The background image is a photograph of Hoo St Werburgh Church, a stone building with a tall, pointed spire. The church is set in a grassy area with several gravestones in the foreground. To the right, there are large evergreen trees, and to the left, there are bare deciduous trees. The sky is clear and blue.

Hoo St Werburgh and Chattenden Neighbourhood Plan

**Regulation 14 Version V3.5
July 2023**

This document is dedicated to the memory of Ted Smith who was a founder member of the Neighbourhood Plan Steering Group and whose valuable support was instrumental in preserving our local heritage, establishing Grade II listing of World War II pillboxes as part of the Hoo Stop Line.

Contents

1. Introduction.....	6
1.1 Purpose of the Neighbourhood Plan.....	6
1.2 Status of the Neighbourhood Plan.....	6
2. Background Information	8
2.1 The Area – Key Characteristics	9
2.2 Engagement with the Community	11
2.3 Liaison with Medway Council	13
3. Vision and Aims	14
3.1 Vision	15
3.2 Planning Aims.....	15
3.3 Delivering the Vision and Aims.....	16
4. Employment and Community Facilities	17
HOO1: Village Centres and Employment.....	21
HOO2: Community Facilities	26
HOO3: Industry and Distribution	28
5. Housing	30
HOO4: Housing Growth and Mix	33
HOO5: Housing Standards	35
6. Place and Heritage.....	36
HOO6: Design.....	39
HOO7: Local Heritage.....	42
7. Landscape and Natural Environment.....	48
HOO8: Landscape and Environment.....	50
HOO9: Local Green Space	55
HOO10: Air Quality	58
8. Travel Infrastructure	60
HOO11: Sustainable Transport and Active Travel	64
HOO12: Paths.....	66

9. Infrastructure 70

9.1 Planning Infrastructure Priorities71

10. Acknowledgements and Contacts 72



Hoo Common has considerable environmental and community value

1. Introduction

1.1 Purpose of the Neighbourhood Plan

The Hoo St Werburgh and Chattenden Neighbourhood Plan has been produced by Hoo St Werburgh Parish Council. Neighbourhood Plans are policy-based land use plans. The policies are used in the determination of planning applications.

A steering group was formed and this ensured that residents and local groups were involved in producing policy, based on evidence and local knowledge and views.

The Hoo Neighbourhood Plan provides a positive strategy for growth, but also helps to ensure that such growth is sustainable, against the context of climate change. This plan does not make additional site allocations, but does make provisions for growth in its policies, including for employment, residential and community facilities. At the same time, there are policies on design, environment and transport to ensure that development is sustainable, environmentally, socially, and economically.

The Neighbourhood area is the whole of the Parish of Hoo St Werburgh. This was designated by Medway Council on 18 December 2018 and is shown on Map 1.

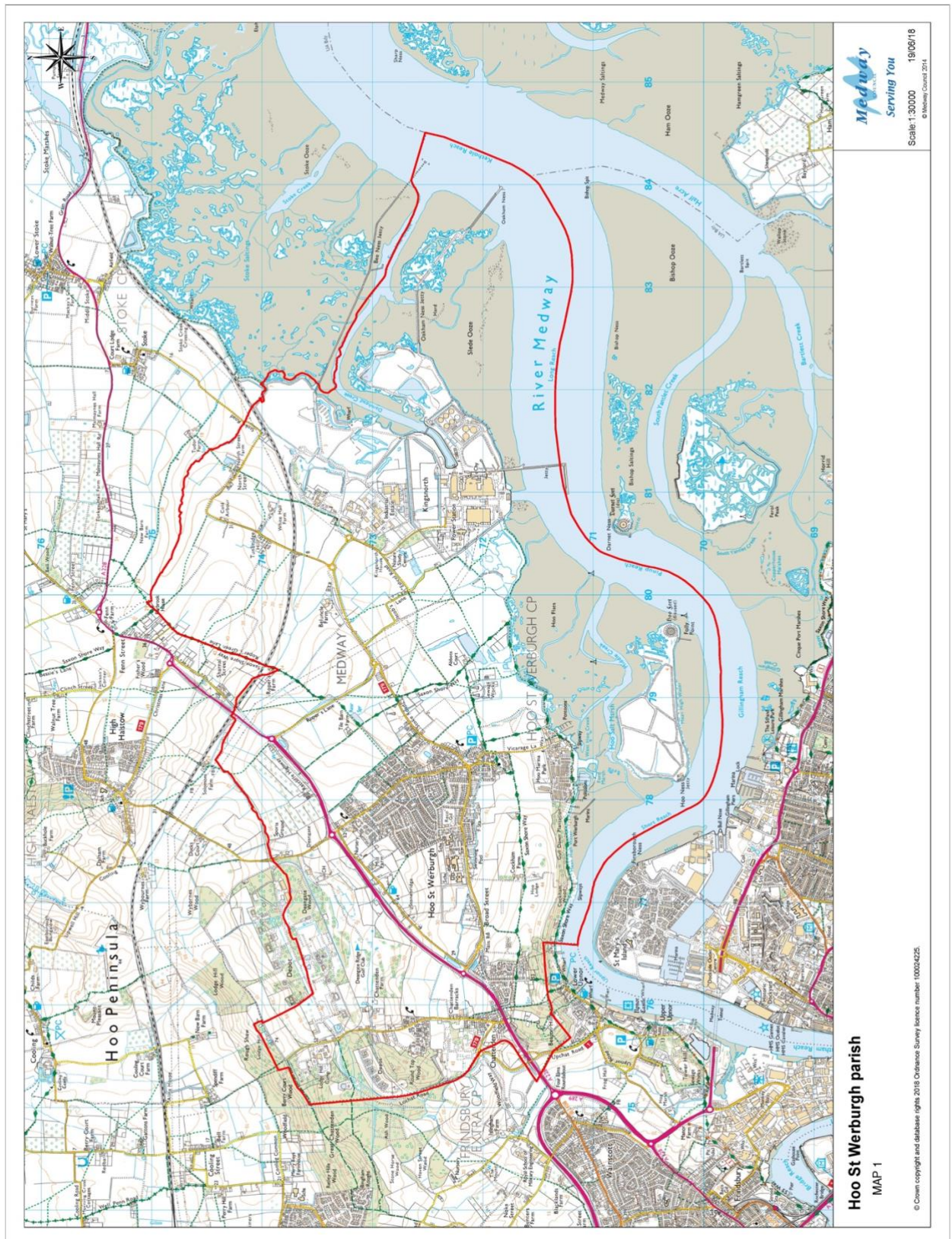
1.2 Status of the Neighbourhood Plan

Neighbourhood Plans have to meet legal requirements set out in planning legislation, including meeting the Basic Conditions. This is tested at the Independent Examination stage.

Once made through a local referendum, the Neighbourhood Plan forms part of the statutory development plan for the area, together with the Medway Local Plan. Section 38 of the Planning and Compulsory Purchase Act requires planning applications to be determined in accordance with the policies of the development plan, unless material considerations indicate otherwise.

The Neighbourhood Plan will be in force until the end of 2038.

Hoo St Werburgh Designated Neighbourhood Plan Area





Local heritage includes the Hoo Stop Line and various 2nd World War structures

2. Background Information

2.1 The Area – Key Characteristics

Location and Population

The Parish sits on the Hoo Peninsula in the Greater Thames Estuary, which is one of the most important areas for birdlife in Europe. Located between the River Thames and River Medway, the Neighbourhood Plan area has rich heritage and historic assets. There is evidence of human activity in Hoo from Palaeolithic times.

The Parish of Hoo and Chattenden is located in the Medway Unitary Authority, set up in 1998 and administratively independent from Kent County Council, and is home to 8945 people from the 2011 census, compared to 7356 in total from the 2001 census. Table 1 gives more detail on the population and travel. It is worth noting these figures are based on the 2011 census which does not take into account the number of homes which have been built in the parish over the past nine years and therefore these figures are not a true representation of the current population.





Many more people are working from home, as a consequence of the COVID pandemic. It is unclear to what extent travel to work data will readjust in the future.

History

The Grade I listed Church of St Werburgh dates from the 12th century. Hoo St Werburgh has a long association with the armed forces, as demonstrated by the remains of the 17th century Cockham Wood Fort. Chattenden Army barracks date back to 1872. A narrow-gauge railway was built in 1873 to transport ordnance to Upnor, where it was stored for later use by the Royal Navy. In 1899 the Royal Ordnance Army Depot was built at Lodge Hill and the railway extended to Kingsnorth. Hoo was a centre for brickmaking in the 19th and early 20th centuries because of the brickearth found beneath the fields from Abbots Court to Chattenden. There is also a wealth of World War II heritage which is of local, national and international importance including the WWII Stop Line.

The parish formally changed its name from Hoo to Hoo St Werburgh on 1st October 1968.

Diagram 1: Hoo St Werburgh and Chattenden Parish Key Statistics (2011 census)

<p>12,587</p> <p>Population</p>		<p>2021 Census</p>
<p>3964</p> <p>Number of Households</p> <p>Owned 74%</p> <p>Social or private rental 22%</p>		<p>2011 Census</p> <p>462 dwellings in the form of caravans, boats and other temporary accommodation.</p>
<p>70%</p> <p>Person economically active</p> <p>Unemployed 4.1%</p>		<p>2011 Census</p>
<p>Travel to Work</p> <p>53.3% Car (driver or passenger)</p> <p>4.6% Train</p> <p>2.6% Cycle or walking</p>		<p>2011 Census</p>

2.2 Engagement with the Community

A number of community engagement activities and events were held in different areas of the Parish, in order to gain the views of local residents.

Meetings were held at various times of day at the local Church and the Village Halls in both Hoo and Chattenden. This included stalls at the Hoo Marina Summer Fayre and Christmas Fayre and in the village square (Saturday) to speak to shoppers. The local primary school provided written and illustrative feedback. A stand was also set up at the local secondary school during a year 7 open evening.

A leaflet was delivered to every dwelling in Hoo and the Plan was also publicised in the local village magazine.

