous seawall.

Several footpaths/tracks lead to the seawall the main route starts directly west of the Cooling Castle site. Vehicular access however is limited.

Reconnaissance by foot or (ideally) by helicopter or light aircraft.

Ecology considerations:

In winter or during times of spring and autumn bird passage, consider deployment of bird scaring devices close to mudflat and salt marsh feeding areas if these areas are oiled.

This area falls within the South Thames Estuary and Marshes SSSI, and environmental advice should be sought before attempting any clear-up operation.

Amenity impact:

The shoreline/seawall footpath forms an attractive walking route. It may be necessary to close the public footpath during possible clean-up operations within this zone.

No other significant impact.

Industrial & economic implications:

No significant impact.

Other contacts:

Oil Pollution Officer (OPO) and Beach Supervisors

See OPO and Beach Supervisor contact list Annex U.

Other relevant information:

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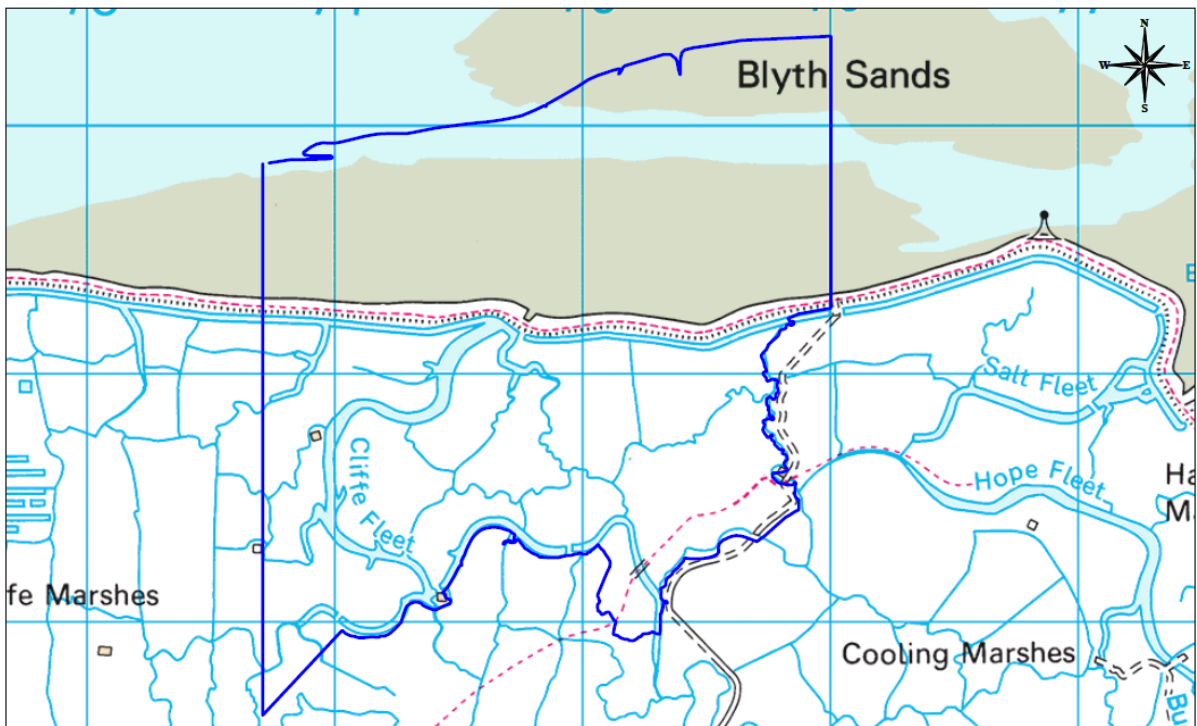


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Zone: PLA Zone 069

Shoreline section: Halstow Marshes/Cliffe Fleet

Map number:

General description of shoreline:

Inaccessible area of mud and sand foreshore backed by a continuous seawall.

The non-tidal marshes behind the seawall are important roosting ground for waterfowl. Blythe Saltings - This stretch of coastline includes Egypt Bay and the western half of St. Mary's Bay.

Clean up options are very limited.

Seasonal sensitivity:

	Conservational	Amenity	Industrial
Spring	High	Low	Low
Summer	High	Low	Low
Autumn	High	Low	Low
Winter	Very high	Low	Low

Clean-up recommendations:

Prohibited!

Exercise extreme caution before entering muddy areas; do not enter small area of salt marsh. These habitats are fragile and easily damaged.

Recommended:

Leave oil to degrade naturally. Strandline oil and debris may be manually collected.

If bulk oil accumulates along foreshore, consider low pressure seawater flushing. Re-mobilised oil must be collected and recovered using booms and skimmers. Clean-up operations of this nature will require the use of small hovercraft or shallow-draft vessels at high water.

Access routes to foreshore:

Track gives access to area behind the continuous seawall. Decoy Hill Road off Clinch Street via Britannia Road in High Halstow is the main route. Vehicular access however is limited.

Reconnaissance by foot or (ideally) by helicopter or light aircraft.

Ecology considerations:

In winter or during times of spring and autumn bird passage, consider deployment of bird scaring devices close to mudflat and salt marsh feeding areas if these areas are oiled.

This area falls within the South Thames Estuary and Marshes SSSI and environmental advice should be sought before attempting any clear-up operation.

Amenity impact:

The shoreline/seawall footpath forms an attractive walking route. It may be necessary to close the public footpath during possible clean-up operations within this zone.

No other significant impact.

Industrial & economic implications:

No significant impact.

Other contacts:

Northward Hill Reserve (RSPB)

Oil Pollution (OPO) and Beach Supervisors

See OP and Beach Supervisor contact list Annex U.

Other relevant information:

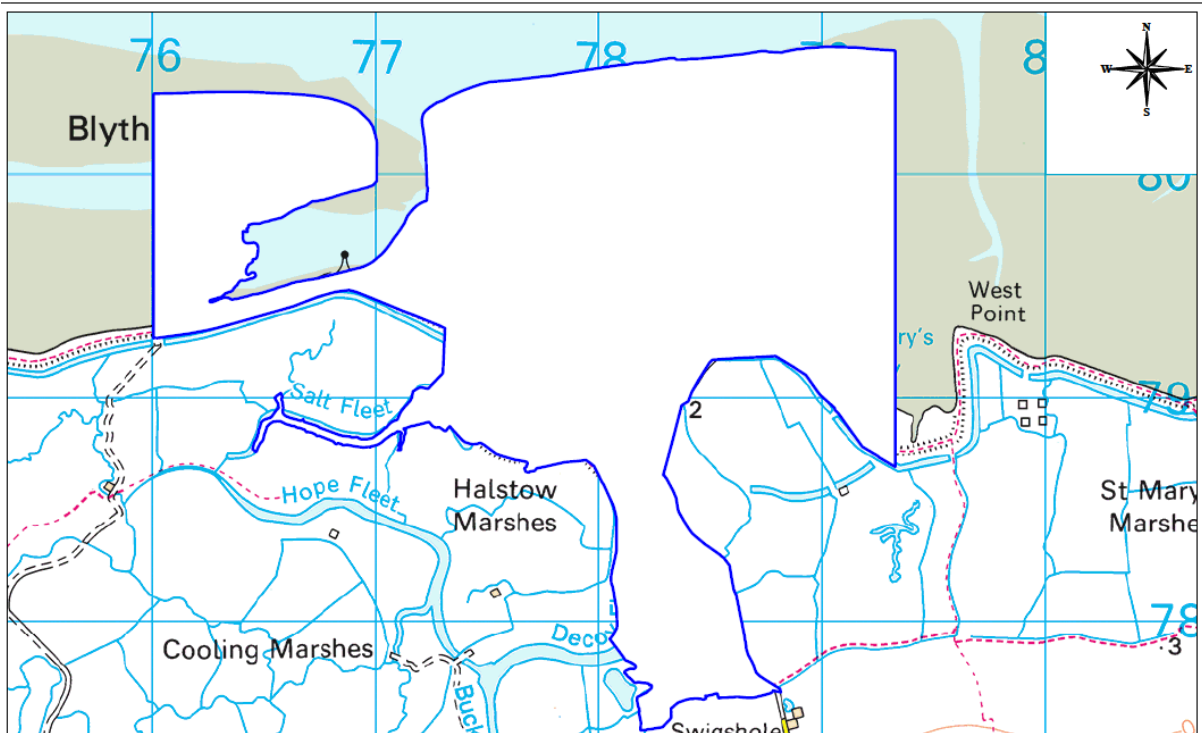
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Zone: PLA Zone 070

Shoreline section: St Mary Marshes

Map number:

General description of shoreline:

Inaccessible area of mud and sand foreshore backed by a continuous seawall. The non-tidal marshes behind the seawall are important roosting ground for waterfowl.

The shoreline includes the eastern half of St.Mary's Bay.

Clean up options are very limited.

Seasonal sensitivity:

	Conservational	Amenity	Industrial
Spring	High	Low	Low
Summer	High	Low	Low
Autumn	High	Low	Low
Winter	Very high	Low	Low

Clean-up recommendations:

Prohibited!

