



Hoo St Werburgh and Chattenden Neighbourhood Plan 2023-2040

Final (Referendum) Version V6.1
September 2024

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.....	9
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.....	15
3.1 Vision	15
3.2 Planning Aims.....	15
3.3 Delivering the Vision and Aims	16
4. Employment and Community Facilities.....	18
4.1 Purpose	18
4.2 Evidence and Planning Rationale	18
HOO1: Employment Development.....	23
HOO2: Community Facilities	26
HOO3: Industry and Distribution.....	28
5. Housing	31
5.1 Purpose	31
5.2 Evidence and Planning Rationale	31
HOO4: Housing Growth and Mix.....	34
HOO5: Housing Standards.....	36
6. Place and Heritage	38
6.1 Purpose	38
6.2 Evidence and Planning Rationale.....	38
HOO6: Design	41
HOO7: Local Heritage	44
7. Landscape and Natural Environment	52

7.1	Purpose	52
7.2	Evidence and Planning Rationale	52
	HOO8: Landscape and Environment	58
	HOO9: Local Green Space	61
	HOO10: Air Quality	64
8.	Travel Infrastructure	67
8.1	Purpose	67
8.2	Evidence and Planning Rationale	67
	HOO11: Sustainable Transport and Active Travel.....	70
	HOO12: Paths.....	72
9.	Infrastructure	77
9.1	Planning Infrastructure Priorities.....	77
10.	Contact and Acknowledgements	78
10.1	Contact.....	78
10.2	Acknowledgements	78



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 and Chattenden 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 has been prepared in advance of the new Medway Local Plan which will include a positive strategy for growth for the local authority area. This Plan does not make development site allocations, since these will be forthcoming within the Local Plan, but it does make provision for growth in its policies, including support for employment, residential and community facilities. At the same time, there are policies on design, the environment and transport which can help to ensure that local development is sustainable, environmentally, socially, and economically.

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

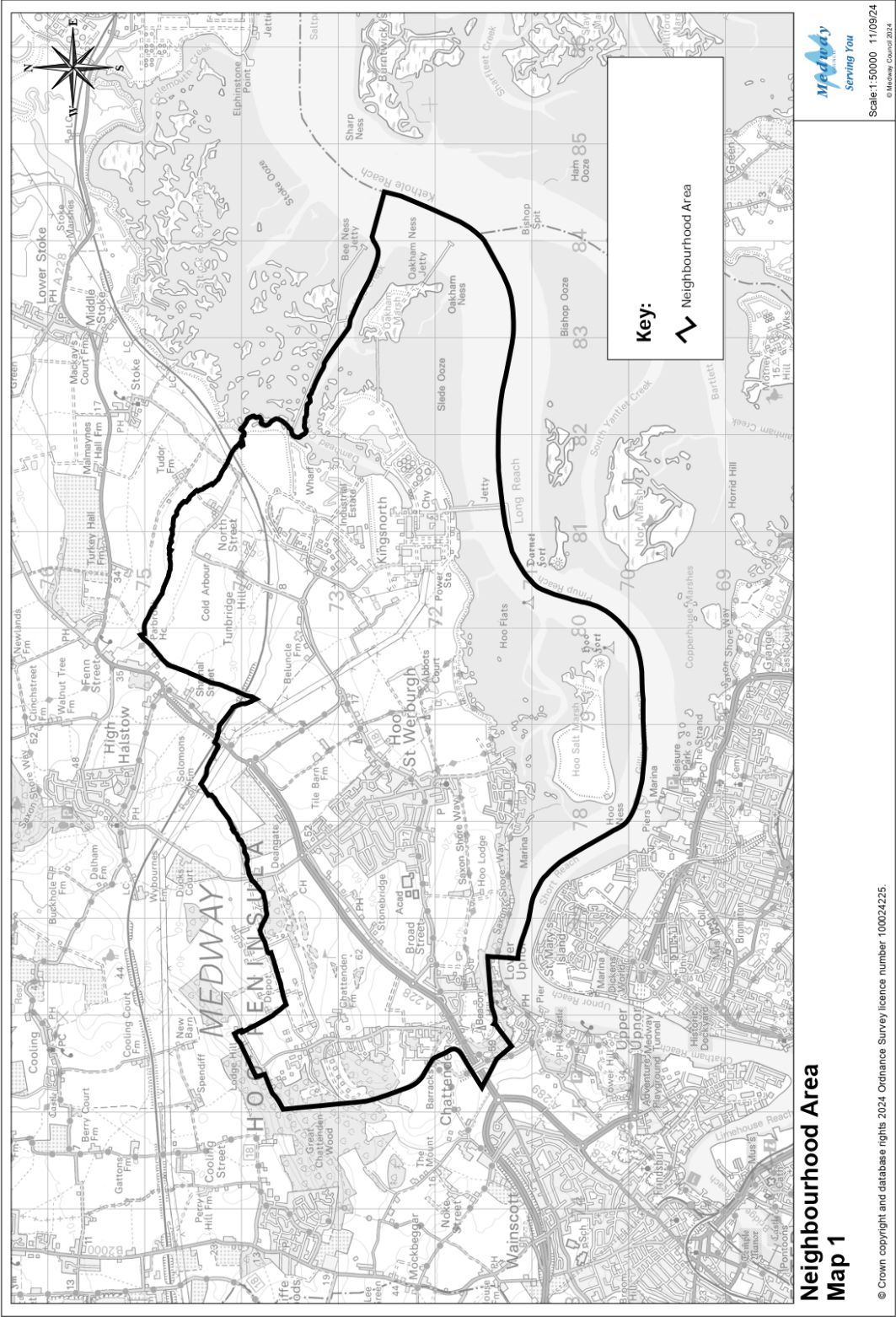
1.2 Status of the Neighbourhood Plan

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

Once made, 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 is intended to be in force until the end of 2040, but it is likely that it will need to be reviewed during that period.

Map 1: Hoo St Werburgh and Chattenden Neighbourhood Area





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

2. Background Information

2.1 The Area – Key Characteristics

2.1.1 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 13,782 people (2021 Census), compared to 8945 people from the 2011 Census and 7356 in total from the 2001 census. Table 1 gives more detail on the population. Feedback from community engagement has suggested that expansion of the population has not been matched by the necessary expansion or improvement of transport and community infrastructure, including health and educational provision. This is a key concern for the local community, as discussed in 2.2.