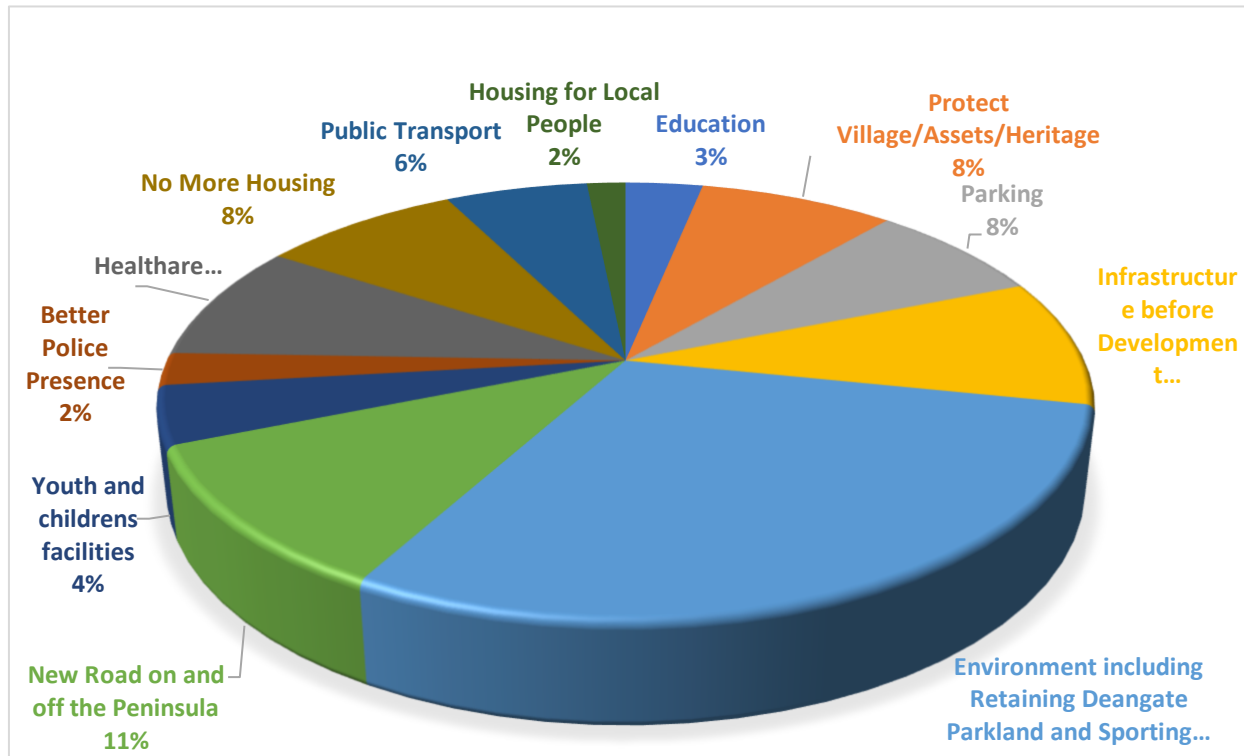
The main concerns for residents included:

- The local environment, including open space, wildlife and air quality.
- Housing requirements, including for first time buyers, older people looking to downsize, and extended families.
- The need to keep and expand on local community facilities, including sports facilities, and health and educational facilities to deal with an expanding population.
- Infrastructure, including the need for a new road to link the Peninsula.
- Village heritage and character.
- Lack of parking provision in new development.
- The need for more play and recreational facilities for children and youth.

These issues have informed the policies of the Neighbourhood Plan.

A number of non-planning matters were also raised, including concerns over policing and utilities. These comments have been brought to the attention of the relevant bodies.

Diagram 2 - Consultation Results (amalgam of all engagement activities)



2.3 Liaison with Medway Council

The development of the Neighbourhood Plan has taken place during a period of great uncertainty in relation to local plan policy-making by Medway Council and has had to follow the Medway Council Local Plan review process (Medway Local Development Scheme October 2021). The Medway local plan has to take into account the needs of the whole of Medway and accommodate their duty to cooperate with other local authorities and service providers on issues like housing development, transport and health provision.

As far as possible the Parish Council and steering group have taken a flexible and positive approach to the development of the Medway Local Plan's emerging policies and their supporting evidence as the Neighbourhood Plan has developed and discussed its policies with Medway as part of the process. Medway's Local Housing Needs Assessment identifies a need for 1675 homes a year. However, national Government is considering housing figures again, so this figure is likely to change.

Medway Council has declared a climate emergency. One of the Basic Conditions for Neighbourhood Plans is achieving sustainable development. Sustainability is a theme throughout the policies of this Plan. Climate change is address through policies on design, the natural environment, active travel, housing and a range of other policies that aim to support a mix of uses and local facilities (15-minute neighbourhoods).



Allotments provide opportunities for local food growing.

3. Vision and Aims

3.1 Vision

The analysis of the area and outcomes from community engagement has led to the identification of the following vision and aims.

The overall Vision for the Neighbourhood Plan is:

To support sustainable growth and development to meet diverse local needs, addressing Climate Change, and preserving or enhancing the distinctive character and local facilities of the village of Hoo St Werburgh and hamlet of Chattenden and their rural landscape settings.

3.2 Planning Aims

The Vision will be achieved through the following aims and the policies later in the Plan. The planning aims are:

- A. To ensure that development in Hoo St Werburgh village and the hamlet of Chattenden is sustainable and retains their distinctive identities and separation.**
- B. To ensure that development takes account of climate change and biodiversity.**
- C. To maintain or expand the range of community facilities and employment, to create more sustainable work/life patterns and meet the diverse needs of the community.**
- D. To ensure that housing development is well-designed, sustainable and meets a range of local needs for all age ranges.**
- E. To preserve or enhance the natural and historic environments of Hoo St Werburgh and Chattenden Parish.**
- F. To promote sustainable forms of transport and active travel, including cycling and walking.**

3.3 Delivering the Vision and Aims

The following chapters contain planning policies, formulated to achieve the vision and aims.

The policies are structured as follows:

- **Purpose** – what the policies in the chapter seek to achieve
- **Evidence and Planning Rationale** – justification for the policies
- **The Policy or policies (in bold)**
- **Interpretation** - how each policies should be applied



Play area

4. Employment and Community Facilities

Purpose

To protect and enhance the economic viability of the village centre and to maintain or expand local employment opportunities and community facilities.

Evidence and Planning Rationale

Chapter 6 of the NPPF deals with 'Building a strong, competitive economy' and the need to create conditions for businesses to invest, expand and adapt. This includes consideration of economic and investment strategy, infrastructure, and flexibility to changing practices.

Chapter 8 deals with 'Promoting healthy and safe communities' and states that planning policies should make provision for shared spaces and community facilities and guard against loss of valued facilities and services.

The Medway Local Plan 2003 contains various policies relating to employment, community facilities and former 'A' Use Class matters. These are now somewhat out-of-date due to the age of the plan, changes to national policy and guidance, changes to Use Classes (Class E) and permitted development rights and the impact of COVID.

Policy S2 (Strategic Principles) includes reference to a range of community facilities. Policy S12 deals with Kingsnorth industrial sites.

Chapter 4 deals with Economic Development and Chapter 6 deals with Town Centres and Retailing. Chapter 9 deals with Community Facilities. Policies of particular relevance are:

- BNE26: Business Development in Rural Settlements
- R10: Local Centres, Village Shops and Neighbourhood Centres.
- CF1: Community Facilities
- CF2: New Community Facilities

The Neighbourhood Plan seeks to add detail and local focus to these policies.

The emerging Local Plan also deals with economic development, rural economy and high streets, but even these now need to be updated.

Employment opportunities are very limited in the Neighbourhood Area and most people travel outside of the Parish for work. A large proportion of the residents of the Parish work in London.

There are industrial/commercial parks at Kingsnorth and Hoo Marina. Other local opportunities include distribution, fruit picking and packing, local schools, retail, health and leisure. According to the 2011 census, people in the Neighbourhood Area were employed in the following sectors: Farming, industry, local small businesses and retail. The closure of Kingsnorth Power station was a major employment loss.

The community buildings which can be used by local groups and individuals play an important role in dealing with isolation, providing for social interaction and spaces for education, health and leisure activities. There is an active community, and regular events which are held throughout the year. There are also three thriving sailing clubs at Hoo Marina.

Hoo St Werburgh has one 1.5-acre allotment site, made up of 35 plots, accessed from Everest Drive and owned and managed by the Parish Council. There are private facilities for sport and recreation. Also, the Parish Council also owns and manages recreation and burial grounds:

- Kingshill, located off Fourwents Road a 7.71-acre site including a play park, surfaced football and basketball pitches, woodland walks and open space surrounded by treeline;
- Pottery Road, located off Pottery Road, a 5.32-acre site including two separate play areas for older and younger children, enclosed surfaced football and basketball pitches, skate ramps, adult exercise equipment, sheltered seating area and an open space surrounded by treeline;
- Prospective Burial Ground, Vicarage Lane.

Local businesses and community facilities include:

- Two supermarkets, a post office, estate agents, hairdressing salons and smaller shops;
- The Church;
- Two petrol stations;
- Three public houses and a range of restaurants and takeaways;
- An optician, dentist and two pharmacies;
- A garden centre;
- Kingsnorth and Hoo Marina industrial/commercial parks;
- Public toilets and car park in Stoke Road (Medway Council);
- the village hall and the community centre, Chattenden;
- Schools and surgeries.

To make more sustainable work/life patterns and also to respond to changes to work/life patterns as a consequence of COVID, it is necessary to maintain and expand local economic opportunities and community facilities. This will help to create '15-minute neighbourhoods' where many facilities are available in walking distance.

Particular care is required where new community facilities make use of open land, to consider their environmental and landscape impacts.



Hoo Village centre and village green.

HOO1: Village Centres and Employment

- 1. Employment development (Use Class E) will be supported in the following locations:**
 - a. Within the village centres;**
 - b. Brownfield sites;**
 - c. Redevelopment or improvement of existing employment sites.**
- 2. Support for employment development is subject to there being no significant adverse impact on:**
 - a. the amenities of residential properties;**
 - b. the historic environment, meeting the requirements of HOO7;**
 - c. the landscape and natural environment, meeting the requirements of Policy HOO8.**
- 3. Within the village centres, Use Class E and F1 activities will be supported, including recreational, cultural and other community facilities.**
- 4. Within the village centres, shop fronts must be retained on ground floor frontage units.**

Interpretation

The policy cannot and does not seek to restrict permitted development rights relating to high street changes of use.

Use Class E includes retail, cafes and office space, including hotdesking. Use Class F1 would include various community facilities, including meeting space. The local planning authority would need to decide whether conditions were necessary to restrict activities or hours in the interests of protecting amenity.

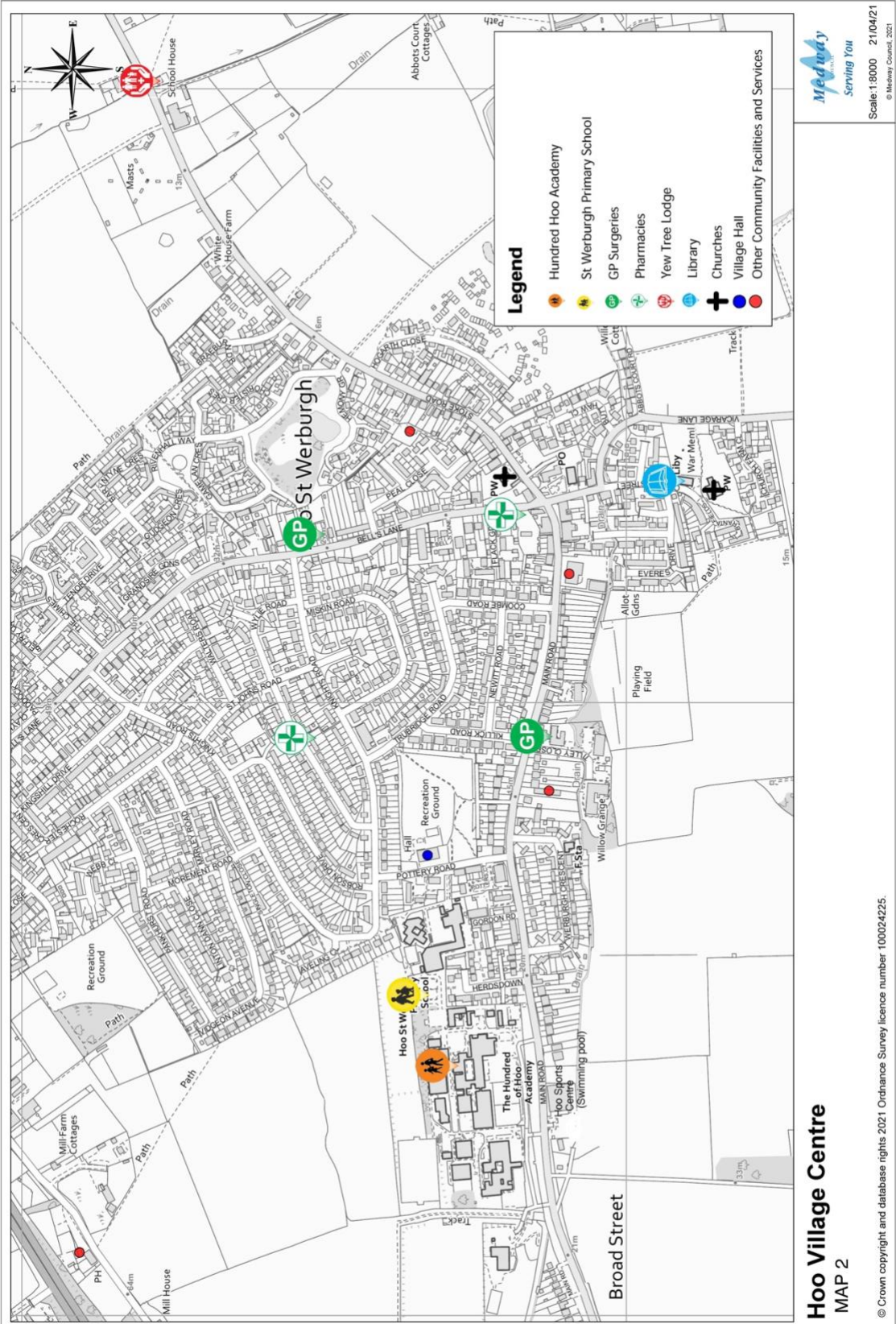
Design, transport and other requirements for employment development are set out in later policies.