Exercise extreme caution before entering muddy areas; do not enter small area of salt marsh. These habitats are and easily damaged.

Recommended:

Leave oil to degrade naturally. Strandline oil and debris may be manually collected.

If bulk oil accumulates along foreshore, consider low pressure seawater flushing. Re-mobilised oil must be collected and recovered using booms and skimmers. Clean-up operations of this nature will require the use of small hovercraft or shallow-draft vessels at high water.

Access routes to foreshore:

Track gives access to area behind the continuous seawall, but vehicular access is limited.

Reconnaissance by foot or (ideally) by helicopter or light aircraft.

Ecology considerations:

This area falls within the South Thames Estuary and Marshes SSSI, and environmental advice should be sought before attempting any clear-up operation.

Amenity impact:

The shoreline/seawall footpath forms an attractive walking route. It may be necessary to close the public footpath during possible clean-up operations within this zone.

No other significant impact.

Industrial & economic implications:

No significant impact.

Other contacts:

Oil Pollution Officers (OPO) and Beach Supervisors

See OPO and Beach Supervisor contact list Annex U.

Other relevant information:

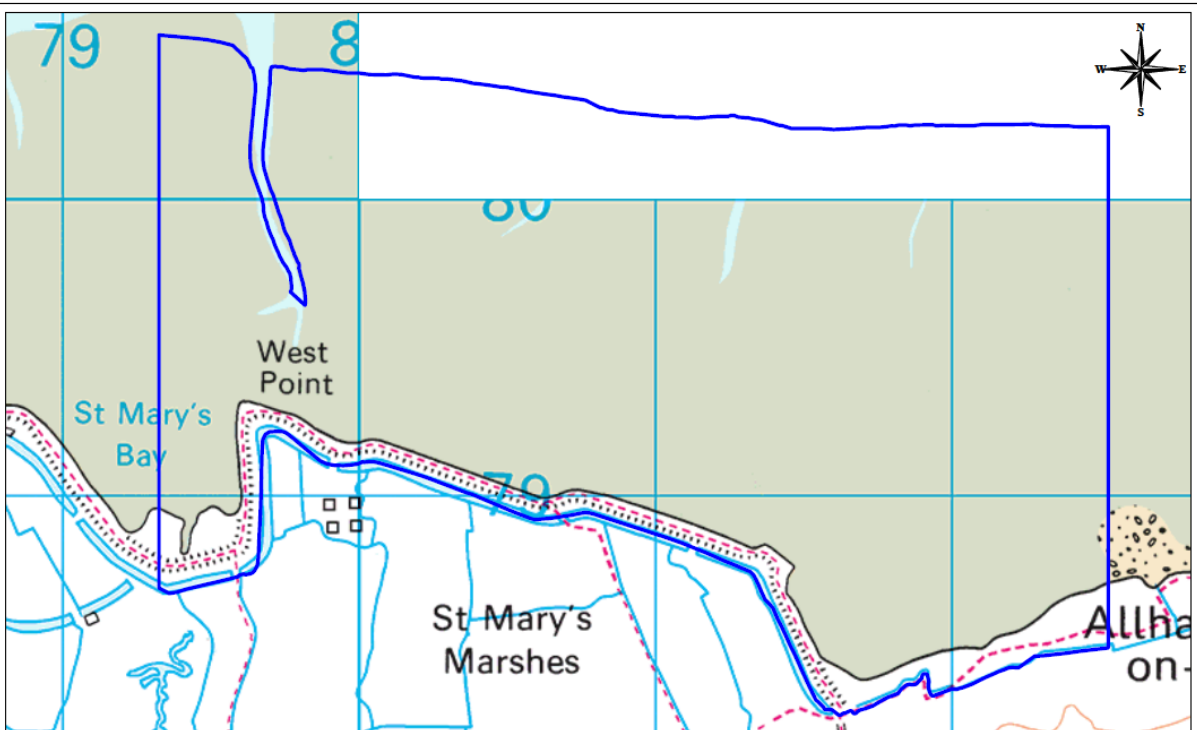
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Zone: PLA Zone 071

Shoreline section: Allhallows

Map number:

General description of shoreline:

Inaccessible area of mud and sand foreshore backed by a continuous seawall. Some salt marsh areas. The non-tidal marshes behind the seawall are important roosting ground for waterfowl.

Clean up options very limited.

Seasonal sensitivity:

	Conservational	Amenity	Industrial
Spring	High	Low	Low
Summer	High	Low	Low
Autumn	High	Low	Low
Winter	Very high	Low	Low

Clean-up recommendations:

Prohibited!

Exercise extreme caution before entering muddy areas; do not enter small area of salt marsh. These habitats are fragile and easily damaged.

Recommended

Leave oil to degrade naturally. Strandline oil and debris may be manually collected.

If bulk oil accumulates along foreshore, consider low pressure seawater flushing. Re-mobilised oil must be collected and recovered using booms and skimmers. Clean-up operations of this nature will require the use of small hovercraft or shallow-draft vessels at high water.

Consider booming Yantlet Creek (booming plan available for Yantlet Creek, see annex M)

Access routes to foreshore:

Footpath gives access along and to area behind the continuous seawall. Limited vehicular access to the foreshore is possible via Avery Way, the main road through Allhallows.

Reconnaissance by foot or ideally by helicopter or light aircraft.

Ecology considerations:

This area falls within the South Thames Estuary and Marshes SSSI and environmental advice should be sought before attempting any clear-up operation.

Amenity impact:

This area is adjacent to Allhallows village and Holiday Park. Any pollution incident may impact on the visitors' enjoyment of the shoreline.

Industrial & economic implications:

No industrial implications.

There may be some economic implications due to possible accessibility problems for visitors/holidaymakers. These would not be considered significant though.

Other contacts:

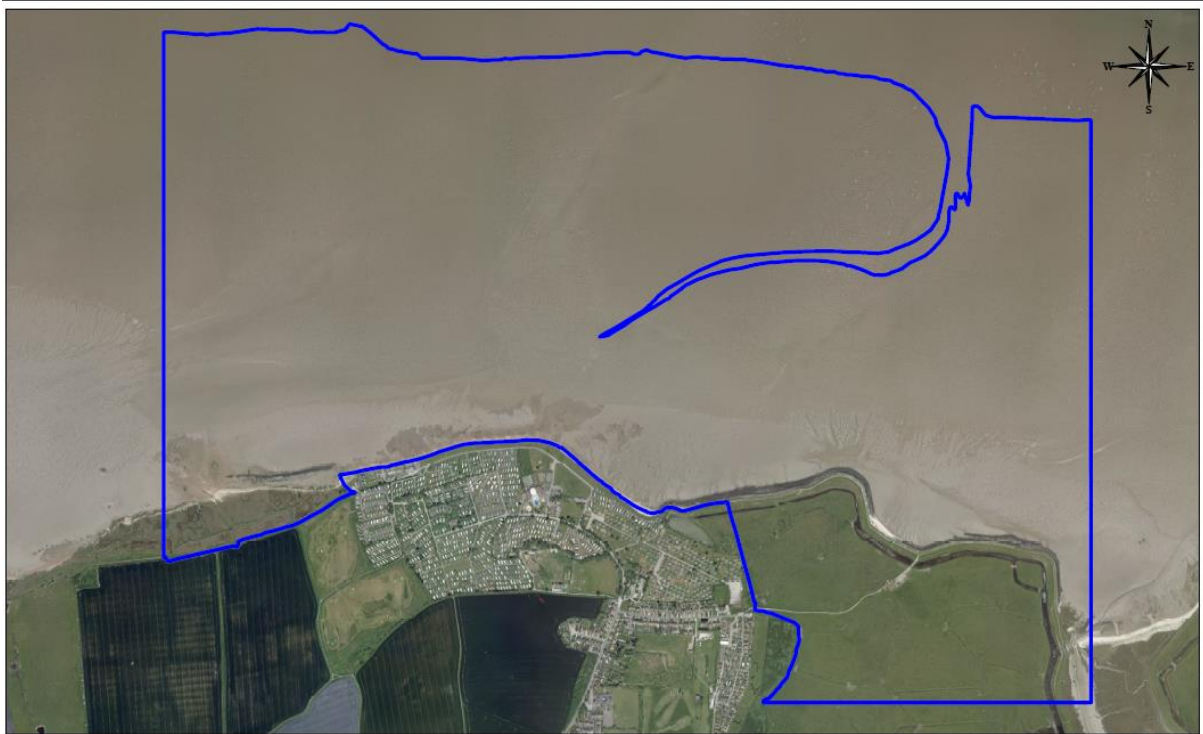
Allhallows Holiday Park (Haven) Tel: 0871 231 0860
Allhallows Parish Council

Oil Pollution Officers (OPO) and Beach Supervisors

See OPO and Beach Supervisor contact list Annex U.