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.

2.1.2 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.

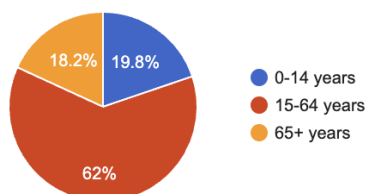
The parish formally changed its name from 'Hoo' to 'Hoo St Werburgh' on 1st October 1968.

Diagram 1: Hoo St Werburgh and Chattenden Parish Key Statistics (2021 census)

Hoo, St Werburgh – 2021 Census

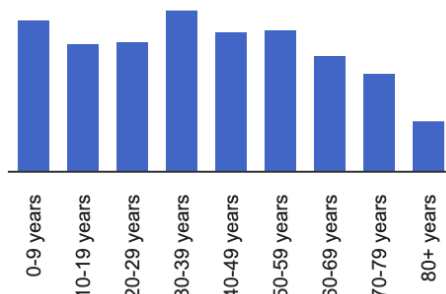
Age Groups

0-14 years	2,252
15-64 years	7,049
65+ years	2,066



Age Distribution

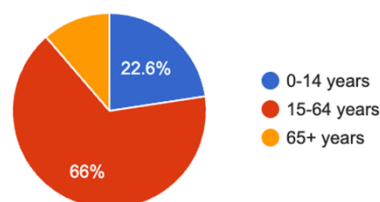
0-9 years	1,539
10-19 years	1,307
20-29 years	1,318
30-39 years	1,636
40-49 years	1,411
50-59 years	1,436
60-69 years	1,188
70-79 years	1,009
80+ years	524



Chattenden – 2021 Census

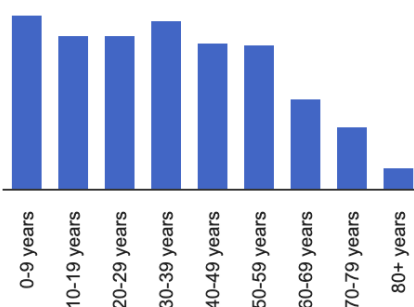
Age Groups

0-14 years	546
15-64 years	1,595
65+ years	274



Age Distribution

0-9 years	376
10-19 years	331
20-29 years	332
30-39 years	365
40-49 years	318
50-59 years	311
60-69 years	197
70-79 years	138
80+ years	47



2.2 Engagement with the Community

2.2.1 What was done

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.

The Parish Council approached and engaged with a range of stakeholders including businesses, local services, health bodies, schools, consultants/developers, environmental groups, Homes England, and the local authority. This included in-person meetings. This was essential in informing the content of the Plan.

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.

2.2.2 Key issues raised

Numerous residents responded and key concerns included:

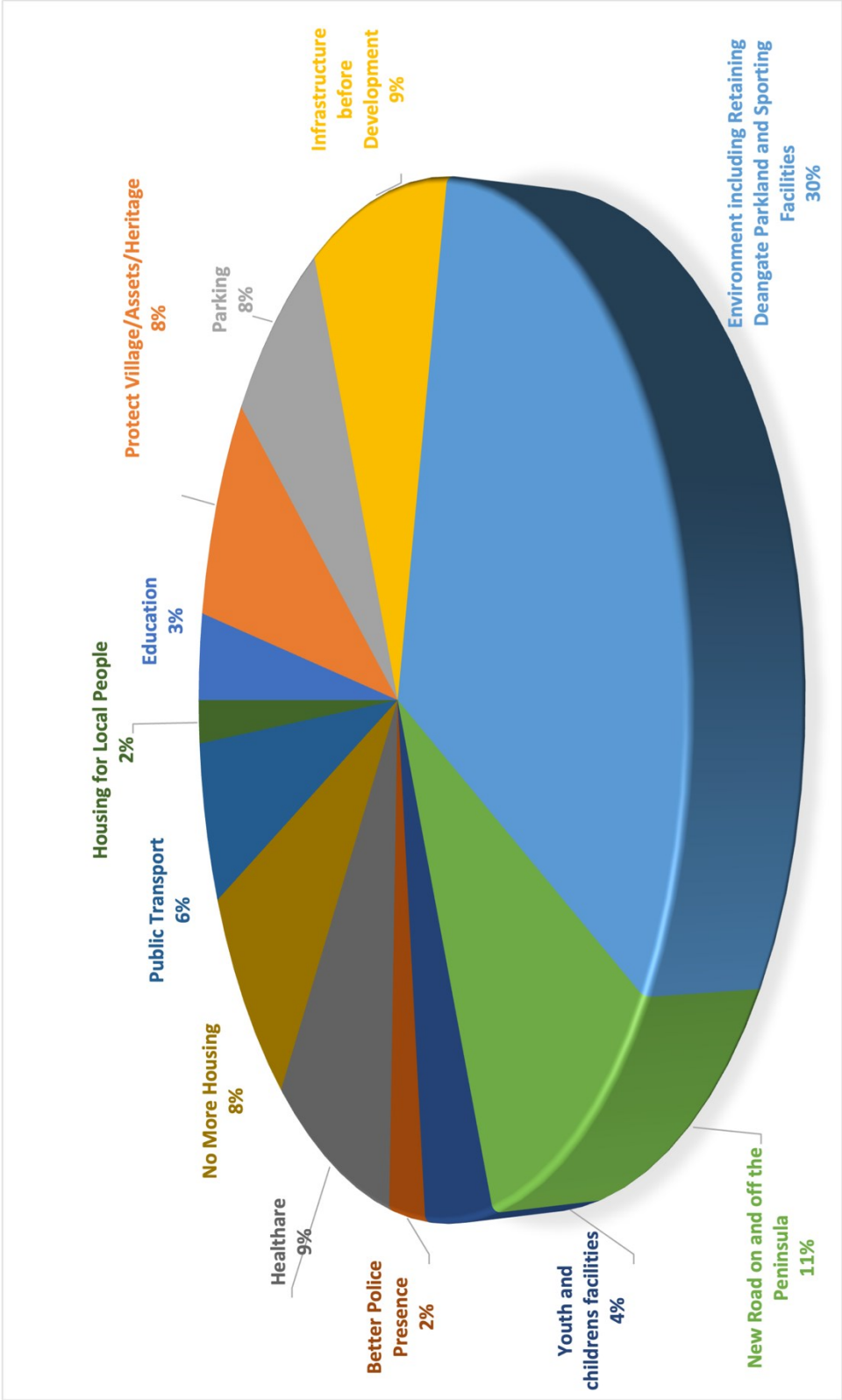
- The local environment, including open space, wildlife and air quality.
- Housing requirements, including for first time buyers, older people looking to downsize, and extended families.
- The need to keep and expand on local community facilities, including sports facilities, and health and educational 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)

The diagram shows predominant local concerns over environmental protection and community and transport infrastructure.