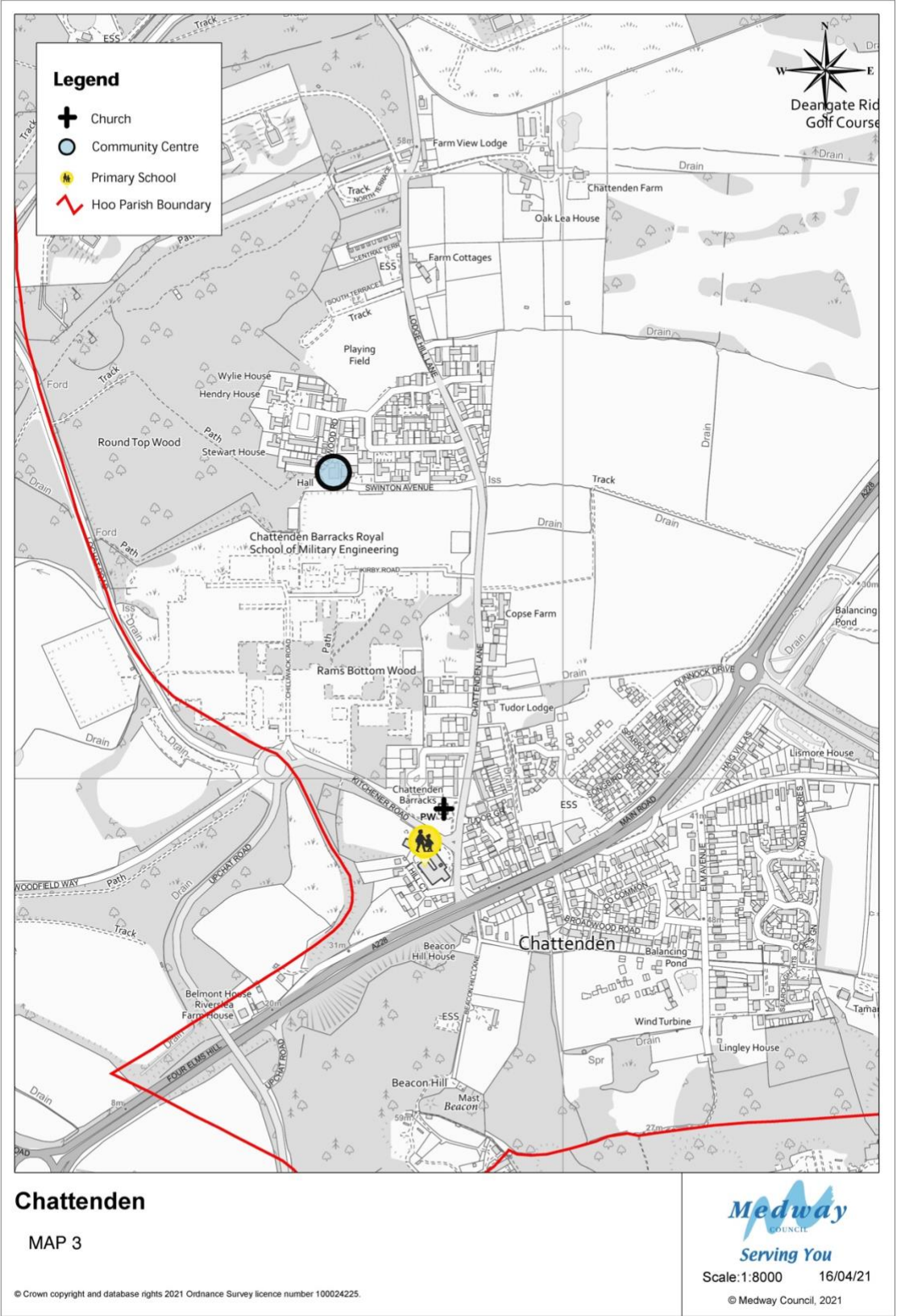
The policy seeks to support employment development in sustainable locations, and also protect and promote the vitality and viability of the village centres. The policy is flexible, allowing the village centres to adapt.

Planning conditions may be a way of ensuring that shopfronts are retained, where changes of use take place.



Hoo Marina Industrial Estate looking towards the River Medway





HOO2: Community Facilities

- 1. New community facilities, including health facilities, will be supported in the village centres or in other locations where:**
 - a. The site has access to a highway with sufficient capacity;**
 - b. There is no significant harm to the amenities of residential properties by reason of visual intrusion, noise, dust, disturbance, vibration, vehicle movements or other impacts; and**
 - c. The type and scale of the new community facilities complements any existing provision of similar facilities nearby.**
- 2. New community facilities that make use of open land should be located near to existing built settlements and housing areas and will be supported where:**
 - a. The site has access to a highway with sufficient capacity;**
 - b. There is no significant harm to the amenities of residential properties by reason of visual intrusion, noise, dust, disturbance, vibration, vehicle movements or other impacts;**
 - c. The type and scale of the new community facilities complements any existing provision of similar facilities nearby; and**
 - d. There is no significant harm to the area's rural character, meeting the requirements of Policy HOO8.**
- 3. Loss of existing community facilities will be supported only where:**
 - a. a similar or better facility is being provided within reasonable walking distance; or**
 - b. it can be demonstrated that the facility is no longer viable.**

Interpretation

The policy enables new community facilities and supports the retention of existing facilities. This includes shops, pubs, health facilities and other community buildings. It also includes outdoor community facilities, such as sports facilities, recreation grounds, allotments and play facilities.

Reasonable walking distance would obviously vary depending on mobility, but as a generalisation would be less than one kilometre.

Design, transport and other requirements for community facility development are set out in later policies.

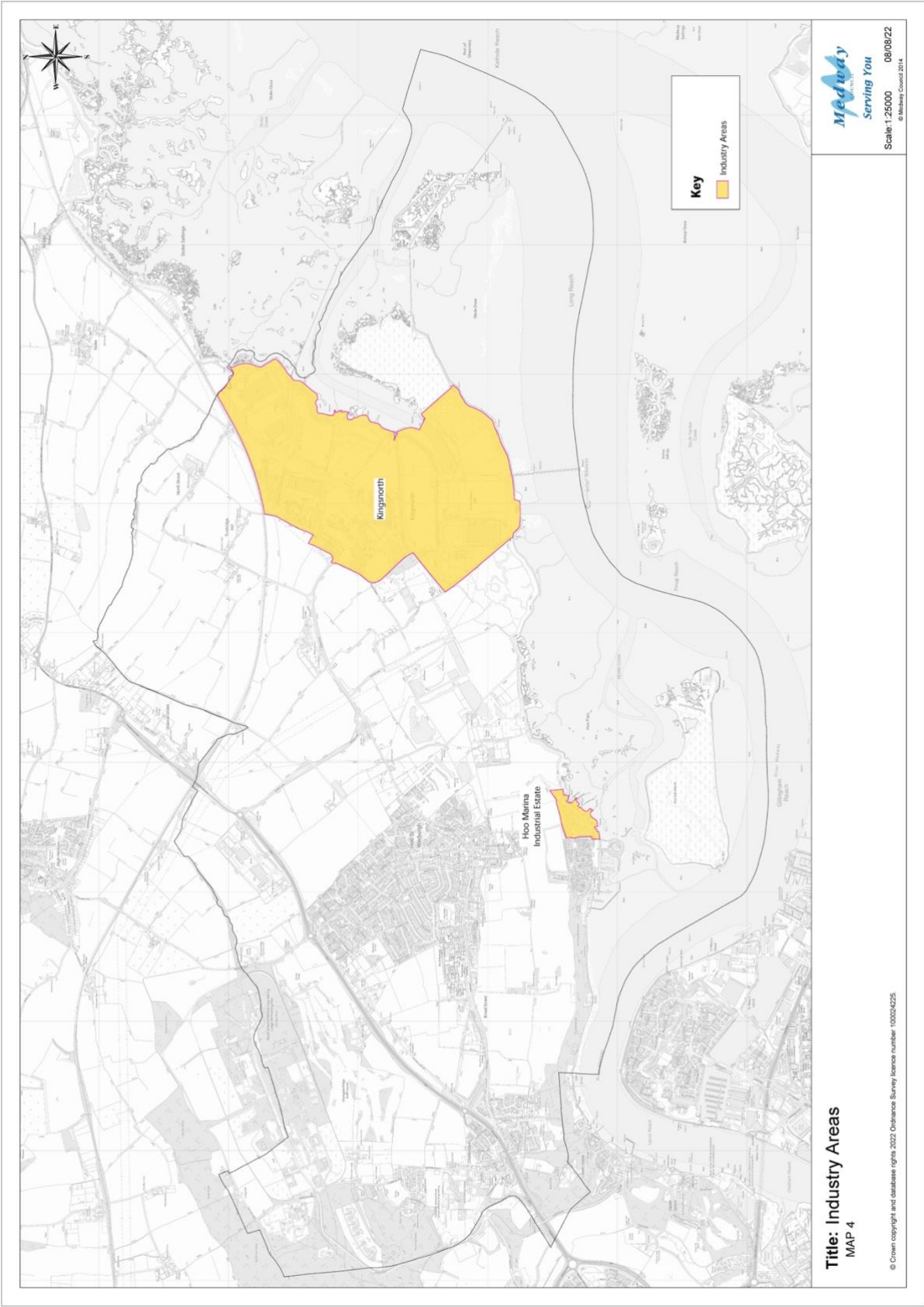
Planning applications should include sufficient information to demonstrate how the requirements of the policy are met. To demonstrate that a community facility is no longer viable, it would be expected that it be placed on the open market at a realistic price for a period of at least 12 months.