Other relevant information:

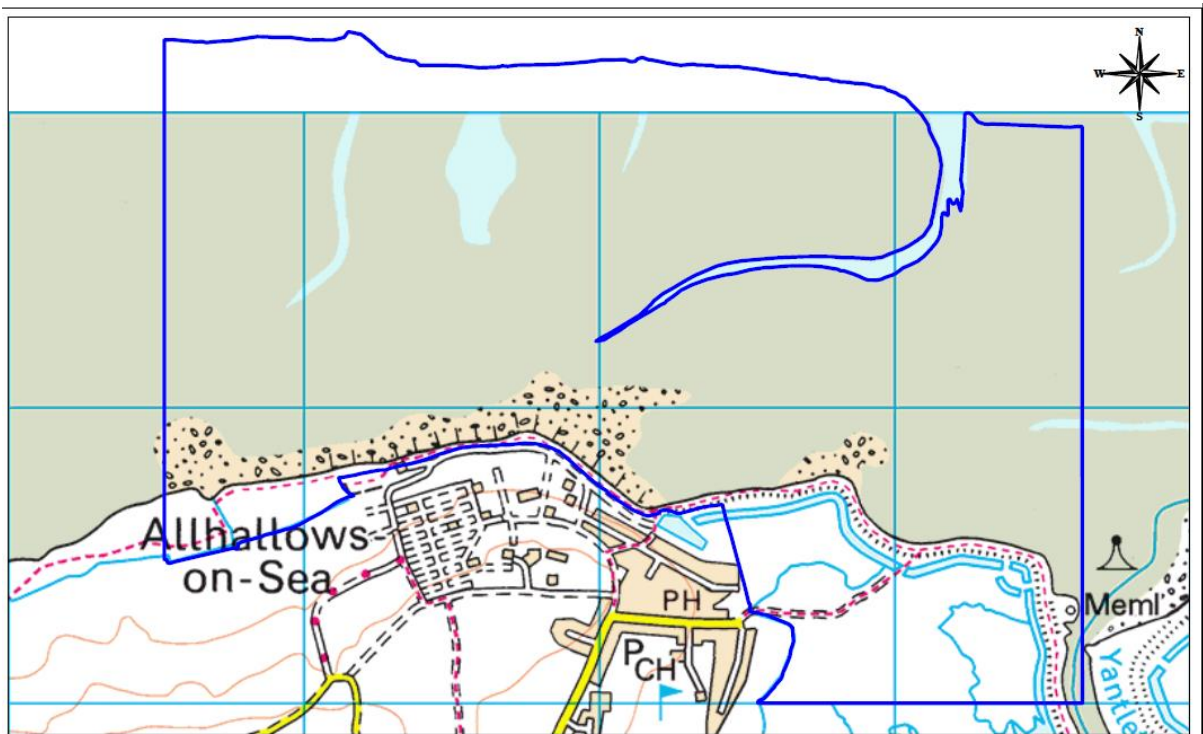
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Zone: PLA Zone 072

Shoreline section: Yantlet Creek/Lees Marshes

Map number:

General description of shoreline:

Inaccessible area of mud and shingle foreshore backed by a continuous seawall. Some salt marsh. The non-tidal marshes behind the seawall are important roosting ground for waterfowl.

Yantlet Creek falls within this zone and is a possible booming site (see Annex M). Other clean up options very limited.

Seasonal sensitivity:

	Conservational	Amenity	Industrial
Spring	High	Low	Low
Summer	High	Low	Low
Autumn	High	Low	Low
Winter	Very high	Low	Low

Clean-up recommendations:

Prohibited!

Exercise extreme caution before entering muddy areas; do not enter small area of saltmarsh. These habitats are fragile and easily damaged.

Recommended

Leave oil to degrade naturally. Strandline oil and debris may be manually collected. If bulk oil accumulates along foreshore, consider low pressure seawater flushing. Re-mobilised oil must be collected and recovered using booms and skimmers. Clean-up operations of this nature will require the use of small hovercraft or shallow-draft vessels at high water.

Consider booming Yantlet Creek (booming plan available for Yantlet Creek, see annex M).

Access routes to foreshore:

Footpath gives access along and to area behind the continuous seawall. Vehicular access is very limited along Binney Road and several farm tracks (access via Binney Farm).

Reconnaissance by foot or (ideally) by helicopter or light aircraft.

Ecology considerations:

This area falls within the South Thames Estuary and Marshes SSSI and environmental advice should be sought before attempting any clear-up operation.

Amenity impact:

Little amenity impact, but part of this area is used as a firing range by

Industrial & economic implications:

Little industrial & economic implications

Other contacts:

Binney Farm – Access to Yantlet Creek
MOD – Access to Yantlet Creek Firing Range
Environment Agency – Access to Yantlet Creek

Oil Pollution Officers (OPO) and Beach Supervisors

See OPO and Beach Supervisor contact list Annex U.

Other relevant information:

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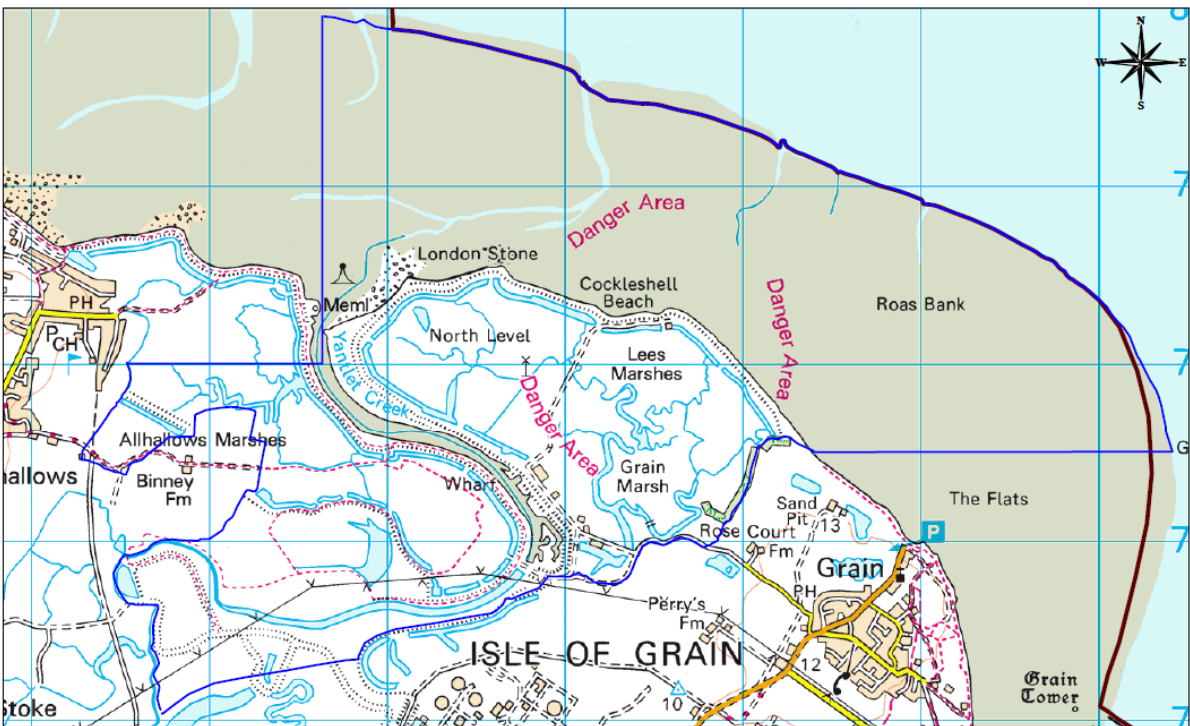


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Zone: PLA 073

Shoreline section: Grain

Map number:

General description of shoreline:

Inaccessible area of mud and shingle foreshore backed by a continuous seawall. The non-tidal marshes behind the seawall are important roosting ground for waterfowl. River Medway approaches.

Clean-up options are very limited

Seasonal sensitivity:

	Conservational	Amenity	Industrial
Spring	High	Low	Low
Summer	High	Low	Low
Autumn	High	Low	Low
Winter	Very High	Low	Low

Clean-up recommendations:

Prohibited!

Exercise caution before entering muddy areas; do not enter area of salt marsh. These habitats are fragile and easily damaged.

Recommended

Leave oil to degrade naturally. Strandline oil and debris may be manually collected.

If bulk oil accumulates along foreshore, consider low pressure seawater flushing. Re-mobilised oil must be collected and recovered using booms and skimmers. Clean-up operations of this nature will require the use of small hovercraft or shallow-draft vessels at high water.

Access routes to foreshore:

Track gives access to area behind the continuous seawall. Vehicular access to behind the sea wall is possible via the Grain Road (B2001).

Reconnaissance by foot or (ideally) by helicopter or light aircraft.

Ecology considerations:

This area falls within the South Thames Estuary and Marshes SSSI, and environmental advice should be sought before attempting any clear-up operation.

Amenity impact:

Little amenity impact

Industrial & economic implications:

Little Industrial & economic implication

Other contacts:

Grain Parish Council

J Clubb Aggregates Ltd – Quarry and Landfill Site

Oil Pollution Officer (OPO) and Beach Supervisors

See OPO and Beach Supervisor contact list Annex U.