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 2022). 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.

The emerging Medway Local Plan proposes strategic housing site allocations, including several sites within the Parish. The Neighbourhood Plan does not allocate sites, but does accommodate growth in various ways. Development proposals for the sites allocated in the Local Plan, once adopted, will need to address the policies in this Neighbourhood Plan, for example relating to design and infrastructure.

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 addressed 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 parish, 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 the parish and 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.**
- 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 of the policies should be applied



Play area

4. Employment and Community Facilities

4.1 Purpose

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

4.2 Evidence and Planning Rationale

4.2.1 National Policy

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.

4.2.2 Local Plan

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. However, many policies are still consistent with the NPPF and have been recognised as such by a number of planning inspectors in appeal cases.

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

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

Homes England controls the previously developed sites within the former Ministry of Defence Estate in Chattenden (the land at Lodge Hill Camp and Chattenden Barracks).

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.

4.2.3 Planning Background

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 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;
- Deangate Ridge former golf course and sports facility;

- Prospective Burial Ground, Vicarage Lane.

Local businesses and community facilities include:

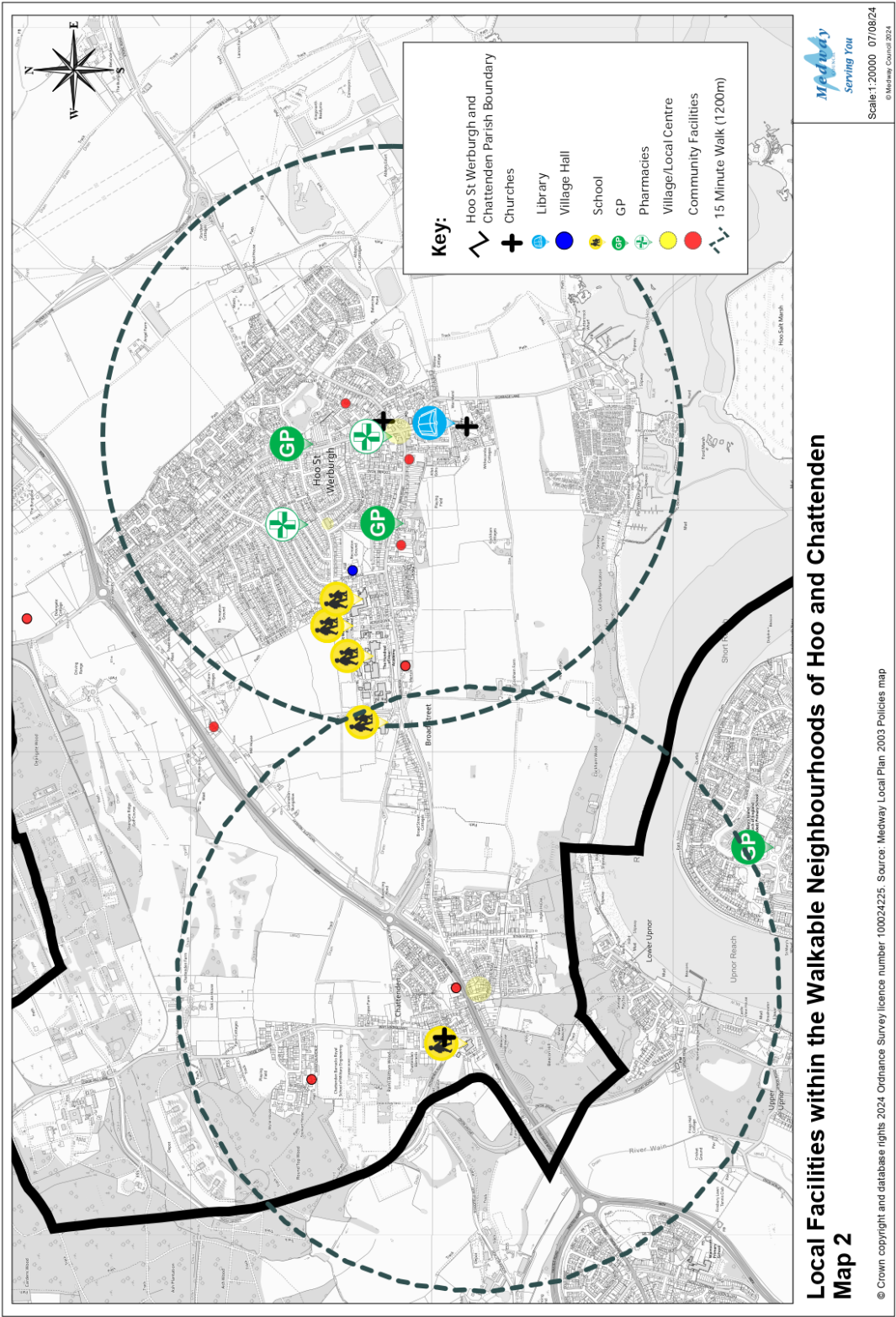
- Two supermarkets, a post office, estate agents, hairdressing salons and smaller shops;
- The Church;
- Two petrol stations;
- Three public houses and a range of restaurants and takeaways;
- An optician, dentist and two pharmacies;
- A garden centre;
- Kingsnorth and Hoo Marina industrial/commercial 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 walkable neighbourhoods, where facilities are available in walking distance.

Education Service Officers have confirmed that there is pressure on school places in the Hoo and Chattenden area, and demand is forecast to outstrip the places available in local schools. Medway Council, as the Local Education Authority, is working with local schools to explore options for expansions of existing schools. This continues on from expansions in recent years. Longer term new schools may be needed. Medway Council has recognised that the service base in the rural area of the Hoo Peninsula is limited, and residents often have to travel to neighbouring towns to access services.