HOO3: Industry and Distribution

- 1. Industrial (B2) and distribution (B8) development will be supported in the following industrial estates:**
 - a. Kingsnorth Employment Area;**
 - b. Hoo Marina Industrial Estate.**
- 2. Support for industrial and distribution development is subject to:**
 - a. The site having adequate access to a highway with sufficient capacity; and**
 - b. The scheme including planting and/or other measures to limit visual and other environmental impacts;**
 - c. There being no significant adverse impact on the amenities of residential properties, visual intrusion, noise, dust, disturbance, vibration, vehicle movements including heavy goods vehicles or other impacts.**
- 3. For distribution uses, development must include adequate supporting facilities, including lorry parking and toilets for drivers.**

Interpretation

The policy addresses recognised problems where distribution uses lack adequate facilities for lorry parking and amenities.





Aerial view of Hoo.

5. Housing

Purpose

To meet local housing need and to ensure that the area is supported by a range of local community facilities.

Evidence and Planning Rationale

Chapter 5 of the National Planning Policy Framework 2021 (NPPF) deals with 'Supply of homes, mix and affordability'. This includes addressing the needs of groups with specific housing requirements.

The Government's Technical housing standards – nationally described space standard March 2015 sets minimum room sizes.

The Medway Local plan 2003 contains policies on residential development, housing mix, affordable housing and other matters. These are now somewhat out-of-date due to the age of the plan and in particular changes to national policy and guidance and the impact of COVID.

Medway Council is in the process of updating their Local Plan. Currently, the new Local Plan programme is to 2040, and current calculations of need are for 28,500 homes. However, central Government is currently reviewing national policy and guidance, so this figure is likely to need to be revised. Currently, based on the Medway Strategic Housing Land Availability Assessment process thirty-two sites were submitted for consideration for development. This is currently being updated.

Policies of particular relevance are:

H3: Affordable Housing

H10: Housing Mix

H11: Residential Development in Rural Settlements.

S14 deals with Chattenden Barracks and recognises the long-term development potential of the site for business, educational or residential uses.

Policy S14 is contentious due to environmental impacts, so it is unclear whether this will survive to adoption. Homes England has advised residents that it is also considering the site.

The Neighbourhood Plan does not seek to modify Local Plan requirements for mix and affordable housing, but to shape how housing development, including affordable housing, is provided.

The emerging Local Plan is undertaking strategic housing site allocations for the area. Hoo Parish Council has made representations on these, to try to influence the process.

The Medway Local Housing Needs Assessment 2021 identifies a need for some housing suitable for older people or people with limited mobility, in addition to a range of house sizes.

Sporadic house building has occurred over the past 60 years. More recently, housing development has produced separate communities within the village, due to very poor connectivity. This is clearly unsustainable. Future development needs to have cohesion and connectivity to ensure there is a sense of place throughout the village, with the village centre at the heart of our community.

This plan does not make additional housing site allocations, but does make provision for housing growth in sustainable locations, as described in the following policies. The aim is to ensure homes are built to provide a range of dwellings which are desirable, affordable, and future proof. This includes provision of 'Green' homes.

The COVID pandemic has highlighted the importance of housing design, including adequate room sizes and access to external amenity space. Climate change is a further key factor for new housing to address.

HOO4: Housing Growth and Mix

- 1. In addition to strategic sites allocated by local plan, residential development will be supported in the following locations:**
 - a. infill development within existing built frontages;**
 - b. brownfield sites;**
 - c. upper floors in commercial properties, providing there is no resulting conflict with existing commercial uses;**
 - d. conversion of agricultural buildings.**
- 2. Support for housing development is subject to there being no significant adverse impact on:**
 - a. the amenities of existing residential properties;**
 - b. the historic environment, meeting the requirements of HOO7;**
 - c. the landscape and natural environment, meeting the requirements of Policy HOO8.**
- 3. Housing to meet a range of local needs will be supported, including housing suitable for older people or people with limited mobility.**
- 4. Affordable housing, including First Homes, should be provided as an integral part of the scheme and be tenure blind.**
- 5. Where there are robust planning reasons for providing affordable housing separately, it should be provided as near to the site as possible and within the Parish, to meet local need.**
- 6. Self-build and community-led housing is encouraged.**

Interpretation

This is an enabling policy for residential development, identifying opportunities for new dwellings additional to allocated sites.

Design, transport and other requirements for residential development are set out in later policies.

Conflict with existing commercial uses could arise where the introduction of new residents could lead to complaints about noise and other impacts associated with the commercial operations.

Tenure blind means that housing should be of similar design and specification as market housing.

First Homes are defined in Planning Practice Guidance. Medway Council has a position statement on First Homes.

HOO5: Housing Standards

1. Residential development should be designed to be flexible to changing needs, including home working.
2. Residential development should be well-designed and should include positive design features to reduce carbon use, meeting the requirements of Policy HOO6.
3. All new dwellings must have:
 - a. Screened storage space for bins and recycling;
 - b. Covered and secure storage for cycles, with electric charging points;
 - c. Electric charging points for motor vehicles.
4. All new dwellings must have access to external amenity space in the form of at least one of the following:
 - a. Private or shared garden space;
 - b. External balconies;
 - c. Public space in very close proximity to the site.
5. Housing schemes should include or have access to adequate play and recreational facilities in easy walking distance.

Interpretation

In developing flexible layouts, it may be useful to have regard to the Government's **Technical housing standards – nationally described space standard March 2015**, which sets out minimum room sizes.

The later design policy (see Chapter 6) and its interpretation give examples of design features to reduce carbon use.

The policy requires cycle storage facilities for each house. A shared facility may be provided for flats or apartments.

Flats and apartments with no amenity space or space for planting on balconies would not normally meet the requirements of the policy. However, a more flexible approach should be taken to enable living above commercial premises, where it may not be possible to provide amenity space.



Hoo St Werburgh Parish Church (Grade I Listed), part of the area's rich and varied built heritage.

6. Place and Heritage

Purpose

To protect and enhance the historic environment of Hoo and to ensure that new development is well-designed and sustainable.

Evidence and Planning Rationale

Chapter 12 of the NPPF deals with 'Achieving well-designed places'. Design considerations include function, adding to the quality of the area, visual attractiveness, effective landscaping, being sympathetic to local character and history, not discouraging innovation and change, maintain strong and distinctive sense of place, optimise site potential, and making safe, inclusive and accessible places.

This is augmented by the National Design Guide (2021) which states that well-designed places have ten characteristics. These are context, nature, identity, use, resources, movement, built form, public space, homes and buildings, and lifespan.

Chapter 16 of the NPPF deals with 'Conserving and enhancing the historic environment'. This includes consideration of sustaining or enhancing heritage assets, wider social, economic and cultural benefits, contribution of new development, and character of place.

The Medway Local Plan 2003 contains various policies relating to design and the historic environment. These are now somewhat out-of-date due to the age of the plan, changes to national policy and guidance, the introduction of the National Model Design Code 2021, and the increasing priority given to climate change.

Policy S2 (Strategic Principles) includes reference to design standards. Policy S4 deals with urban design, but in very vague terms.

Chapter 3 deals with the Built and Natural Environment. The most relevant policies are:

- BNE1 General Principles includes fairly general design requirements.
- BNE6 Landscape Design
- BNE28: Farm Diversification

The Neighbourhood Plan sets more specific design requirements and takes account of more recent guidance.

The Hoo St Werburgh Design Codes document prepared by AECOM (November 2021) has informed the design policy and its interpretation, and also later policies on landscape and transport.

Good design is fundamental to achieving sustainable development. Quality of environment is an important factor in creating places where people want to live, work, spend leisure time and invest.

The National Model Design Code and other guidance, including Building for a Healthy Life, have informed the following design policy.

Hoo has a varied heritage, including the Grade I listed Church. Much heritage is in productive use. However, it is important to recognise the importance of heritage that can't be used, but is important for education and in attracting visitors. Hoo was declared a defended village during WW2 and a trench was dug from the river Medway to Cliffe with various pillboxes and road barriers to stop an overland invasion. The trenches have since been filled in but dozens of structures still remain. There is clearly potential for the Hoo Stop Line to be harmed considerably by ill-conceived development. This consideration is incorporated into the heritage policy. More detailed analysis is in the Hoo Peninsula Kent 2nd World War Stop Line, Hoo St Werburgh to Higham Marshes, 2014.

HOO6: Design

- 1. Development must be well designed to create a sustainable and locally distinctive places, to complement Hoo's historic and rural character.**
- 2. To achieve this, new-build development must:**
 - a. Complement the predominantly 2-3 storey character of the area**
 - b. Complement the surrounding townscape in terms of scale, massing and degree of set-back of building frontages from the road;**
 - c. Provide active frontages (containing windows) facing public roads and spaces, to provide natural surveillance;**
 - d. Provide boundary treatments to road frontages to complement traditional boundary treatments, including low flint or brick walls and hedges.**
- 3. New-build development that creates new layout and public realm must:**
 - a. provide convenient, attractive and safe environments to support movement, recreation, social interaction, play and exercise for people with a range of mobilities;**
 - b. provide pedestrian links to surrounding paths and facilities, including public transport, and create good linkages within the site;**
 - c. Include a high-quality public realm (streets and other spaces), including landscaping, to support movement, social interaction and promote biodiversity.**
- 4. Development should incorporate positive design features to reduce carbon use, support biodiversity and address climate change.**
- 5. Building materials must have a high standard of finish and be durable to weathering and support will be given to the use of local and recycled materials or green materials.**
- 6. Hard surface ground materials should take account of the local context and be water permeable.**
- 7. Support will be given to innovative or creative design solutions that are designed for the specific site and context, especially where they offer superior environmental performance.**

Interpretation

The policy addresses character and sustainability, supporting green design in particular. The policy requires a holistic approach to design, with a focus not just on buildings, but in creating attractive places with a high quality of public realm. The policy should not be interpreted as requiring stylistic imitation or preventing high quality contemporary design.

Too often, designs are based on highway requirements, division into plots, standard house types and landscaping of leftover bits. Such an approach will not meet the requirements of the policy.

Active frontages could be created from use of windows, doors, balconies and other features. The design and access statement submitted with some planning applications provides the opportunity to explain how the requirements of the policy have been met.

Design of new public realm should include consideration of a diverse range of activities and accommodate different users. Development adjoining public open spaces and should enhance their character by providing positive building or landscape frontages.

Green design features to reduce carbon use could include:

- use of efficient heating and cooling systems, or design to reduce dependency on heating and cooling systems.
- superior insulation properties and airtightness;
- orientation to take account of climate;
- natural ventilation and air flow to help avoid over-heating in warmer weather;
- use of local, low-embodied energy, recycled and recyclable materials;
- living (green) walls or roofs as part of the design;
- rainwater capture, storage and reuse (grey water);
- inclusion of space for natural drying clothes;
- flexible spaces and layouts to accommodate changing demands;
- sustainable urban drainage systems (SUDS) incorporated into the landscape design;
- use of traditional hedges for boundary treatments, to create a greener environment;
- use of native species in planting;
- local green energy schemes such as ground heat pumps, photovoltaics, biomass and other technologies;
- micro-generation, including solar panels;
- reusing and retrofitting existing buildings to maintain the embodied energy used in their construction, whilst also avoiding landfill.

Even minor development can include features to reduce carbon use, for example in the careful choice and specification of materials.

The colour and finish of solar panels and how they reflect light should be chosen to fit in with the building or surroundings. The solar PV panels should be carefully positioned and laid out so that they are in proportion to the building and its features.