Other relevant information:

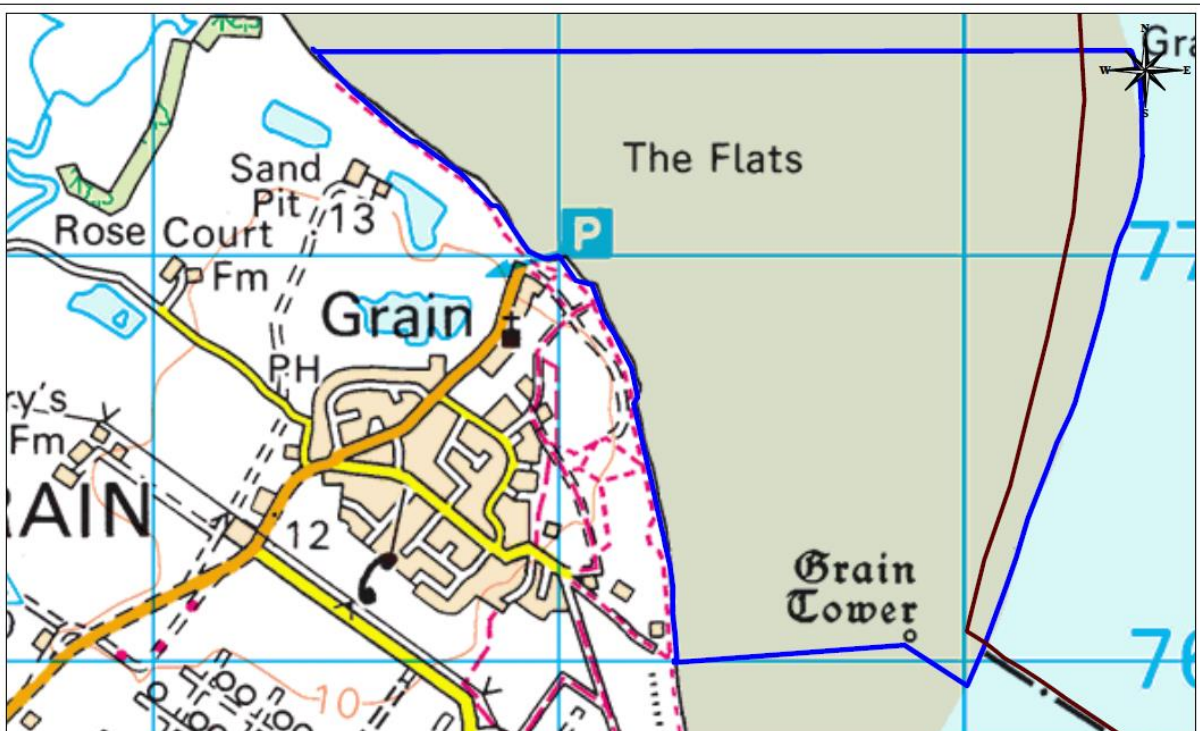
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Zone: MP Zone 2A

Shoreline section: Medway Estuary Mouth Map number:

General description of shoreline:

Northern limit forms part of grain foreshore open space. The area also contains:

Grain Fort – scheduled ancient monument.
(Some redundant military infrastructure).

Extensive mudflats at low tide, grass and scrub landward. Long sea-defense wall used as access route.

Spring = breeding birds and migration
Autumn = big passage of birds
Winter = increase in bird numbers

Seasonal sensitivity:

	Conservational	Amenity	Industrial
Spring	High	Moderate	Low
Summer	High	High	Low
Autumn	High	High	Low
Winter	High	Low	Low

Clean-up recommendations:

Prohibited!

Exercise caution before entering muddy areas; do not enter area of salt marsh. These habitats are fragile and easily damaged.

Recommended

Leave oil to degrade naturally. Strandline oil and debris may be manually collected.

If bulk oil accumulates along foreshore, consider low pressure seawater flushing. Re-mobilised oil must be collected and recovered using booms and skimmers. Clean-up operations of this nature will require the use of small hovercraft or shallow-draft vessels at high water.

Access routes to foreshore:

1. North via Grain foreshore – Parish Council owned.
2. Large metal gate prevents access to sea defense wall and pathway, the gate is owned by the Environment Agency)
3. Height and width restrictions (see other relevant information section)
4. Foster Yeoman Aggregates
5. London Thamesport
6. E-ON (Grain Power Station)
7. Medway Power Station (Scottish & Southern Electricity)

Ecology considerations:

- 1) Grain Beach – exposed mud to sand and gravel.
- 2) No significant high tide roosts.
- 3) Grain foreshore grassland SSSI with ditches/dykes and reed beds. Parts of site also of Nature Conservation Interest.
- 4) Derelict land/industrial land of interest to owls, mammals, plants and birds, such as stonechats. Ditches and reed beds of interest to wildlife.
- 5) Sea Bass box (protection zone) surrounds power station outfall.

Amenity impact:

- 1) Grain beach – important part of open space provision for the Grain community.
- 2) In summer the beach wall used for walking, swimming and fishing;
- 3) It should be noted that walkers follow the sea wall to its furthest extent.
- 4) No sailing activity around this area; it should be noted that there are strong tides and commercial traffic.

Industrial & economic implications:

- 1) Sea and Estuary fisheries –
 - a) Rochester Oyster and Floating Fishery (ROFF)
 - b) Kent and Essex Sea Fisheries Committee (KESFC)
- 2) Grain Power Station (E-ON) – inlet
- 3) Medway Power Station (Scottish & Southern Electricity) – inlet
- 4) London Thamesport operations

Other contacts:

Kent Wildfowling and Conservation Association
English Heritage – parts of Grain foreshore contain a scheduled ancient monument
E-ON (Grain Power Station)

Beach Supervisors

See Beach Supervisor contact list Annex U.

Other relevant information:

Note: Medway Council is responsible for the sea defenses within its area.

If large vehicular access is required along Port Victoria road be aware that there is a 3.5 m width barrier and a height restriction of 4.5 m.



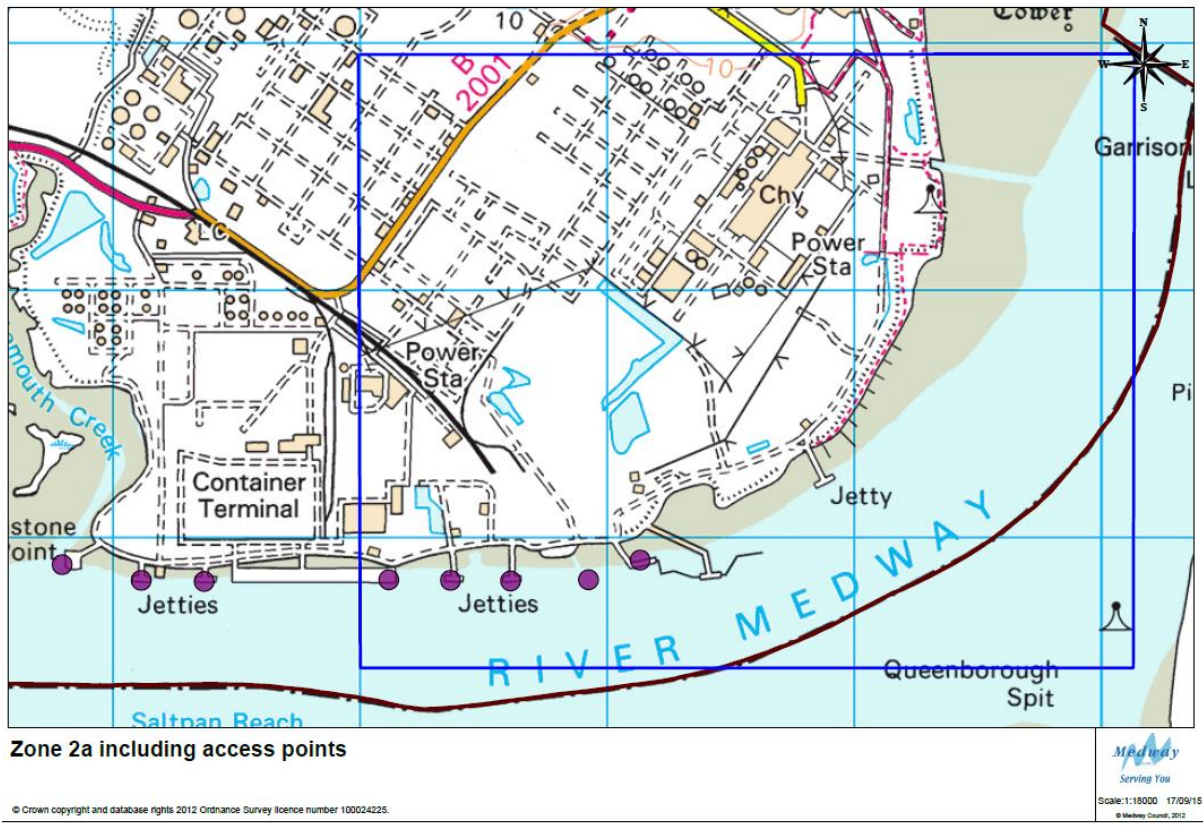
Zone 2a including access points - Aerial view

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MEDWAY COUNCIL SHORELINE OIL POLLUTION AND CHEMICAL SPILL EMERGENCY PLAN



Zone: MP Zone 2B

Shoreline section: Stoke Ooze Map number 0

General description of shoreline:	
Note: Very sensitive area, probably <u>the</u> most sensitive area	
1) Vast area of saltings and intricate mosaic of saltmarsh channels, mudflats – very complex. 2) Grassed seawall embankment to rear, 3) Lagoons (permanent lakes) 4) Grazed grassland 5) Reed fringed ditches	

Seasonal sensitivity:			
	Conservational	Amenity	Industrial
Spring	Very High	Low	Low
Summer	High	Low	Low
Autumn	Very High	Low	Low
Winter	Very High	Low	Low

Clean-up recommendations:

Prohibited!