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

Map 2: Local Facilities within the walkable neighbourhoods of Hoo and Chattenden





Hoo village centre and village green.

HOO1: Employment Development

- 1. Employment development is supported in principle and appropriately according to location through:**
 - a. redevelopment of brownfield sites within or adjacent to the built settlements;**
 - b. redevelopment or improvement of existing employment sites.**
- 2. Support for employment development is subject to the site having adequate and safe access to a highway with sufficient capacity and there being no adverse impact on:**
 - a. the viability of other employment sites;**
 - b. the amenities of residential properties by reason of visual intrusion, noise, dust, disturbance, vibration, vehicle movements or other impacts;**
 - c. the historic environment;**
 - d. the rural character, landscape and natural environment.**
- 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 boundaries of the built settlements are shown on Map 3.

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

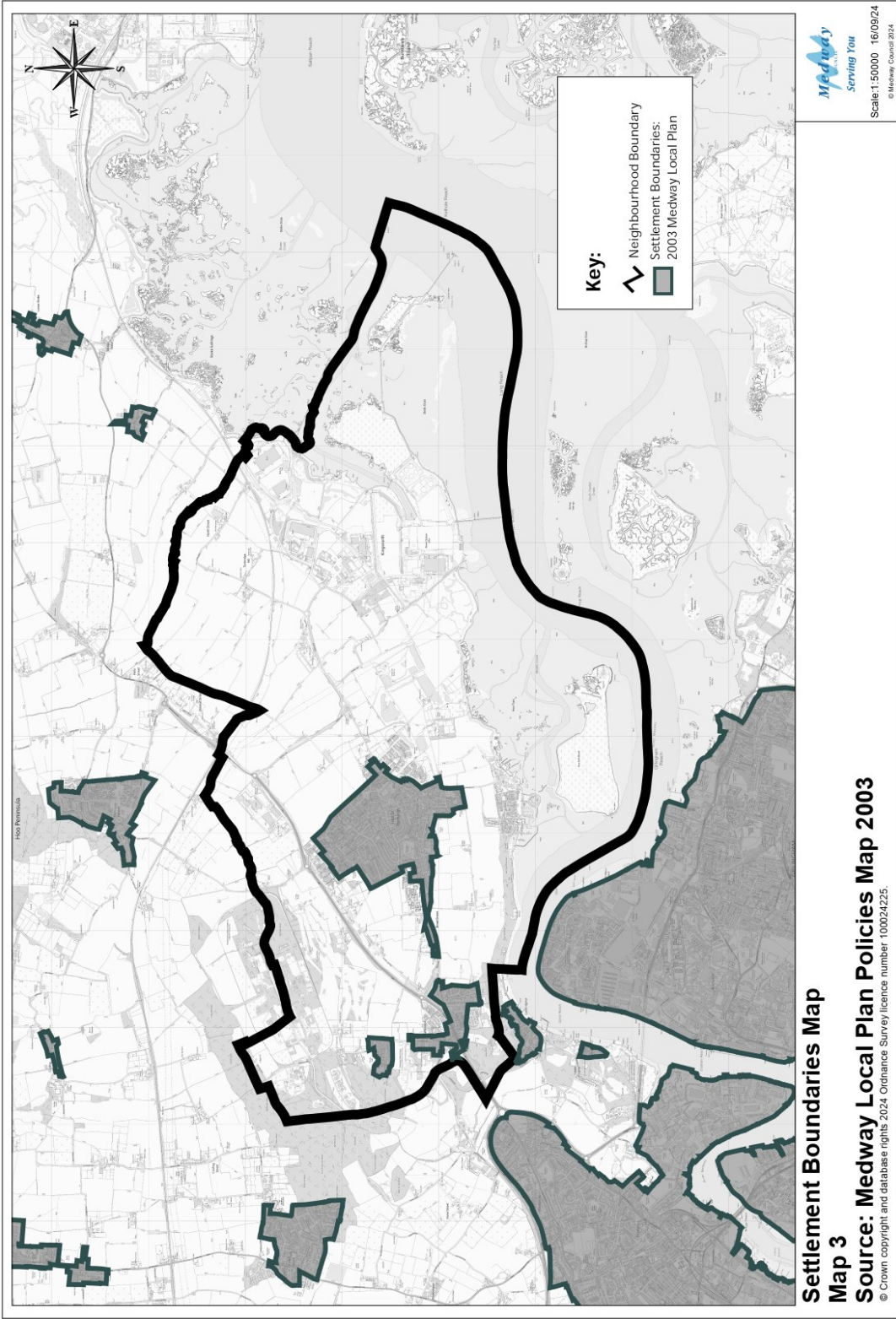
Use Class E includes retail, cafes and office space, including hotdesking. Use Class F1 would include various community facilities, including meeting space. The local planning authority would need to decide whether conditions were necessary to restrict activities or hours in the interests of protecting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

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



Hoo Marina Industrial Estate looking towards the River Medway

Map 3: Medway Local Plan 2003 Policies Map



HOO2: Community Facilities

- 1. New community facilities, including health, recreation and education facilities, will be supported in the existing built settlements (as illustrated by Map 3) or in other sustainable and accessible locations within walking distance of the residential areas to be served, subject to meeting the further requirements of this Policy.**
- 2. There is support in principle for new community facility development, and improvement or diversification of existing facilities, subject to the following criteria:**
 - a. A need has been established;**
 - b. The site has access to a highway with sufficient capacity;**
 - c. There are good pedestrian and cycle linkages;**
 - d. The type and scale of the new community facilities complements any existing provision of similar facilities nearby; and**
 - e. It has been established that there would be no significant adverse impact on:**
 - i. the amenities of residential properties by reason of visual intrusion, noise, dust, disturbance, vibration, vehicle movements or other impacts;**
 - ii. the historic environment (meeting the requirements of Policy HOO7)**
 - iii. the rural character, landscape and natural environment (meeting the requirements of Policy HOO8).**
- 3. Loss of existing community facilities will be supported only where:**
 - a. It has been established that there is no need to be met;**
 - b. A similar or better facility is being provided which meets the requirements of this Policy; or**
 - c. it has been demonstrated with evidence that the facility is no longer viable.**

Interpretation

The existing built settlements are shown on Map 3.