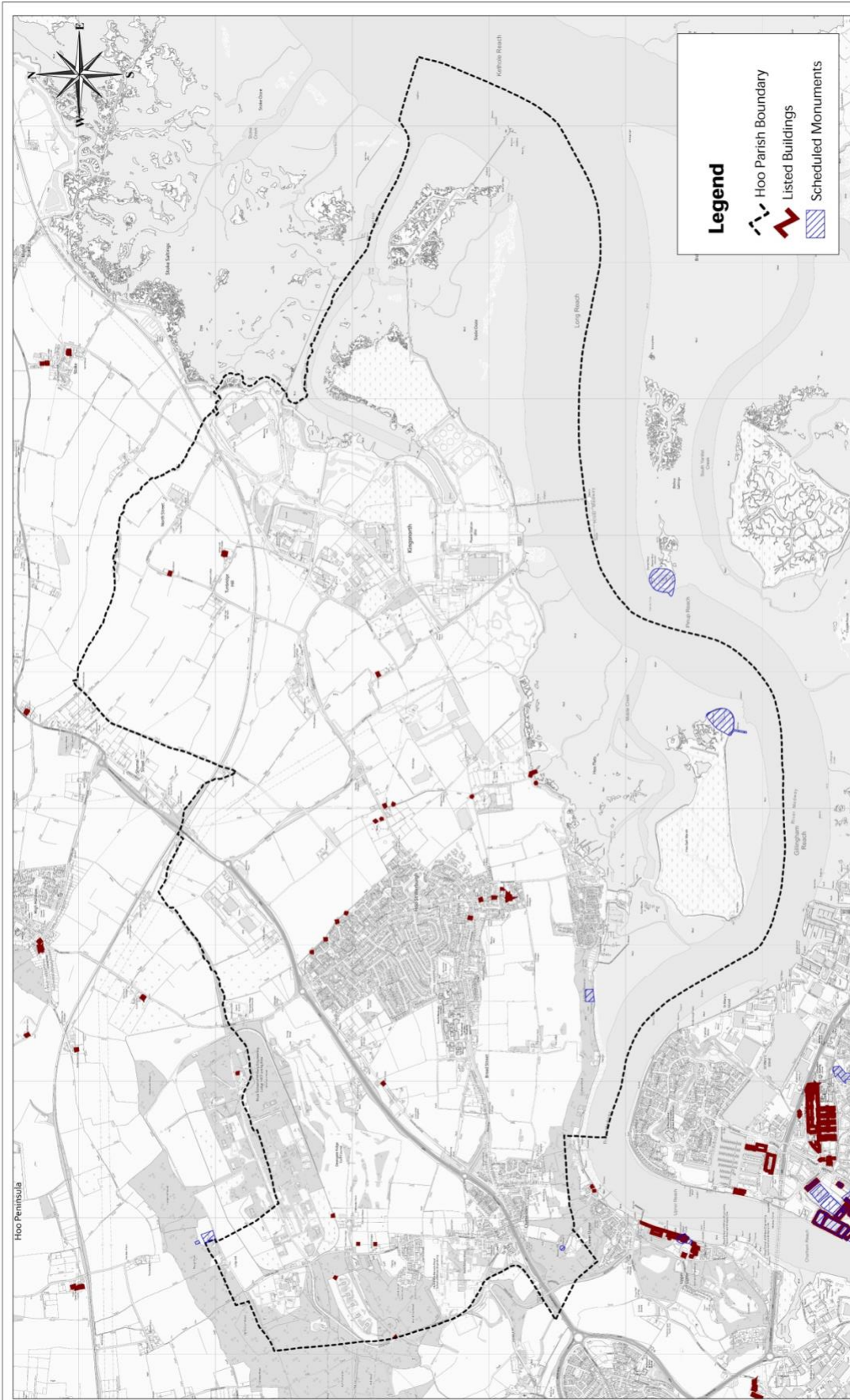
The Hoo St Werburgh Design Codes document prepared by AECOM (November 2021) and the National Model Design Code may be useful in securing compliance with the policy.

H007: Local Heritage

- 1. Development should preserve or enhance and cause no harm to the character and significance of Hoo's military and war heritage, including the Hoo Stop Line and its historic structures, features and landscape.**
- 2. Development should have no significant adverse impacts on non-designated heritage assets and their setting and should take opportunities to enhance them.**
- 3. The development and refurbishment of historic farmsteads will be supported, providing the scheme preserves or enhances their character and significance.**

Interpretation

The policy protects designated and non-designated heritage and highlights the particular local and national importance of war-related heritage assets. The Hoo Stop Line includes listed structures and non-designated heritage.

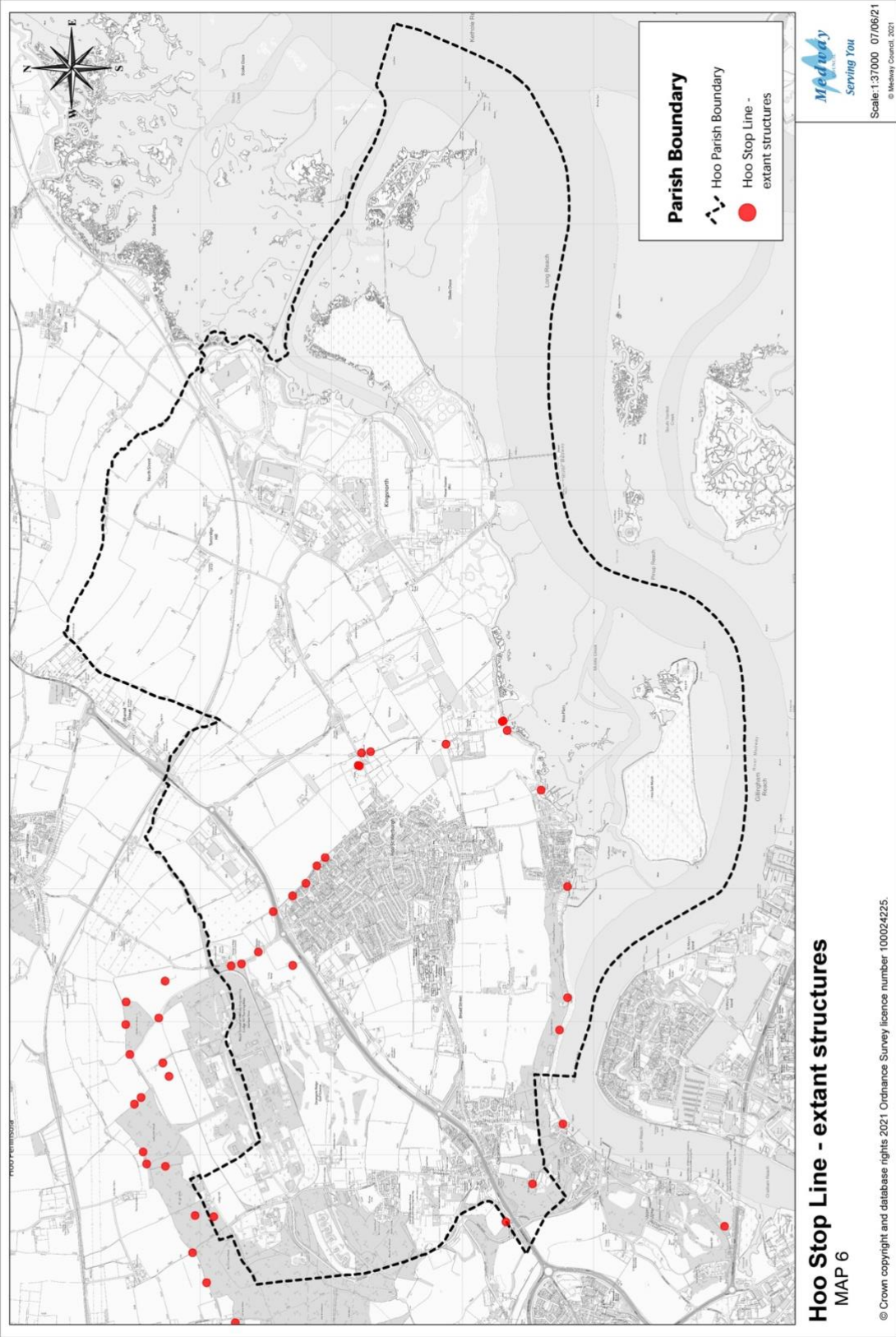


Listed Buildings and Scheduled Monuments
MAP 5

Medway
Serving You

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Scale 1:38000 21/04/21
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Listed Buildings and Scheduled Monuments

	Heritage Category	Location	Grid Reference
Church of St Werburgh	Listing Grade I	Church Street, Hoo	TQ 78346 71856
War Memorial	Listing Grade II	Churchyard, Hoo	TQ 78412 71906
Mill House	Listing Grade II	Ratcliffe Highway, Hoo	TQ 76985 72772
Cold Arbour	Listing Grade II	Stoke Road, Hoo	TQ 80723 74334
Meadow House	Listing Grade II	Main Road, Hoo	TQ 78178 72128
White Hill House	Listing Grade II	Off of Stoke Road, Hoo	TQ 80869 73931
Lancer's Farm	Listing Grade II	Jacob's Lane, Hoo	TQ 79979 72809
Ivy House	Listing Grade II	Church Street, Hoo	TQ 78334 72059
The Chequer's Public House	Listing Grade II	Church Street, Hoo	TQ 78348 71962
Anti-tank Cubes on seawall	Listing Grade II	Hoo	TQ79263 71678
Type 24 WWII Pillbox on seawall	Listing Grade II	Hoo	TQ79187 71656
Type 28 WWII Pillbox on seawall	Listing Grade II	Hoo	TQ79244 71695
Four Pillboxes	Listing Grade II	Off Bells Lane, Hoo	TQ 78171 73110
Hoo Fort	Scheduled monument	Hoo	TQ 79635 70293
Lodge Hill Anti-aircraft battery	Scheduled monument	Chattenden	TQ 75850 74047
Cockham Wood Fort	Scheduled monument	Hoo	TQ 77521 71236
Beacon and pillbox on Beacon Hill	Scheduled monument	Chattenden	TQ 75781 71463
Building 67, WWI Sentry Box, Lodge Hill	Listing Grade II	Lodge Hill, Chattenden	TQ 76017 73140
Building 106, Sentry Post, Chattenden Ordnance Depot	Listing Grade II	Lodge Hill, Chattenden	TQ 75127 72684
Building 127, WWI Sentry Post, Chattenden Ordnance Depot	Listing Grade II	Lodge Hill, Chattenden	TQ 75562 73121
Two WWI Sentry Posts	Listing Grade II	Lodge Hill, Chattenden	TQ7581072831, TQ7581372964
Pair of WWII concrete roadblock plinths	Listing Grade II	East of Hoo St Werburgh	TQ7890672826
Type 24 WWII pillbox	Listing Grade II	East of Hoo St Werburgh	TQ7892472786

Type 28 WWII pillbox	Listing Grade II	In the garden of Abbots Court Lodge, Hoo St Werburgh	TQ7901672758
Type 24 WWII pillbox	Listing Grade II	South of Abbots Court Lodge, Hoo St Werburgh	TQ7903172699
Type 24 WWII pillbox	Listing Grade II	South of Abbots Court Cottages, Hoo St Werburgh	TQ7908872125

Source: Historic England (2022)

Buildings of local interest (non-designated)

- The Five Bells public house, Village Centre;
- Library (originally a school built in 1894), Church Street, Hoo;
- Yew Tree Lodge Residential Care Home (originally a school built in 1875), Stoke Road, Hoo;
- Former National School Building in Church Street (c. 1836);
- Old bomb disposal buildings at Lodge Hill;
- Hoo Institute, Main Road;
- Windmill former Pub (health centre), Ratcliffe Highway and surrounding fields;
- Millers Cottage, Ratcliffe Highway;



Aerial view of Chattenden and Hoo Common.