Exercise caution before entering muddy areas; do not enter area of salt marsh. These habitats are fragile and easily damaged.

Recommended

Leave oil to degrade naturally. Strandline oil and debris may be manually collected.

If bulk oil accumulates along foreshore, consider low pressure seawater flushing. Re-mobilised oil must be collected and recovered using booms and skimmers. Clean-up operations of this nature will require the use of small hovercraft or shallow-draft vessels at high water.

Access routes to foreshore:

Various gated access points from the A228. Also farm tracks to Lower, Middle Stoke (Burrows Lane) and Stoke.

Southern Water access road.

Through the BP Oil UK site.

It should be noted that, at low mean tide, access is easier by boat.

Ecology considerations:

Plants, invertebrates, birds in increasing order of importance. Area used as high tide roost, breeding, roosting and for feeding. Probably the most extensive area of saltmarsh in the Medway estuary.

The topography of this area means that silt and oil is more likely to build up here and remain.

Amenity impact:

Limited – good footpath access along sea wall, not well used, as area is rather isolated.

Kent Wildfowlers own large part of this area and “shoot it” during Autumn and Winter.

A small sailing club is situated to the southwest.

Industrial & economic implications:

Implications to activities at Damhead Creek and Kingsnorth power stations.

Other commercial water traffic would be further south and east due to the presence of Bee Ness and Oakham Ness jetties.

Other contacts:

Boat club

KWCA

ROFF

Microlight club – possible aerial observation and landing site for helicopter

Stoke parish Council

BP Oil UK

Kingsnorth Power Station (E-ON)

Oil Pollution Officers and Beach Supervisors

See OPO and Beach Supervisor contact list Annex U.

Other relevant information:

Access across salting nearly impossible – no clearly defined route. (Wildfowlers may be able to assist).

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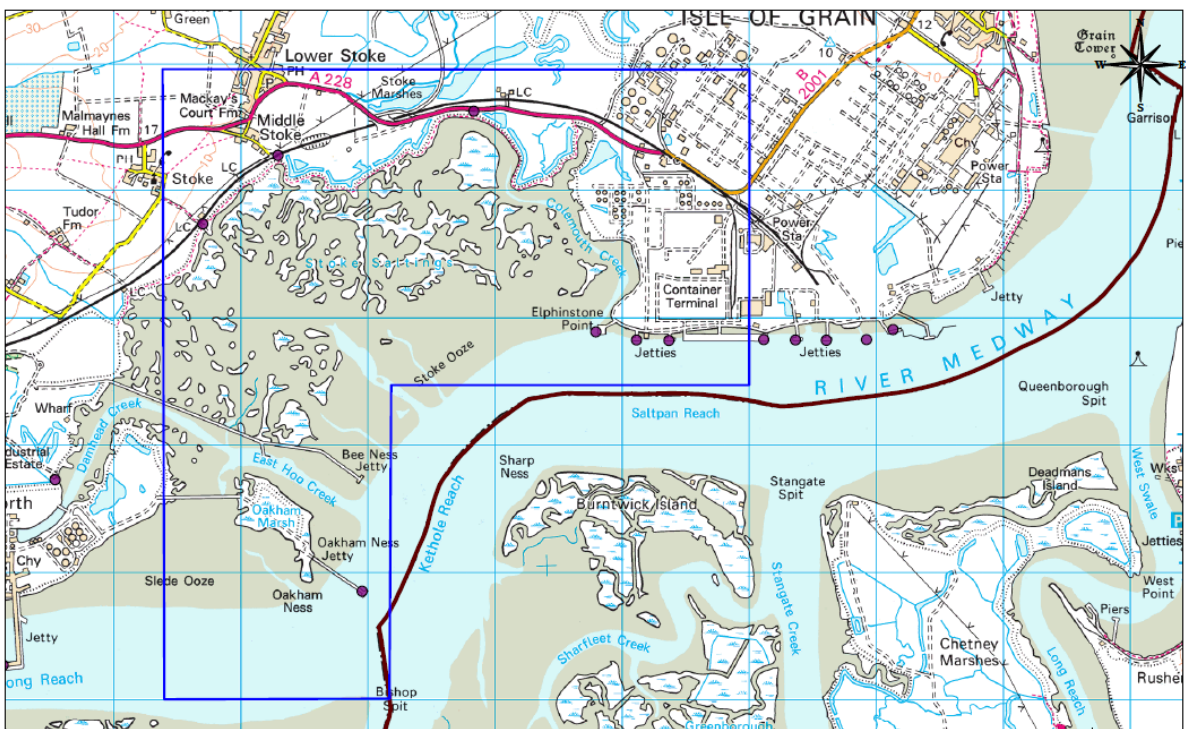


Zone 2b including access points - Aerial view

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Zone: 2C

Shoreline section: Hoo Flats/Kingsnorth

Map number 0

General description of shoreline:

Bunded sea wall (grassed) with associated barrow dyke, extensive mudflats and pockets of saltmarsh. Industrial activity to South and North. Hoo Marina area has numerous derelict barges.

Seasonal sensitivity:

	Conservational	Amenity	Industrial
Spring	High	Low	Moderate
Summer	Low	High	Moderate
Autumn	Moderate	High	Moderate
Winter	High	Low	Moderate

Clean-up recommendations:

Prohibited!

Exercise caution before entering muddy areas; do not enter area of salt marsh. These habitats are fragile and easily damaged.

Recommended

Leave oil to degrade naturally. Strandline oil and debris may be manually collected.

If bulk oil accumulates along foreshore, consider low pressure seawater flushing. Re-mobilised oil must be collected and recovered using booms and skimmers. Clean-up operations of this nature will require the use of small hovercraft or shallow-draft vessels at high water

Access routes to foreshore:

Hoo marina and industrial units – locked gates to sea wall.

Access possible from Abbots Court and to the South West of the PowerStation and via Vicarage Lane through Hoo Marina Park.

Damhead Creek accessible via the industrial estate road network.

Ecology considerations:

Damhead Creek and links to Stoke Oozes (zone 2b)

Bass Protection Box

Standard issues regarding mudflats at low tide – all important for invertebrates and feeding birds

Disperse areas of willow scrub/woodland in and around the power station. If these are in the low spots they will need to be protected from polluted land drains.

Amenity impact:

Boating area (Hoo Marina Park).

A limited amount of walkers (little activity)

Kingsnorth Power Station (E-ON)

Damhead creek Power Station (Scottish Power)

Industrial & economic implications:

Kingsnorth and Damhead Creek Power Stations – inlets.

Main shipping lane through Long Reach and Pinup Reach.

Other contacts:

Kingsnorth Power Station (E-ON)