The policy enables new community facilities and supports the retention of existing facilities. This includes shops, pubs, health and education facilities and other community buildings. This could include some uses in Use Class E , F1 or F2. It also includes outdoor community facilities, such as sports facilities, recreation grounds, allotments and play facilities. Existing facilities include but are not limited to those named on pages 19 and 20.

The policy would also cover new community facilities that make use of open land, providing they were located near to existing built settlements and housing areas. Particular care would be required in considering the impacts of such development, including on the landscape and natural environment, having regard to Policy HOO8.

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

For any proposed burial ground it is recommended that detailed information be submitted to the Environment Agency at an early stage, including the size, the number of graves and a site-specific investigation of underlying ground conditions.

Planning applications should include sufficient information to demonstrate how the requirements of the policy are met.

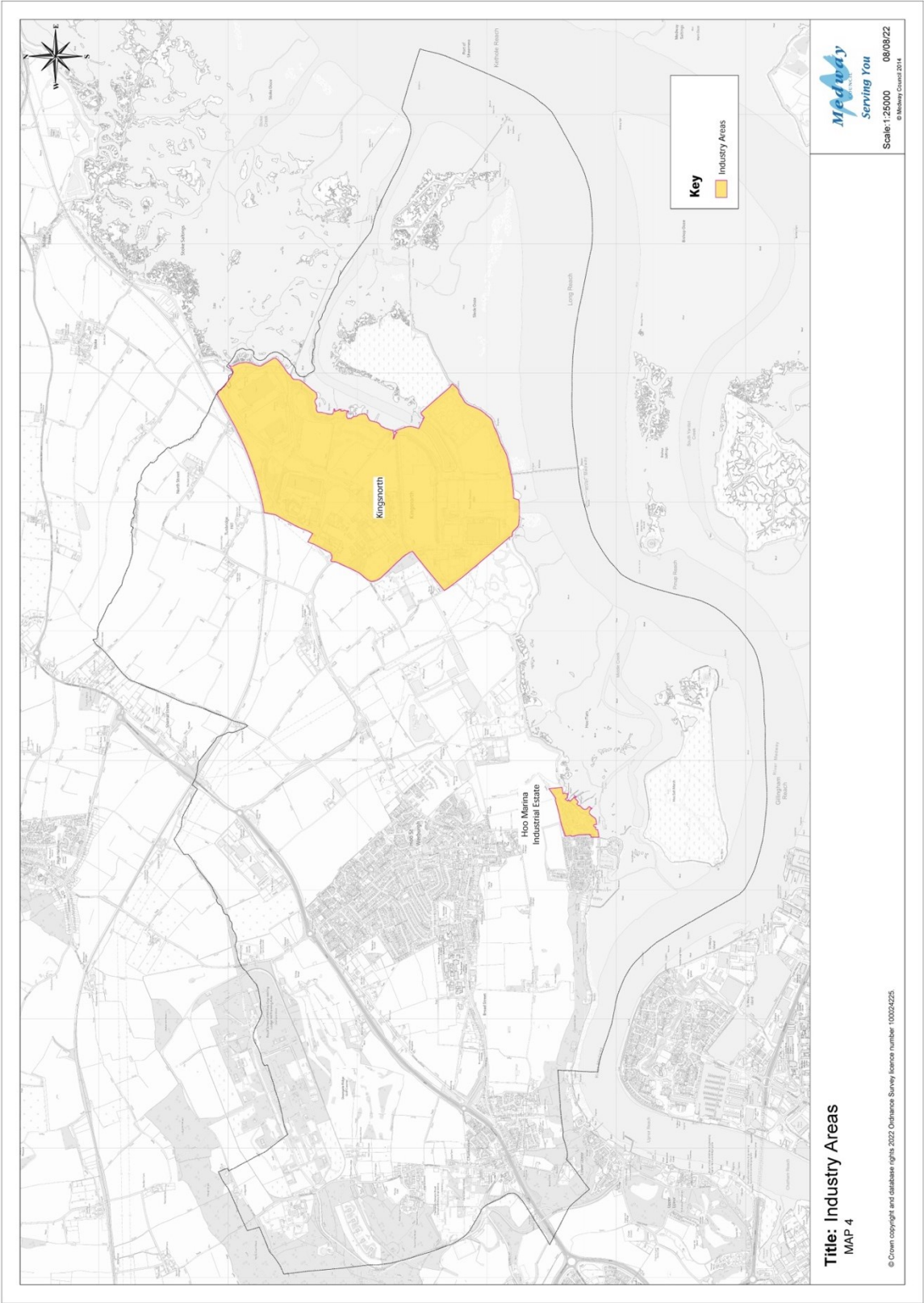
HOO3: Industry and Distribution

- 1. In addition to the strategic sites allocated in the Local Plan, at the following industrial estates (as shown on Map 4), industrial and/or distribution development will be supported in accordance with Local Plan policy requirements:**
 - a. Kingsnorth Employment Area;**
 - b. Hoo Marina Industrial Estate.**
- 2. Development for distribution uses 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.

Map 4: Industrial Estates





Aerial view of Hoo.

5. Housing

5.1 Purpose

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

5.2 Evidence and Planning Rationale

5.2.1 National Policy

Chapter 5 of the National Planning Policy Framework 2023 (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.

5.2.2 Local Policy

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. However, many policies are still consistent with the NPPF and have been recognised as such by a number of planning inspectors in appeal cases.

Policies of particular relevance are:

- H3: Affordable Housing
- H10: Housing Mix
- H11: Residential Development in Rural Settlements.

Homes England controls the previously developed sites within the former Ministry of Defence Estate in Chattenden (the land at Lodge Hill Camp and Chattenden Barracks).

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.

Medway Council is in the process of updating its Local Plan. Currently, the new Local Plan programme is to 2040, and current calculations of need are for 28,500 homes. The housing requirements to be met within the Neighbourhood Area were not resolved at the time of the preparation of this Plan but it is evident that the scale of the requirement is likely to be significant since there is presently (2023) a shortfall with the required 5 year land supply in the District. In the absence of a 5 year supply the planning balance is tipped in favour of developments that can be shown to be sustainable but which may not have been identified in the adopted Local Plan.