7. Landscape and Natural Environment

Purpose

To protect and enhance the area's rural and natural environment, landscapes and biodiversity.

Evidence and Planning Rationale

Chapter 15 of the NPPF deals with 'Conserving and enhancing the natural environment'. Planning policies should protect and enhance valued landscapes, intrinsic character and beauty of the landscape, habitats, and provide net gains in biodiversity. This includes consideration of protection of valued landscapes, intrinsic character, biodiversity net-gain, pollution, mitigation.

Chapter 8 of the NPPF deals with 'Promoting healthy and safe communities' including supporting healthy lifestyles and shared spaces. Local Green Space criteria for designation is dealt with in Paragraphs 100-103.

The Medway Local Plan 2003 contains a wide range of policies relating to the natural environment and open spaces. These are now somewhat out-of-date due to the age of the plan, changes to national policy and guidance, a range of environmental legislation and the increasing priority given to biodiversity and climate change.

Policy S4 deals with landscape mitigation. Chapter 3 deals with Landscape and the Built Environment. This includes:

BNE6 Landscape Design
L3: Protection of Open Space

There is a range of other landscape policies, dealing with different landscape types. The Neighbourhood Plan seeks to localise landscape protection and also to designate Local Green Space

Hoo St Werburgh and Chattenden Neighbourhood Area is characterised by its attractive, distinctive estuarine, woodland and farmed countryside that holds a rich diversity of wildlife. The Hoo Peninsula is highly prized for the beauty of its natural environment and it contains habitats, including for some of the most threatened and vulnerable species in the UK, and fauna and flora of international importance.

The Medway Estuary and Marshes is a site of international importance for birds and other wildlife and recognised as a Special Protection Areas (SPA) and Ramsar sites (Wetland bird habitats of global importance). The Hoo environs comprise fresh-water marshes, inter-tidal flats and saltmarshes.

Spaces that have special community value and meet the NPPF criteria for Local Green Space designation are:

- **Village Green** - a 1.0-acre green and landscaped area located in Church Street, managed by Medway Council.
- **Hoo Common** - located off Elm Avenue, this is a large sloping site which includes woodland walks, meadows and open space surrounded by dense treeline.

Detailed analysis of these spaces is contained in the Hoo St Werburgh Local Green Space Analysis Report 2022.

The Hoo St Werburgh Design Codes document prepared by AECOM (November 2021) has informed the Landscape and Environment policy and its interpretation.

It is important to ensure that the green space between the two communities of Hoo St Werburgh and Chattenden are not combined, to leave this area as a corridor for wildlife, to maintain the distinctive identity of the settlements and to maintain views of the hills, woodlands, river, open farmland and marshes.

Air quality is a particular issue around Peninsula Way/Four Elms Hill, which is subject to air quality monitoring (Air Quality Management Area - AQMA).

The area has a strong farming heritage, and much farmland comprises the 'best and most versatile' (Grades 1, 2 and 3A). There are orchards and farming for various food crops. All these resources are important as a national resource which continues to contribute to food security and biodiversity.

Hoo St Werburgh and Chattenden Parish should continue to operate as a green lung for Medway, enhancing and preserving rural views and landscape, preserving and enhancing wildlife sites and corridors, and agricultural land.

HOO8: Landscape and Environment

- 1. Development should take opportunities to enhance, and avoid causing harm to the area's landscape character, flora and fauna, and habitats, to achieve overall biodiversity net gain.**
- 2. Development should take opportunities to enhance and must not harm:**
 - a. Designated sites, including Ramsar, SSSI and Special Protection Area;**
 - b. local woodlands, including ancient woodland;**
 - c. lakes, chalk streams and other water features.**
- 3. Development adjacent to the Ramsar, Special Protection Area, SSSI and other designated and protected landscapes should include landscape buffer zones to provide visual separation and avoid disturbance of habitats or adverse impacts on biodiversity.**
- 4. Trees and other natural features of value should be retained and be incorporated into the design and layout of development.**
- 5. Development that creates a new urban edge to the open landscape areas of Hoo should include landscape transition zones to avoid the creation of hard edges.**
- 6. Development should cause no harm to the open character of the landscape separation between Hoo and Chattenden.**
- 7. Landscape design and planting in development should use local native species or other species of high environmental value.**
- 8. Development should take opportunities to enhance wildlife and nature conservation.**
- 9. Development must have no adverse impact on allotments, orchards and other facilities for local food growing, and new facilities for local food growing will be supported.**
- 10. Development should not lead to the loss of the best and most versatile agricultural land.**

Interpretation

The policy recognises the landscape character of the area and the importance of landscape design in new development.

Incorporating existing landscape features, landform and green infrastructure into redevelopment is an important part of avoiding habitat damage.

In terms of impacts on habitats, the following hierarchy should help in securing compliance with the policy:

- Avoid habitat damage;
- Minimise habitat damage;
- Restore damaged or lost habitat;
- Compensate for habitat loss or damage (as a last resort).

Design features to support wildlife could include:

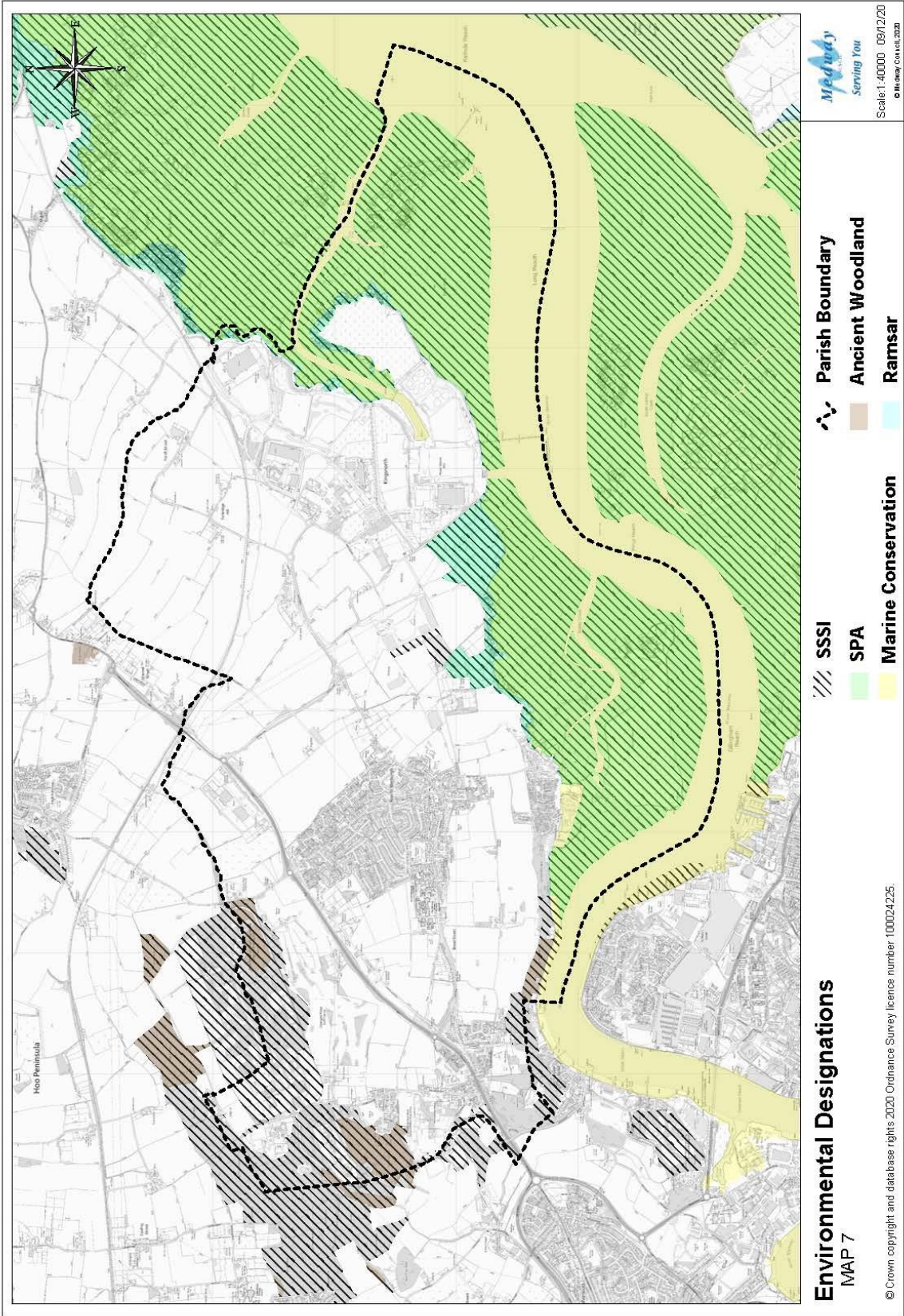
- Swift and other bird boxes, owl holes and bat bricks;
- Hedgehog gaps in fences;
- Badger routes;
- Wildlife connectivity via grass verges and footpath edges;
- Meadow edge grasses and wildflowers;
- Planting late, mid-season and early blooming nectar rich flowers to attract pollinators and beneficial insects all year round;
- Log and stone piles for invertebrates, toads and slow worms.

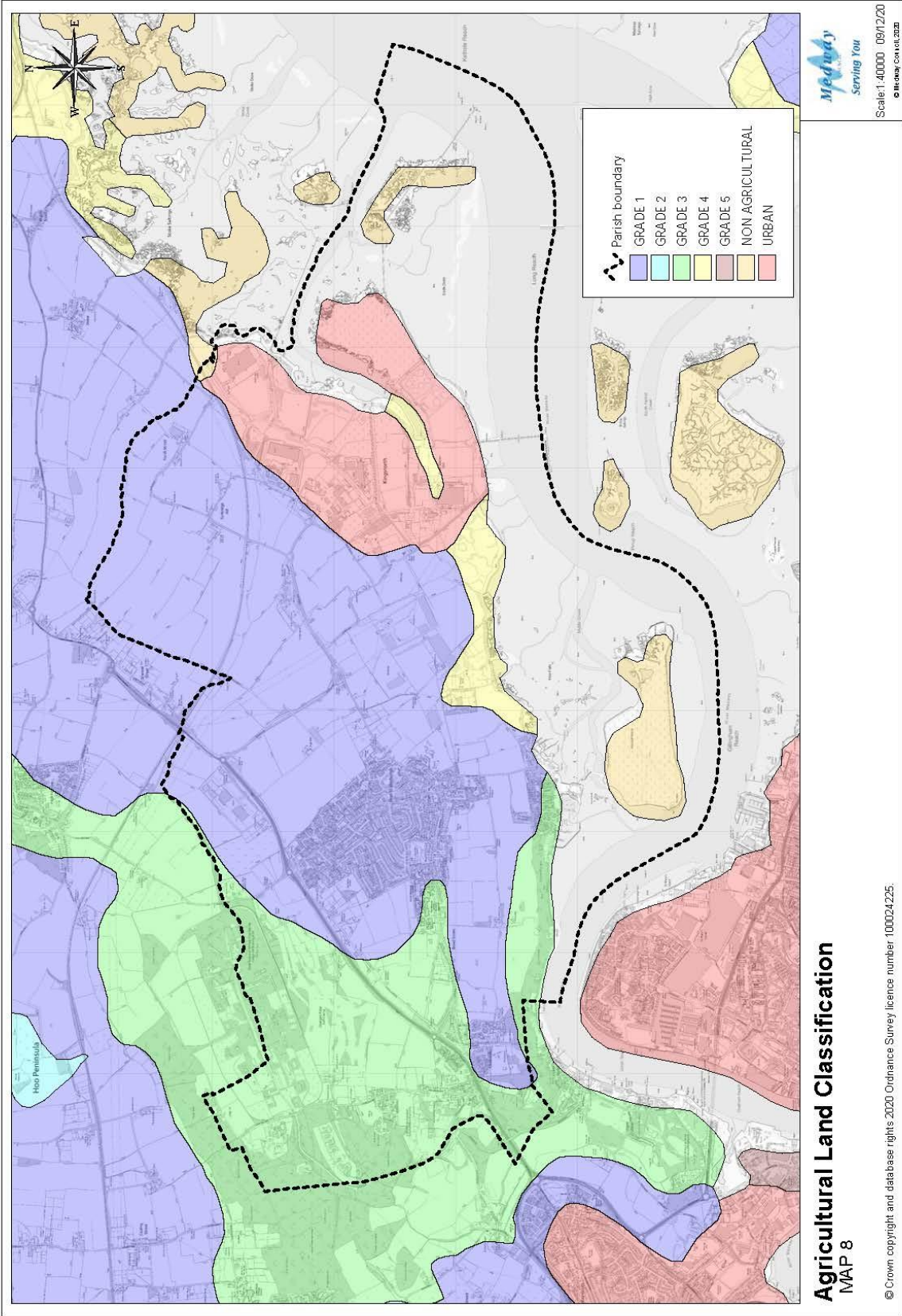
Landscape transition zones could comprise trees and hedges as boundary treatments, together with other planting using local native species.