Sailing Clubs

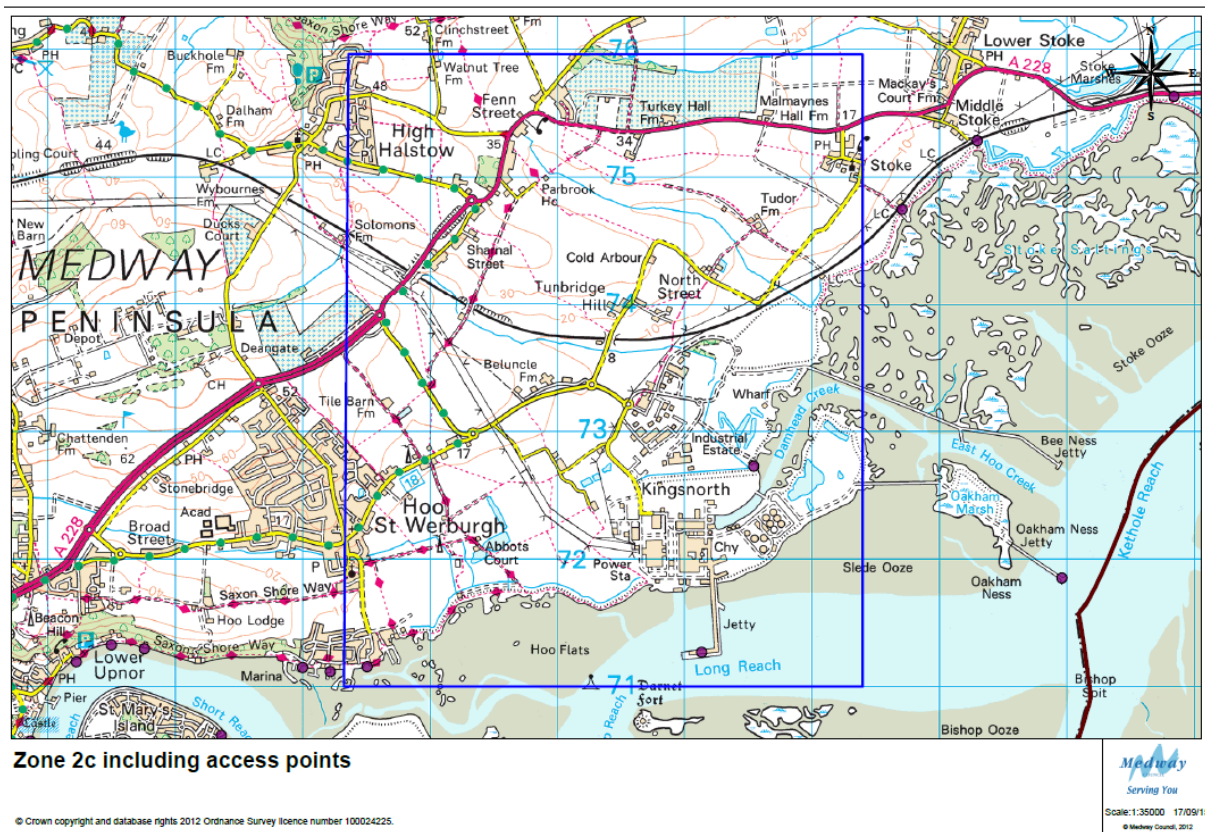
Local Farmers

Beach Supervisors

See Beach Supervisor contact list Annex U.

Other relevant information:

MEDWAY COUNCIL SHORELINE OIL POLLUTION AND CHEMICAL SPILL EMERGENCY PLAN



Zone: 2D

Shoreline section: Copperhouse Marshes/Rainham Creek

Map number 0

General description of shoreline:

Complicated area of stone faced sea defences. Narrow coastal zone, extensive mudflats and limited saltmarsh. Numerous low tide creeks and surface drainage

Fresh water flows in at low tide.

Seasonal sensitivity:

	Conservational	Amenity	Industrial
Spring	High	High	Low
Summer	Moderate	High	Low
Autumn	High	High	Low
Winter	High	High	Low

Clean-up recommendations:

Prohibited!

Exercise caution before entering muddy areas; do not enter area of salt marsh. These habitats are fragile and easily damaged.

Recommended

Leave oil to degrade naturally. Strandline oil and debris may be manually collected.

If bulk oil accumulates along foreshore, consider low pressure seawater flushing. Re-mobilised oil must be collected and recovered using booms and skimmers. Clean-up operations of this nature will require the use of small hovercraft or shallow-draft vessels at high water

Access routes to foreshore:

Access to Riverside Country Park (Hand Hill peninsular) off Lower Rainham Road to Bloors Wharf via Bloors Wharf Road and via Mariners Farm Road.

Southern Water access road to Motney Hill.

Ecology considerations:

This area is a SSSI and environmental advice should be sought.

Amenity impact:

High amenity impact in several areas including:

- 1) Gillingham Marina
- 2) The Strand public slipway
- 3) Saxon Shore Way footpath
- 4) Riverside Country Park
- 5) The Strand Leisure Park (Medway Council)

Industrial & economic implications:

Impact on Gillingham Marina (01634 280022), Riverside Country Park (Medway Council – 01634 337432) and Strand Leisure Park (Medway Council – 01634 852907).

Other contacts:

Beach Supervisors

See Beach Supervisor contact list Annex U.

Other relevant information:

MEDWAY COUNCIL SHORELINE OIL POLLUTION AND CHEMICAL SPILL EMERGENCY PLAN

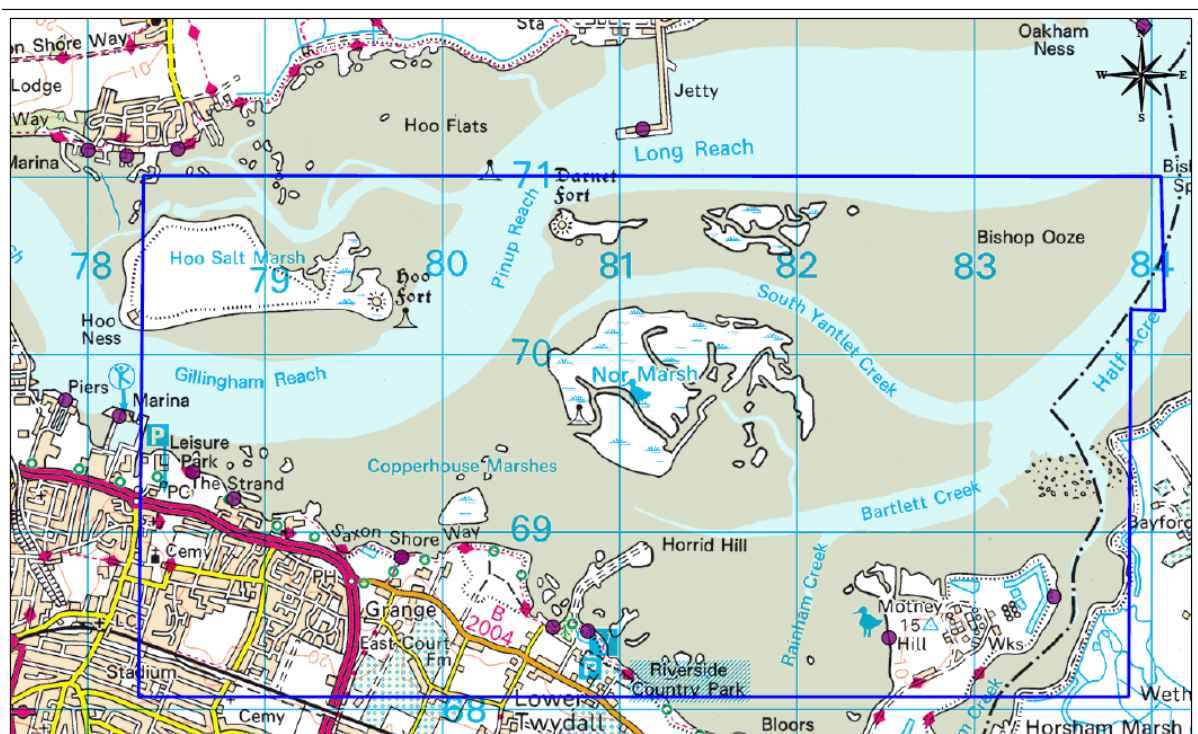


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Zone: MP 3

Shoreline section: Basin 3 Map number 0

General description of shoreline:

Basin 3 is a contained area with high walls. Lock gates allow access for large industrial vessels.

Here the pollution would come from either collision damage to the vessel or during transfer.

The possibility of wide scale pollution is extremely unlikely due to the fact that it is an enclosed dock any pollution could be easily controlled and removed.

Seasonal sensitivity:

	Conservational	Amenity	Industrial
Spring	Low	Low	Moderate
Summer	Low	Low	Moderate
Autumn	Low	Low	Moderate
Winter	Low	Low	Moderate

Clean-up recommendations:

Prohibited!

Recommended

Within basin three, strandline oil and debris may be manually collected.

If bulk oil accumulates, consider low pressure seawater flushing. Re-mobilised oil can be collected and recovered using booms and skimmers.

Access routes to foreshore:

Access to the area around basin three is available on three sides.

Ecology considerations:

The risk to the surrounding ecology area is low. The zone is not in any ecological area.

Amenity impact:

Pollution in this area would have little amenity impact.

Industrial & economic implications:

This area is used for the loading/unloading of large vessels. There may be some industrial and economic impact although any incident should not be prolonged.

Other contacts:

Medway (Peel) Ports

Oil Pollution Officer (OPO) and Beach Supervisors

See OPO and Beach Supervisor contact list Annex U.