5.2.3 Other Documents

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.

For Hoo St Werburgh, the existing stock is as follows:

Dwelling type and number of bedrooms									Total	Base
1- bedroom house	2- bedroom house	3- bedroom house	4- bedroom house	1- bedroom flat	2 or more- bedroom flat	1- bedroom bungalow w	2- bedroom bungalow w	3 or more- bedroom bungalow w		
0.5	13.5	51.8	14.2	6.7	7.0	0.5	3.6	2.2	100.0	4,150

The breakdown by tenure is:

Owner occupied	Private rented	Affordable	Total	Base
74.4%	9.7%	15.8%	100.0%	4,150

Affordable housing need by number of bedrooms is as follows:

Number of bedrooms needed						Total	Base
1	2	3	4	5	6		
19.2	33.3	28.0	7.1	8.5	4.0	100.0	1,359

5.2.4 Planning Background

Sporadic house building has occurred over the past 60 years. More recently, housing development has produced separate communities within the parish, 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 the Local Plan, residential development will be supported in the following locations:**
 - a. in existing built settlements, including brownfield sites and infill development within existing built frontages;**
 - b. upper floors in commercial properties, providing there is no resulting conflict with existing commercial uses and the scheme can provide satisfactory residential standards;**
 - c. conversion of agricultural buildings, as provided for within the NPPF.**
- 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 Policy 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, people with limited mobility and other specialist housing needs.**
- 4. Affordable housing, including First Homes, should be provided:**
 - a. as an integral part of the scheme and be tenure blind; or**
 - b. where there are robust planning reasons for providing affordable housing separately, as near to the site as possible and within the Parish, to meet local need.**
- 5. 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 should have:
 - a. Screened storage space for bins and recycling;
 - b. Covered and secure storage for cycles, including electric cycles;
 - c. Electric charging points for motor vehicles.
4. All new dwellings should 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. Surrounding or adjacent public open space.
5. Housing schemes should include or have access to adequate play and recreational facilities in easy walking distance.

Interpretation

In developing flexible layouts, particular attention should be paid to adequate room sizes and storage space.

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

The policy requires cycle 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. This also applies to provision of storage space for cycles.

The Fields in Trust '*Guidance for Outdoor Sport and Play*' is helpful in providing appropriately for new housing developments.



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

6. Place and Heritage

6.1 Purpose

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

6.2 Evidence and Planning Rationale

6.2.1 National Policy

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.

6.2.2 Local Policy

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. However, many policies are still consistent with the NPPF and have been recognised as such by a number of planning inspectors in appeal cases.

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.

6.2.3 Other Documents

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.

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

Historic England's Hoo Peninsula Historic Landscape Report 2015 describes the local landscape, including military heritage.

The Hoo St Werburgh and Chattenden Heritage Assets Report June 2023 lists the various designated heritage assets in the Parish and also provides details of the non-designated heritage assets, named in the following heritage policy.

6.2.4 Planning Background

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.

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, proposals must demonstrate that their design:**
 - a. complements the predominantly 2-3 storey character of the area;**
 - b. complements the surrounding townscape in terms of scale, massing and degree of set-back of building frontages from the road;**
 - c. provides active frontages (containing windows) facing public roads and spaces, to provide natural surveillance;**
 - d. provides boundary treatments to road frontages to complement traditional boundary treatments, including low flint or brick walls and hedges.**
- 3. New-build development proposals for new layout and public realm must demonstrate the achievement of:**
 - a. convenient, attractive and safe environments to support movement, recreation, social interaction, play and exercise for people with a range of mobilities;**
 - b. pedestrian links to surrounding paths and facilities, including public transport, and create good linkages within the site;**
 - c. 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, water re-use, support biodiversity and address climate change.**
- 5. Building materials must have a high standard of finish and support will be given to the use of local and recycled materials or green materials.**
- 6. Hard landscaping 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.**
- 8. A variety of Sustainable Drainage Systems (SuDS) should be sensitively designed to form an integral part of new open spaces and green infrastructure, wherever possible.**

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 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.

In designing public realm and paths, it is good practice to consider adaptation and resilience against extreme weather.

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.

Water Infrastructure Guidelines

New and improved utility infrastructure is encouraged and supported in order to meet the identified needs of the community.

Southern Water recommends as a minimum the tighter Building Regulations optional standard for water efficiency of 110 litres per person per day.

Southern Water highlights opportunities provided by new developments and improvements in green and other infrastructure to reduce the causes and impacts of flooding (making as much use as possible of natural flood management techniques as part of an integrated approach to flood risk management). Well-designed sustainable drainage systems help to reduce the volume of surface water entering the foul sewer system – which could help to reduce localised flooding and, in turn, help to minimise pollution events. Sustainable drainage systems will therefore be key to helping neighbourhoods respond to the impacts of climate change into the future.

Southern Water has criteria for SuDS adoption, so early engagement with them is encouraged. Medway Council also has [guidance on SuDS](#).

Southern Water advises the Local Planning Authorities to consult on all major development applications within its wastewater service area.

H007: Local Heritage

1. Development should take opportunities to enhance and avoid significant harm to the character and significance of Hoo's industrial, military and war heritage, including the Hoo Stop Line and its historic structures, features and landscape (the extent of which is illustrated on Map 6).
2. Development should take opportunities to enhance and avoid significant harm to the non-designated heritage assets including the following (as shown on Map 7) and their settings:

The Five Bells public house;
Library, Church Street, Hoo;
Yew Tree Lodge Residential Care Home, Stoke Road, Hoo;
Former National School Building, Church Street Hoo;
Old bomb disposal buildings at Lodge Hill;
Hoo Institute, Main Road;
Windmill former Pub (health centre), Ratcliffe Highway;
Millers Cottage, Ratcliffe Highway.