In securing compliance with the policy, the design process should take account of:

- The particular characteristics and landscape qualities of the area, including landscape designations;
- In rural locations, impacts on the character and tranquillity of the area;
- Existing views, which should be incorporated into the design;
- The importance of amenity space within the scheme, which can draw on local landscape characteristics.
- Opportunity to open up access to the countryside.
- Opportunities to link new paths and green spaces with existing networks of green space, including wildlife corridors.
- Opportunities to use SuDs schemes to augment landscape and biodiversity.

The Forestry commission has guidance on suitable trees for addressing climate change.
Please see link: <https://www.forestresearch.gov.uk/tools-and-resources/fthr/tree-species-and-provenance/>





HOO9: Local Green Space

1. The following spaces are designated as Local Green Space:

LGS1: Village Green, Church Street

LGS2: Hoo Common, Elm Avenue

2. Development must have no significant adverse impact on, and take opportunities to enhance, the open and green character, amenity, safety, accessibility, or community value of Local Green Space.

Interpretation

The policy protects Local Green Spaces, with similar protection to green belts (though it should be noted that the purpose of LGS designation is quite different to that of green belts).

The policy also recognises that adjacent development can impact on Local Green Spaces and requires careful consideration of such impacts.



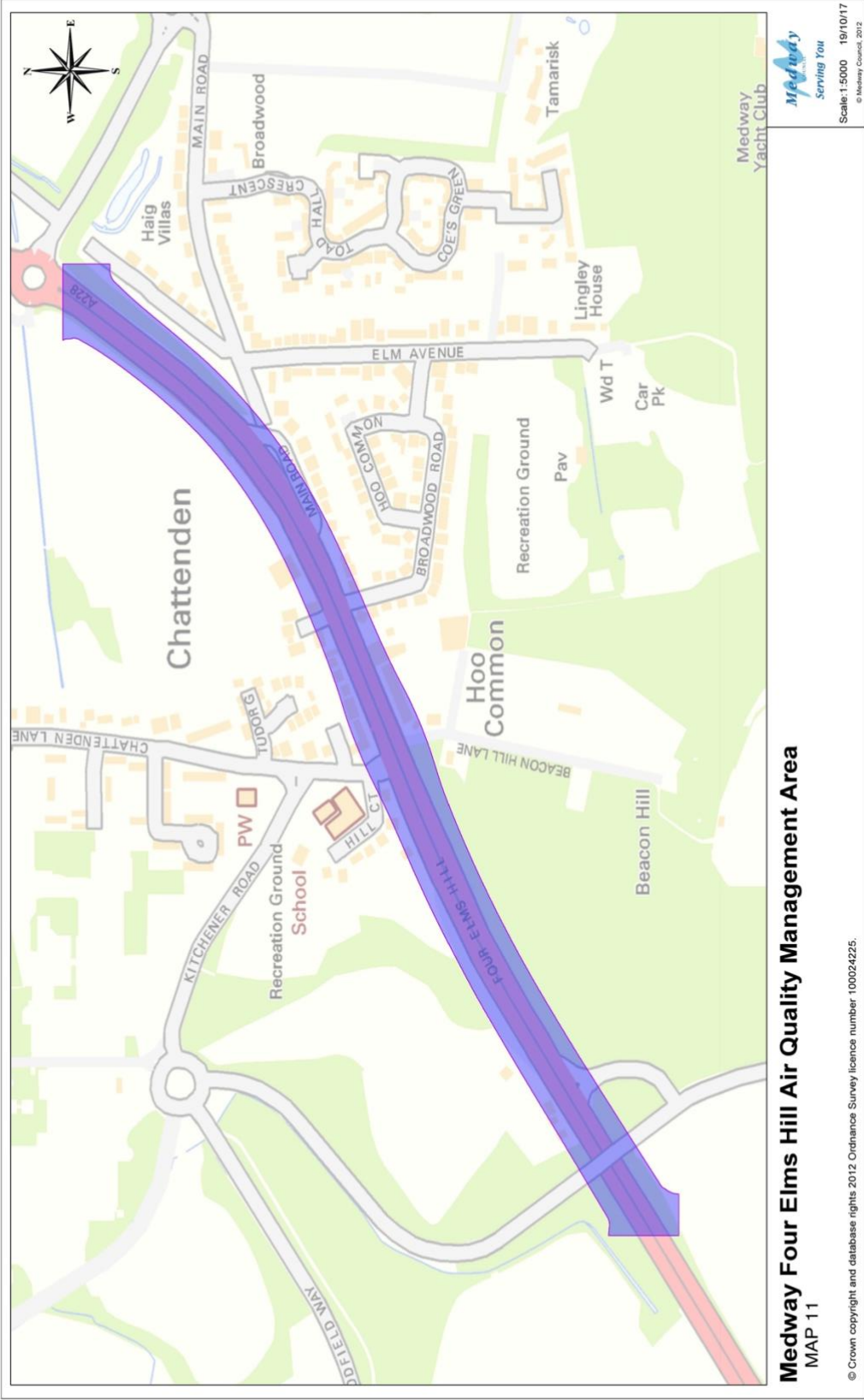


HOO10: Air Quality

- 1. Development should not significantly exacerbate pollution in areas with recognised air quality problems.**
- 2. Development that is likely to generate additional vehicle movements should include tree planting or other measures to mitigate impacts on air quality.**

Interpretation:

The policy augments and localises national and local policies relating to air quality. Areas with recognised air quality problems would include those subject to air quality monitoring, such as Four Elms Hill/Peninsula Way.





The England Coastal Path runs through the parish

8. Travel Infrastructure

Purpose

To promote balanced and sustainable transport infrastructure.

Evidence and Planning Rationale

Chapter 9 of the NPPF deals with Promoting sustainable transport. This includes consideration of impacts of development, existing and proposed infrastructure, promotion of walking, cycling, and public transport, environmental impacts, and movement, streets, and parking in the design of schemes.

The Medway Local Plan 2003 contains policies relating to transport. These are now somewhat out-of-date due to the age of the plan, changes to national policy and guidance, technological change, the impact of COVID and the increasing priority given to climate change.

Chapter 8 deals with Transport and includes:

- L10: Public Rights of Way
- T1: Impact of Development
- T3: Provision for Pedestrians
- T4: Cycle Facilities

The Neighbourhood Plan provides more up-to-date policies, with an emphasis on active travel.

Relevant evidence on transport (all modes, including paths)

Engagement and evidence suggests that transport infrastructure in the Neighbourhood Area is deficient in certain respects:

- network connectivity is poor;
- roads are unsafe for pedestrians and cyclists due to traffic speeds, lack of pavements and pollution.
- roads are also unsuitable for their current traffic volumes and vehicle types due to their rural character and on-street parking.

Medway Council's 'The Infrastructure Position Statement' 2017 is a high-level commitment to ensuring that infrastructure is in place as development happens and that all needs are catered for. This will be developed into a full Infrastructure plan so that the policies at neighbourhood level here are proposed to ensure that developers are clear about the need to consider the impact of their proposals on current infrastructure provision and to ensure that the provision of new infrastructure is provided for as part of their developments where required.

Size of car parking spaces and garages provided in relation to modern car sizes. This has been recognised by both the Automobile Association and National Car Parks, with damage to cars, problems turning and garages being too small to accommodate modern cars being recognised problems due to an increase in car sizes since the common standard of 2.4 x 4.8m was adopted. The policy interpretation suggests a more suitable standard for modern vehicles.

Public transport provision is currently a serious impediment to the sustainability of the villages of the Neighbourhood Area. The nearest train stations are at Strood and Rochester for connections to the Medway towns and London where most people locally need to travel for work and leisure. Hoo and Chattenden have a regular bus service from the village centre and Hoo Marina to the Medway Towns, although new developments on the outskirts of the parish are disadvantaged due to the distance to bus stops.

The Peninsula Way (A228) is the only access road through the Parish and serves the whole Parish, the industrial areas to the east and the rest of the peninsula and the villages beyond. It is also the only real access available to connect with the Medway towns and accessing routes to the rest of Kent and London. Medway Council advises that the Peninsula Way, which is the main artery route to, from and through the Parish to the wider Peninsula is already at capacity, which has been a consideration in recent planning appeals.

The Hoo St Werburgh Design Codes document prepared by AECOM (November 2021) has informed this and other policies.

There is provision for walking and cycling throughout the Parish, but a severe lack of route connectivity. Over 50% of local residents travel to work by car and increased car ownership since 2011 means that existing road infrastructure is under pressure in terms of parking, overall volumes and types of vehicles

There should be improved connections to footpaths and open spaces, improved public transport, provision of cycleways and improved safety and condition of all

roads in the Parish. This is necessary to provide a balanced range of transport choices and more sustainable live-work patterns.

They also provide opportunities for outdoor pursuits walking along public Rights of Way, sharing, and enjoying the local environment, ecology, landscape, and social history. Other activities include walking parts of the WWII stop line, the England Coastal Path by Natural England, Saxon Shore Way (part of the England Coast path), cycling, running, and sailing. There is a need for access to as many of these activities as possible for the less abled members who live, work, or visit within our community.

HOO11: Sustainable Transport and Active Travel

- 1. Development that is likely to generate journeys must support a balanced range of transport options, including active travel and sustainable forms of transport, meeting the requirements of this policy proportionate to the scale and nature of the scheme.**
- 2. Parking provision for development should include:**
 - a. electrical charging points for vehicles;**
 - b. secure and covered cycle storage**
- 3. Development must be supported by adequate road infrastructure to safely support additional traffic movements, with additional pedestrian crossings where necessary.**
- 4. Development layouts must create a convenient environment for pedestrians with differing levels of mobility, linking to surrounding paths, community facilities and public transport, and creating good linkages within the site, also meeting the requirements of Policy HOO6.**
- 5. Each new home should include adequate parking provision for the size of property and garages and parking spaces should be adequate to accommodate modern vehicles.**
- 6. New roads should be of sufficient width to allow for easy passage of public transport, service vehicles and emergency vehicles.**

Interpretation

For new housing, employment or other development, the policy ensures that sustainable modes of transport are provided, in addition to meeting parking and other requirements set out in the Local Plan.