Other relevant information:

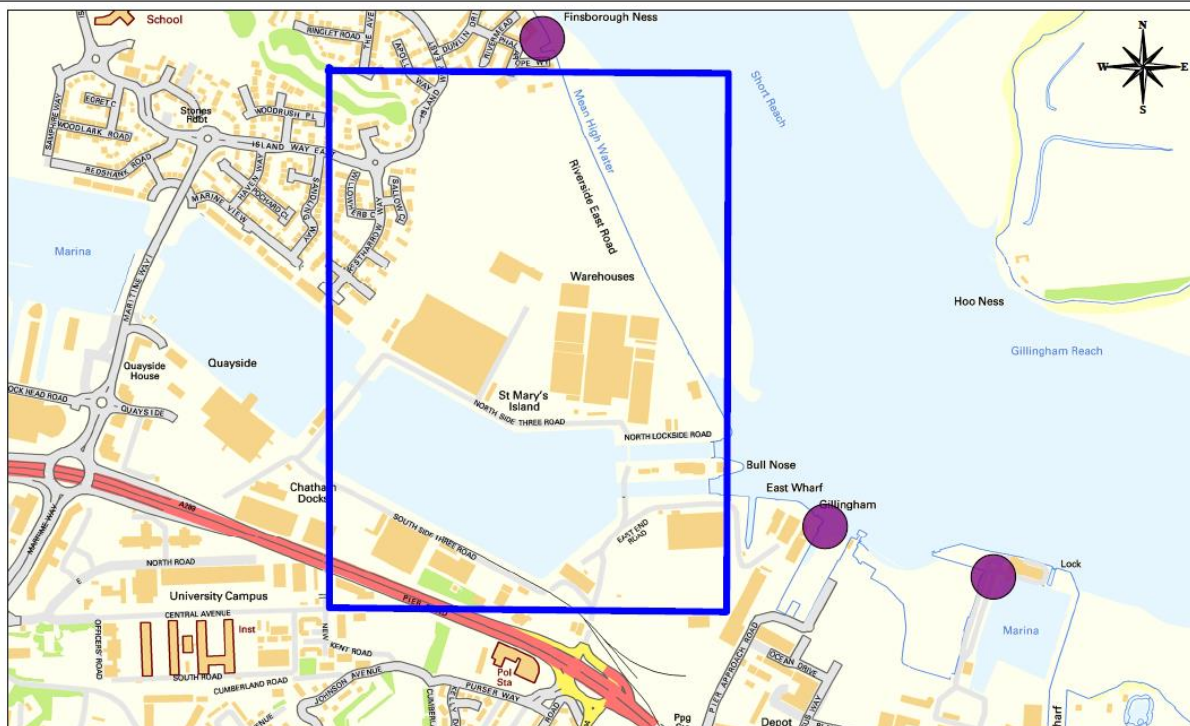
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Zone: MP3A

Shoreline section: Basins 1 and 2 Map number 0

General description of shoreline:

Enclosed area. Basin 1 is used for mooring small craft basin two is occasionally used for visiting large vessels. As zone 3 the likelihood of pollution is rare and would come from either collision damage to vessels or during transfer. Pollution could also be easily controlled and removed. The area is undergoing some building regeneration.

Seasonal sensitivity:

	Conservational	Amenity	Industrial
Spring	Low	Moderate	Low
Summer	Low	Moderate	Low
Autumn	Low	Moderate	Low
Winter	Low	Moderate	Low

Clean-up recommendations:

Prohibited!

Recommended

Within basin one and two, strandline oil and debris may be manually collected.

If bulk oil accumulates, consider low pressure seawater flushing. Re-mobilised oil can be collected and recovered using booms and skimmers.

Access routes to foreshore:

There are many access points to the zone from the surrounding area.

Ecology considerations:

The risk to the surrounding ecology area is low. The zone is not in any ecological area.

Amenity impact:

This area is used for mooring small craft. There may be some amenity impact although any incident should not be prolonged. This area is undergoing regeneration, with new housing being built.

Industrial & economic implications:

Pollution in this area would have little industrial & economic implications.

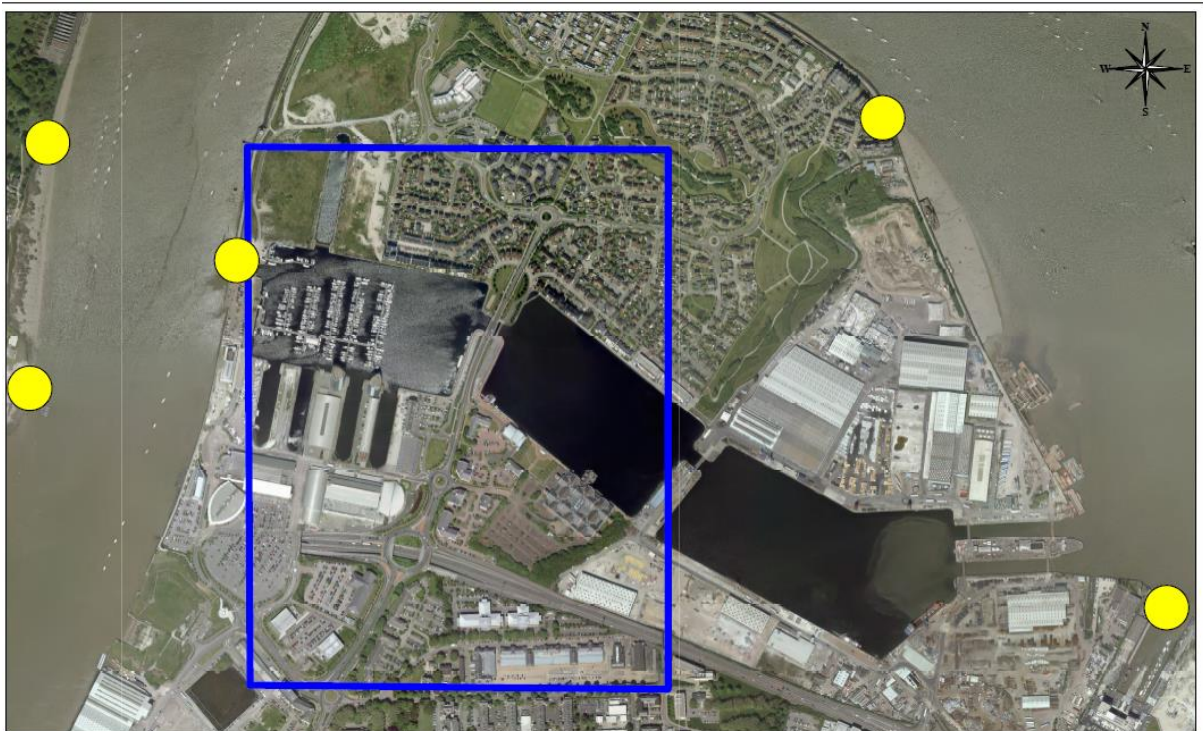
Other contacts:

Chatham Maritime Marina (MDL)

Oil Pollution Officer (OPO) and Beach Supervisors

See OPO and Beach Supervisor contact list Annex U.

Other relevant information:



Zone 3A including access points - Aerial view

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Zone: MP4

Shoreline section: Chatham Docks to Rochester Bridge

Map number 0

General description of shoreline:

Generally high walled shoreline, extensive mudflats at low tide.

This part of the River has older terminals and berths; many are now redundant and no longer in use. This area is under pilot control so the risk of collision is seen to be rare. However, pollution could take place from bunkering and/or oil transfer. The area is undergoing regeneration with many building developments taking place

Seasonal sensitivity:

	Conservational	Amenity	Industrial
Spring	Moderate	Moderate	Low
Summer	Moderate	Moderate	Low
Autumn	Moderate	Moderate	Low
Winter	Moderate	Moderate	Low

Clean-up recommendations:

Prohibited!

Recommended

Strandline oil and debris may be manually collected. If bulk oil accumulates, consider low pressure seawater flushing. Re-mobilised oil can be collected and recovered using booms and skimmers.

Access routes to foreshore:

There are piers at Chatham docks and Sun Pier at Chatham. Access is also available at St Mary's island.

Ecology considerations:

This area is trawled for sole during early spring and late autumn. Local vessels operated by "freemen" also work fyke nets for eels and trawl for shrimp between May and September.

There is little commercial fishing above Upnor Castle, but freemen may be found working as described.

Amenity impact:

Local marinas (see contacts)

Industrial & economic implications:

As mentioned above, any pollution incident would impact on local fishermen depending on the time of year.

Other contacts:

Chatham Maritime Marina (MDL)
Gillingham Marina
Medway Bridge Marina

Beach Supervisors

See Beach Supervisor contact list Annex U.