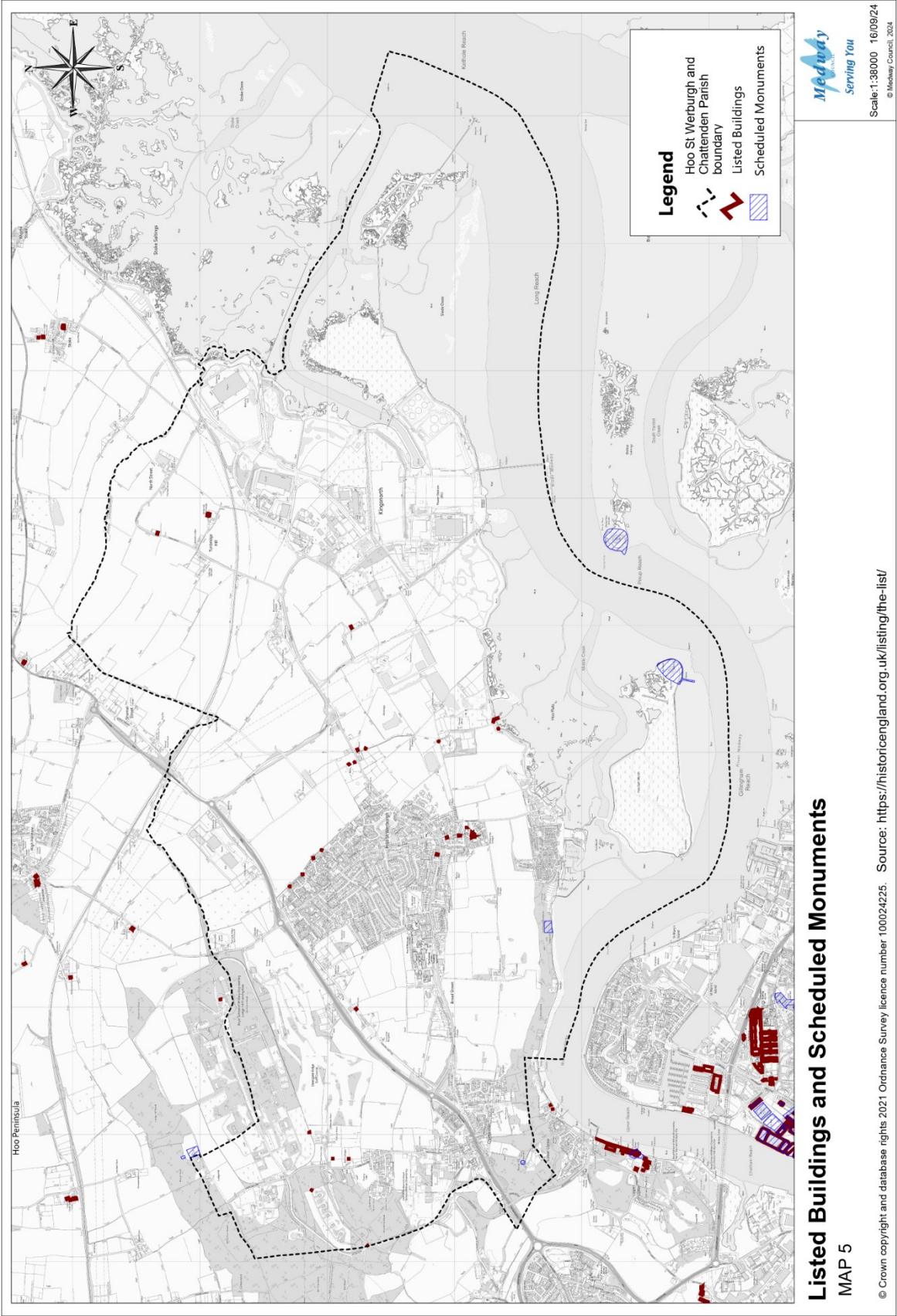
3. The refurbishment and sensitive and proportionate extension of historic farmsteads will be supported where the scheme preserves or enhances their character and significance.

Interpretation

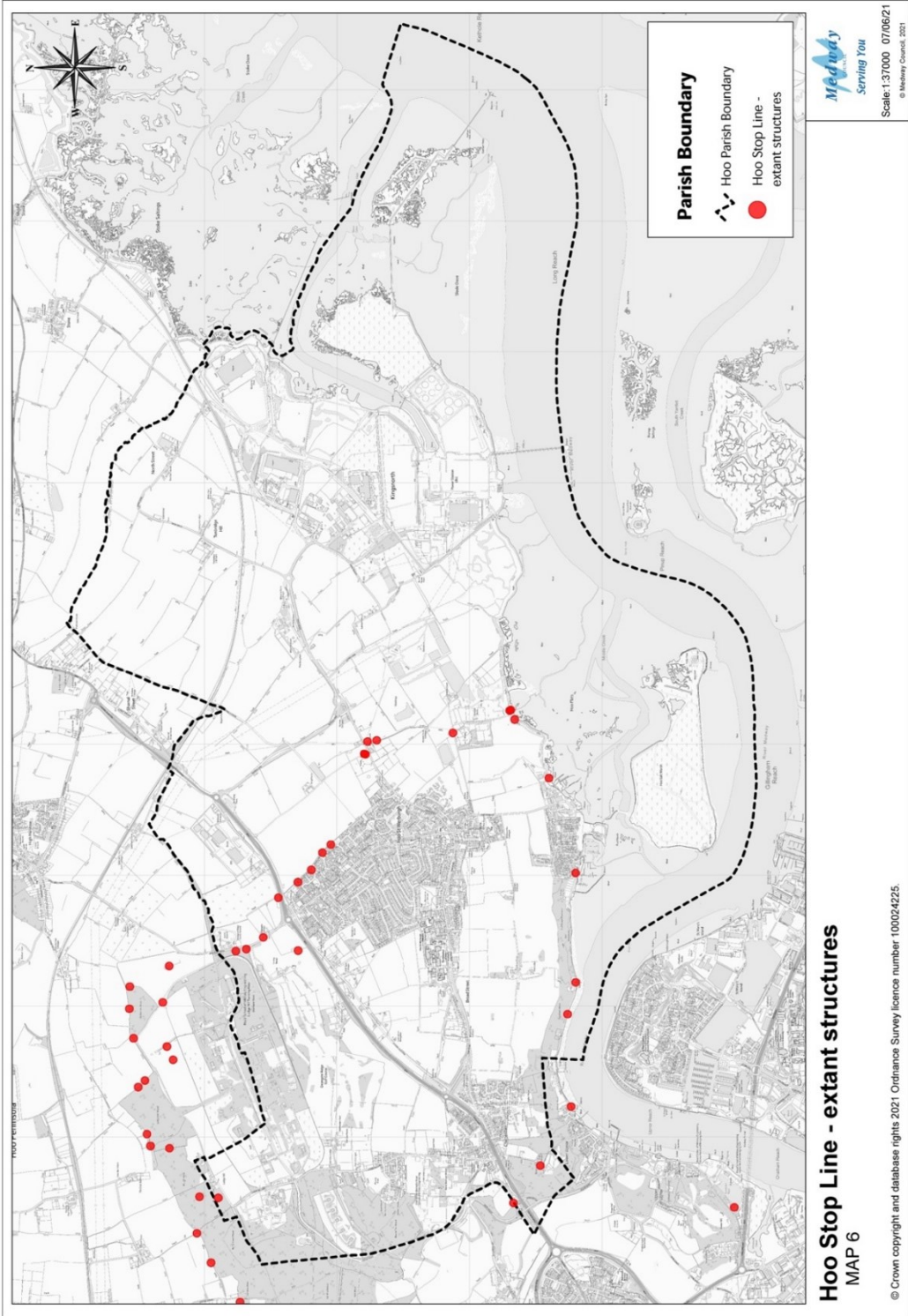
The policy protects designated and non-designated heritage and highlights the particular local and national importance of war-related heritage assets. The Hoo Stop Line includes listed structures and other structures and landscape features.