Active travel includes cycling and walking.

The policy requires cycle storage and electrical charging points. For housing, this is also covered by Policy Hoo5.

In providing adequate parking, mixed provision could include garage spaces, carports, and curtilage spaces. The aim should be to ensure that streets, spaces and the public realm are

not dominated by parking. Planting can be an effective way of reducing the visual impact of parking. Use of trees, hedges and verges can help to create a greener environment in new housing.

To meet the requirements of this policy and the design policy, new development should create permeable networks for pedestrians and cycles within sites, as well as connecting to the wider locality and to public footpath networks in the countryside beyond. A permeable street network at all levels provides people with a choice of different routes and allows traffic to be distributed more evenly across the network rather than concentrated on to heavily trafficked roads. The needs of all users of any development should be taken into account in the design process. This includes children and their carers, elderly people and people with disabilities. Designs should encourage social interaction while facilitating movement.

In designing parking in housing developments, the preference of the neighbourhood plan is for garage and parking spaces to be provided within the curtilage of each property, rather than shared facilities. Where shared parking is provided, it should be visible from the properties it serves. Planting can be used to soften the impact of parking.

The Hoo St Werburgh Design Codes document prepared by AECOM (November 2021) and the National Model Design Code may be useful in securing compliance with the policy.

The dimensions of garages and parking spaces must be adequate to accommodate larger modern vehicles, including space for door opening.

HOO12: Paths

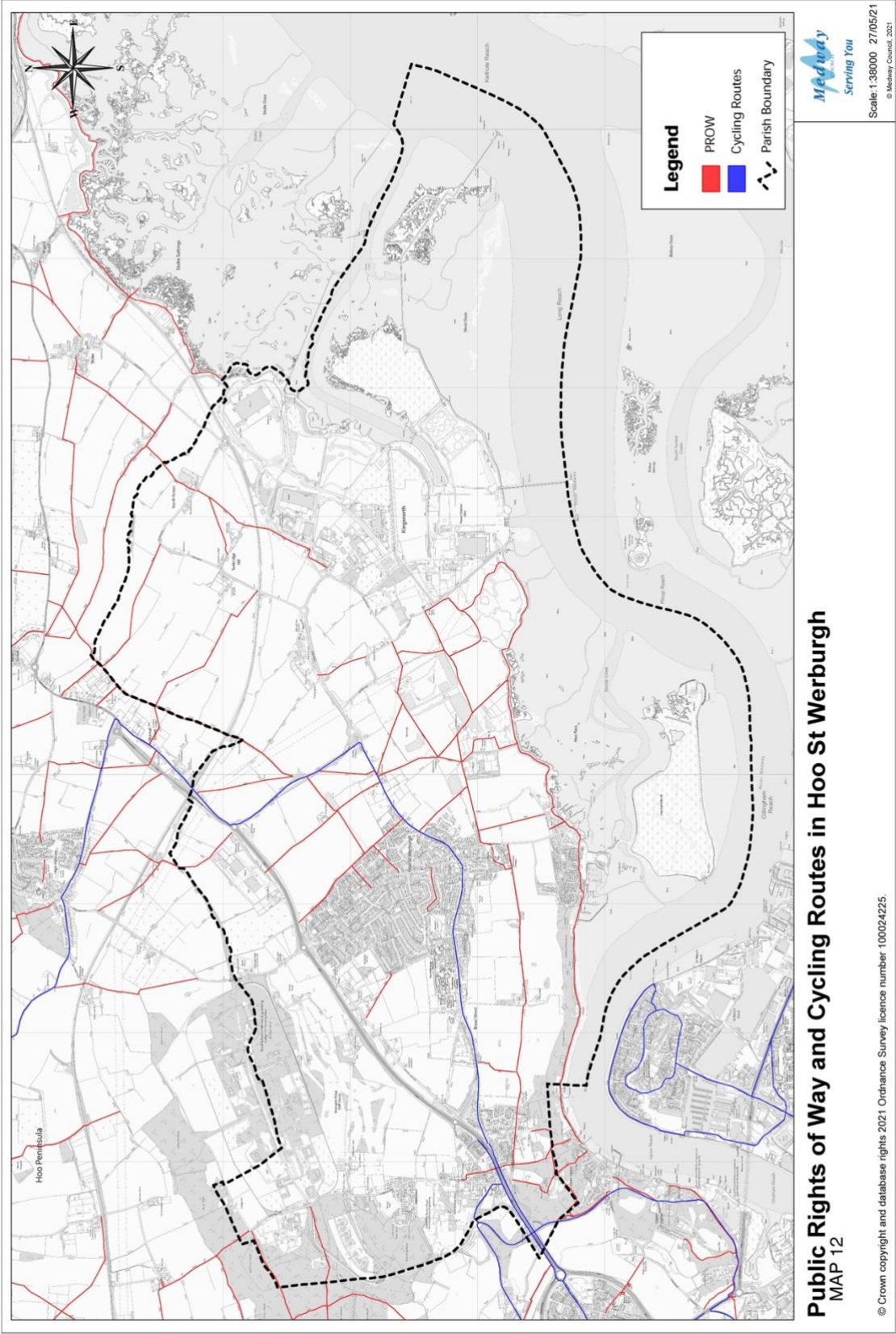
- 1. Development must not encroach or have any adverse impact on the safety, amenity or accessibility of public rights of way, the national cycle route, or bridleways, including the Saxon Shore Way.**
- 2. Development adjacent to public rights of way, the national cycle route, or bridleways, including the Saxon Shore Way should take any opportunities to enhance the safety, amenity or accessibility of the route.**
- 3. Development of the sea wall will be supported from Kingsnorth to Chattenden to encompass Cockham Fort and any future parkland, to join up with the National Coastal Footpath.**

Interpretation

The policy recognises the importance of paths, both for getting around, and in supporting recreation and healthy lifestyles.

Examples of adverse impacts could include where development presents black elevations or high fences flanking a path, so as to create an unsafe and visually unappealing environment.

Examples of enhancements could be where development flanked a path with high quality landscaping or provided active frontages overlooking a path, providing natural surveillance.



List of Footpaths

Path No.	Locality	Description	Unique Street Reference No.
RS338	Hoo St Werburgh	From near the Power Station to RS92	32105273
RS351	Hoo St Werburgh	From Vicarage Lane to Abbots Court Road	32105279
RS351A	Hoo St Werburgh	From Abbots Court Road (adjacent Willow Cott) to RS351B	32105292
RS351B	Hoo St Werburgh	From Abbots Court Road (at start of RS351A) to RS111	32105293
RS352	Hoo St Werburgh	From RS90 (360m south of end point) to RS95 (100m to rear of Eshcol Farm Cottages Cottages)	32105280
RS49	Hoo St Werburgh	From Vicarage Lane to RS93	32105155
RS88	Hoo St Werburgh	From Sharnal Street to Stoke Road (By Beluncle Halt)	32105192
RS89	Hoo St Werburgh	From White Hall Farm (rear of G2) to RS108	32105193
RS90	Hoo St Werburgh	From RS111 to Jacobs Lane	32105194
RS91	Hoo St Werburgh	From Stoke Road to Jacobs Lane	32105195
RS92	Hoo St Werburgh	From Jacobs Lane to RS90	32105196
RS93	Hoo St Werburgh	From Upnor Road (Jetty) to RS338	32105197
RS94	Hoo St Werburgh	From Stoke Road to Ropers Lane a from Stoke Road (adjacent to Abbots Court Lodge) to RS95	32105198
RS95	Hoo St Werburgh	From Abbots Court Road to Jacobs Lane	32105199
RS96	Hoo St Werburgh	From Stoke Road to RS351A	32105200
RS97	Hoo St Werburgh	From Abbots Court Road to Saxon Shore Way	32105201
RS98	Hoo St Werburgh	From Kingsnorth Close (opposite No. 88 Bells Lane) to RS112 (195m to rear of St Werburgh Medical Centre) and from Ropers Lane (at junction with Ropers Green Lane) to Grandsire Gardens (180m to rear of No. 34)	32105202
RS99	Hoo St Werburgh	From RS112 to Bells Lane	32105203
RS100	Hoo St Werburgh	From Abbots Court Road to Vicarage Lane	32105204
RS101	Hoo St Werburgh	From Bells Lane to Trubridge Road	32105205
RS102	Hoo St Werburgh	From The Windmill PH to Pankhurst Road	32105206
RS103	Hoo St Werburgh	From Vicarage Lane (side of 1 Withecombe Cottages) to Vicarage Lane	32105207
RS104	Chattenden	From Main Road (opposite No. 250) to Main Road (300m south of No. 250)	32105208
RS105	Chattenden	From Broadwood Road (rear of No. 18) to Cockham Cottages	32105209
RS105A	Hoo St Werburgh	From Cockham Cottages to Vicarage Lane	32105287
RS106	Chattenden	From Chattenden Lane (opposite Tudor Lodge) to Margetts Place	32105210
RS108	Hoo St Werburgh	From Eschol Road (adjacent Electricity Sub Station) to Stoke Road (opposite North Street Farm)	32105212
RS110	Hoo St Werburgh	From Stoke Road to Peninsula Way	32105214

RS111	Hoo St Werburgh	From Stoke Road to Abbots Court Wharf	32105215
RS112	Hoo St Werburgh	From Abbots Court Road (adjacent Willow Cott) to RS351B	32105292
RS116	Chattenden	From Beacons Cottage to RS106	32105217
RS119	Chattenden	From Granary Cottage (near) to Hoo Road	32105219

Source: Medway Public Rights of Way Improvement Plan 2020-2030



Aerial view of agricultural landscape.

9. Infrastructure

9.1 Planning Infrastructure Priorities

Due to housing development at Arethusa Field at Chattenden and the former BAE site at Hoo, the community and especially local youth have been deprived of nearly all sporting facilities. There is an urgent need for this to be replaced.

With projections of population growth, including teenagers, this is a serious issue. Planning infrastructure monies could address the issue.

Deangate running track is a possible project. This could include:

- new clubhouse with pool tables and a games room as well as a communal area for socialising;
- a dedicated youth worker could be appointed;
- the football pitch and tennis courts could be enhanced with Astroturf pitches and lighting for the winter months together with changing rooms and shower facilities.

10. Contact and Acknowledgements

10.1 Contact

Hoo Parish Council

www.hoosaintwerburgh-pc.gov.uk/community/hoo-parish-council-13487/home/

Telephone: 01634 868855

Email: hooparishcouncil@sherriebabington.co.uk

10.2 Acknowledgements

Hoo Parish Council would like to thank the following:

- Members of the Hoo Neighbourhood Plan steering group.
- Medway council
- Locality and Groundwork UK
- Urban Vision Enterprise CIC.
- The RSPB
- AECOM

Photographs by:

Page 5	Hoo Common	C. Chester
Page 8	Hoo Stop Line	A. Wells & C. Chester
Page 14	Allotments	A. Wells
Page 17	Play area	A. Wells
Page 21	Local shops Hoo Village Centre and Village Green (2 photos)	A. Wells
Page 30	All Aerial views	T. Broad
Page 36 & cover	Church	E. Cutting
Page 47	Aerial views	T. Broad
Page 60	Signpost	A. Wells & C. Chester
Page 70	Landscape	T. Broad
	Hoo Marina Industrial Estate and River Medway	T. Broad