Other relevant information:

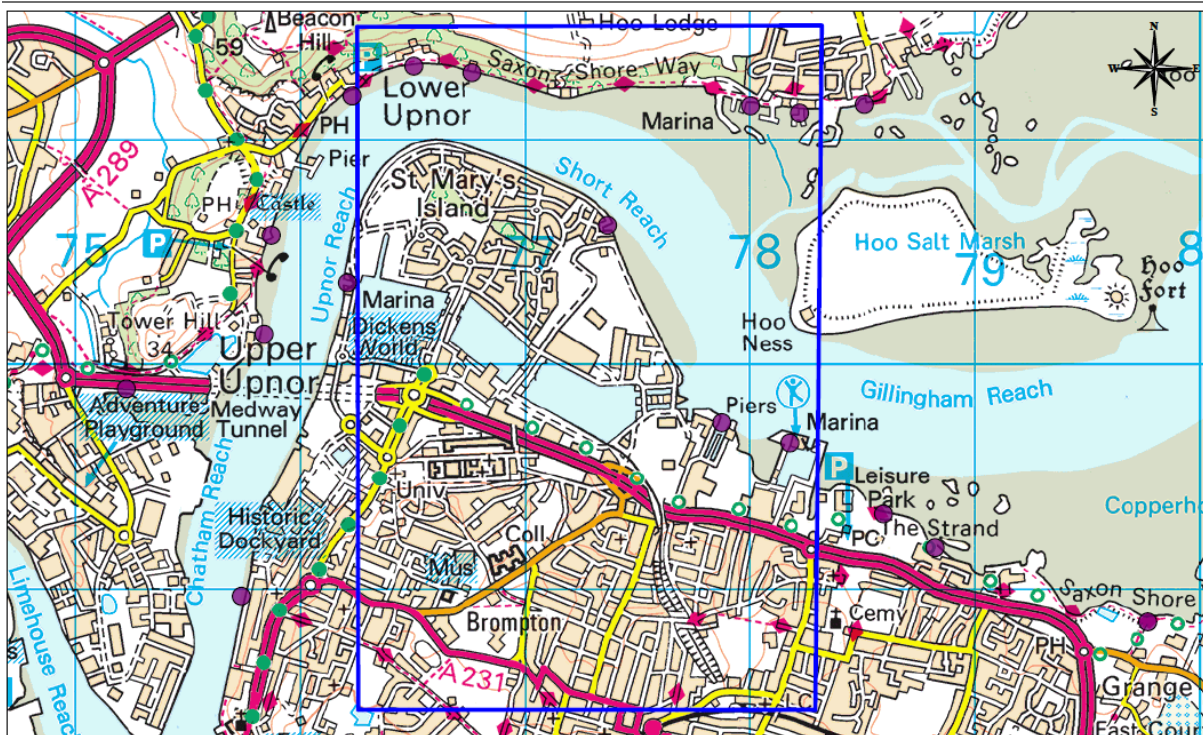
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Zone: MP5

Shoreline section: Rochester Bridge to Allington Lock

Map number **0**

General description of shoreline:

Some high and some low walled areas. The shoreline is mainly made up of pockets of saltmarsh and mudflats.

There is very little commercial traffic, mainly yachts; the most likely source of pollution would come from the facilities either side of the river.

Seasonal sensitivity:

	Conservational	Amenity	Industrial
Spring	Moderate	Moderate	Low
Summer	Moderate	Moderate	Low
Autumn	Moderate	Moderate	Low
Winter	Moderate	Moderate	Low

Clean-up recommendations:

Prohibited!

Recommended

Strandline oil and debris may be manually collected. If bulk oil accumulates, consider low pressure seawater flushing. Re-mobilised oil can be collected and recovered using booms and skimmers.

Access routes to foreshore:

Access from Rochester Pier and the Esplanade, limited access from the Strood side of the River.

Ecology considerations:

This area is trawled for sole during early spring and late autumn. Local vessels operated by “freemen” also work fyke nets for eels and trawl for shrimp between May and September. There is little commercial fishing above Upnor castle, but freemen may be found working as described.

Amenity impact:

Local marinas and sailing clubs would be affected

Industrial & economic implications:

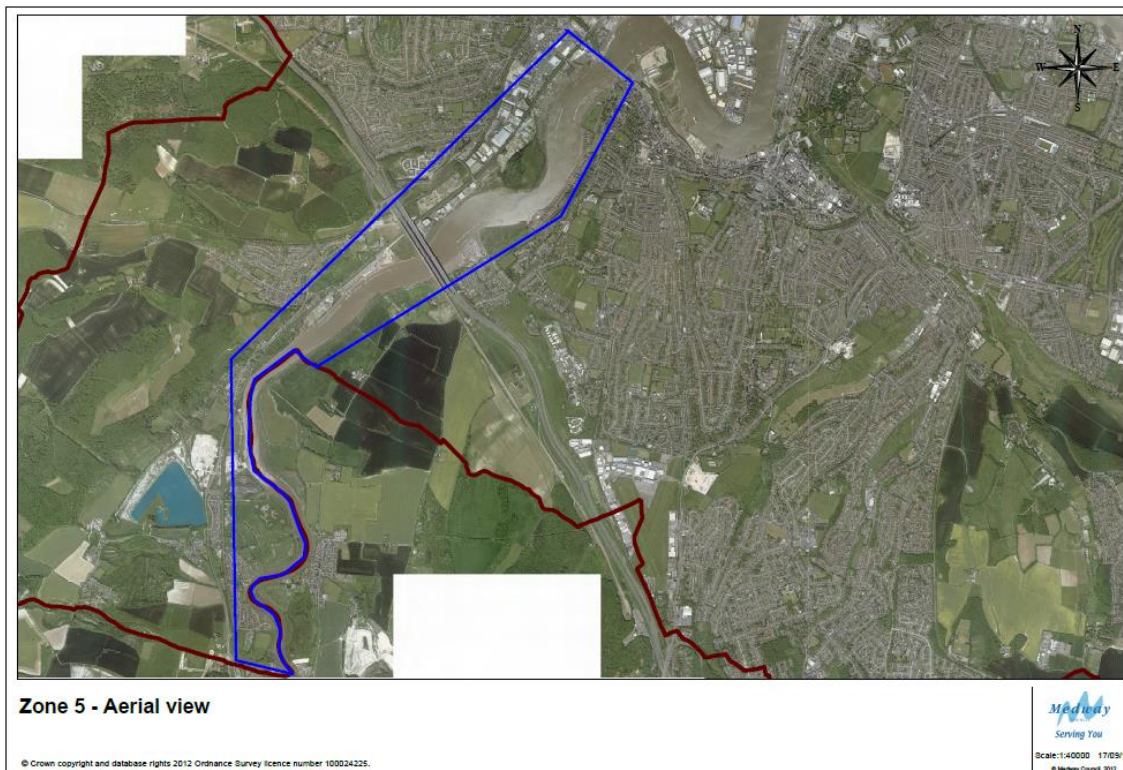
Little industrial and economic implications.

Other contacts:

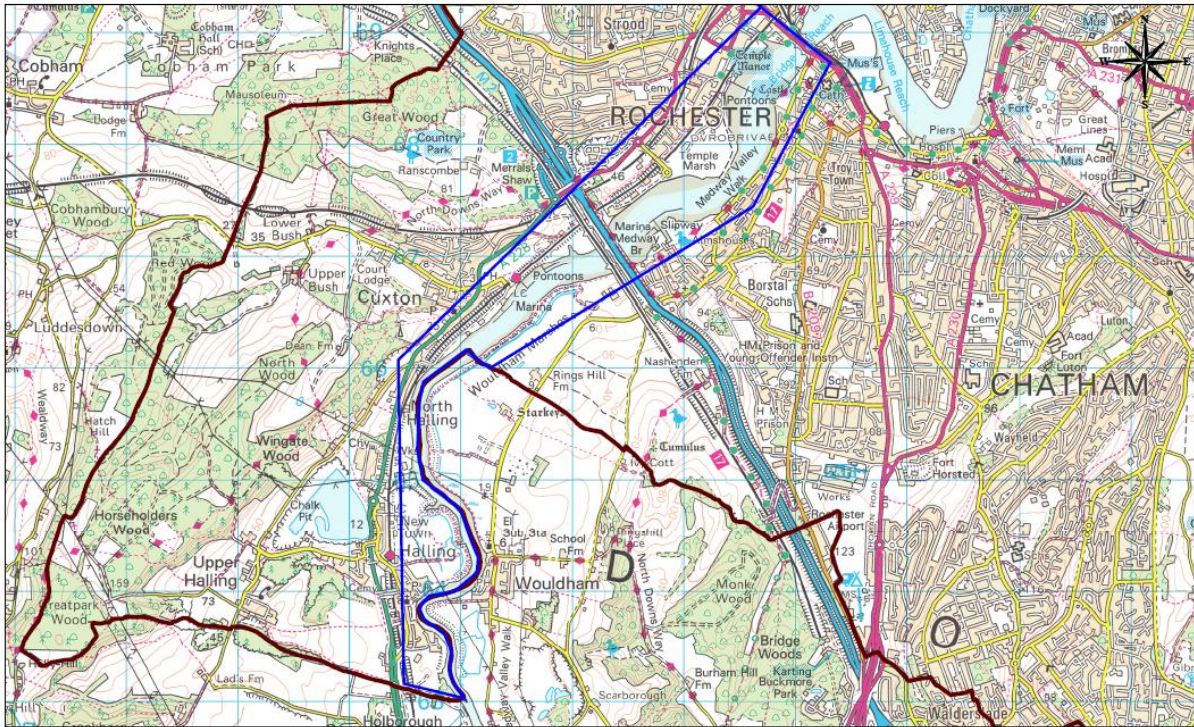
Oil Pollution Officers (OPO) and Beach Supervisors

See OPO and Beach Supervisor contact list Annex U.

Other relevant information:



MEDWAY COUNCIL SHORELINE OIL POLLUTION AND CHEMICAL SPILL EMERGENCY PLAN



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