Maps 5 and 6 show the location of heritage assets using English Heritage's public record of listed and designated buildings and features, and buildings of local interest in Map 7.

Map 5: Listed Buildings and Scheduled Monuments



Map 6: Hoo Stop Line



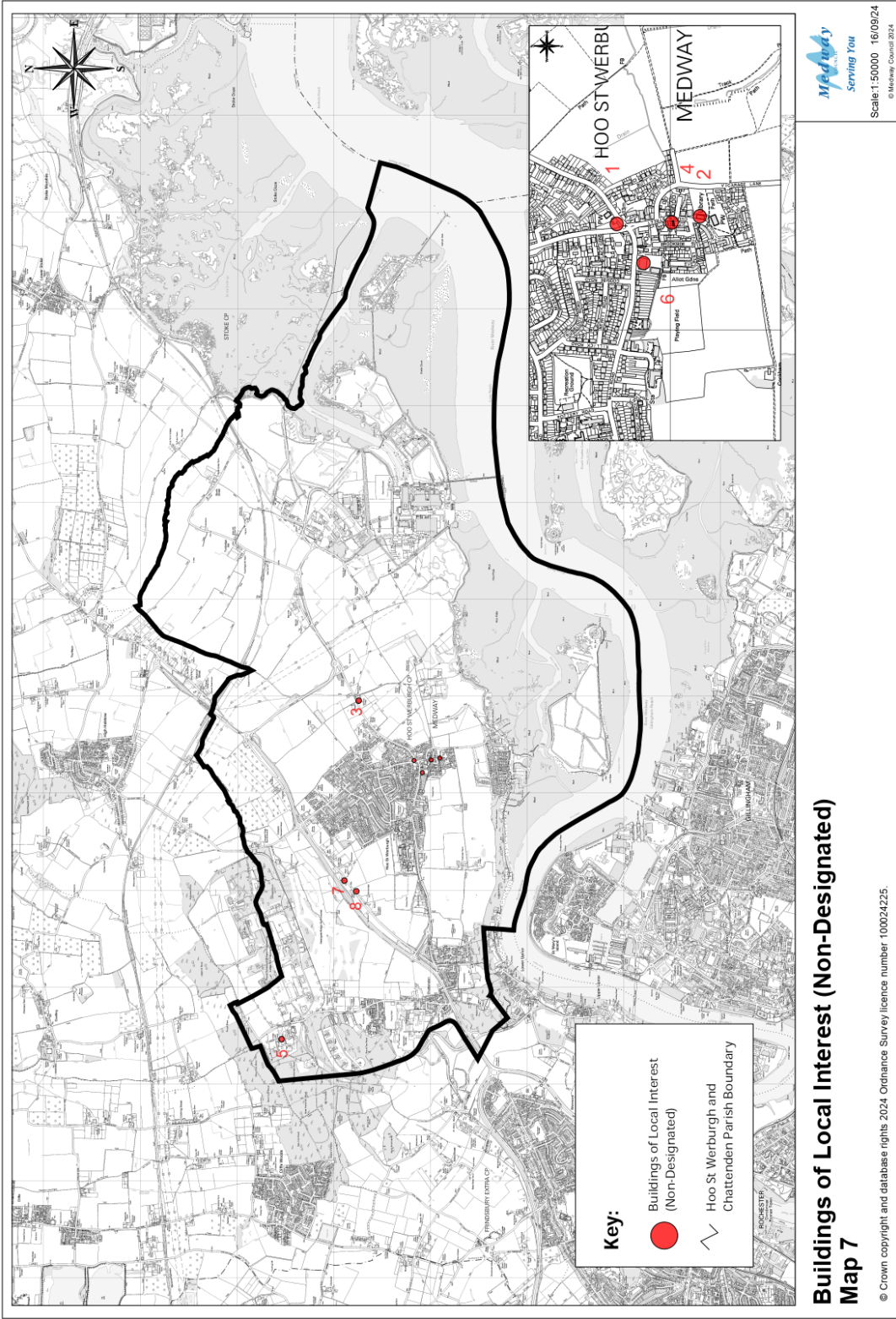
Listed Buildings and Scheduled Monuments

Site	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)

Map 7: Buildings of Local Interest (Non- Designated)





Aerial view of Chattenden and Hoo Common.

7. Landscape and Natural Environment

7.1 Purpose

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

7.2 Evidence and Planning Rationale

7.2.1 National Policy

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.

7.2.2 Local Policy

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. However, many policies are still consistent with the NPPF and have been recognised as such by a number of planning inspectors in appeal cases.

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.

7.2.3 Other Documents

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.

The [Medway Landscape Character Assessment March 2011](#) has also informed the following and other policies in the Plan. The Council has subsequently published an updated [Medway Landscape Character Assessment in summer 2024](#).

7.2.4 Planning Background

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 SSSI, 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 (See Map 8).

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.

The area has a strong farming heritage, and much farmland comprises the 'best and most versatile' (Grades 1, 2 and 3A – see Map 9). 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.

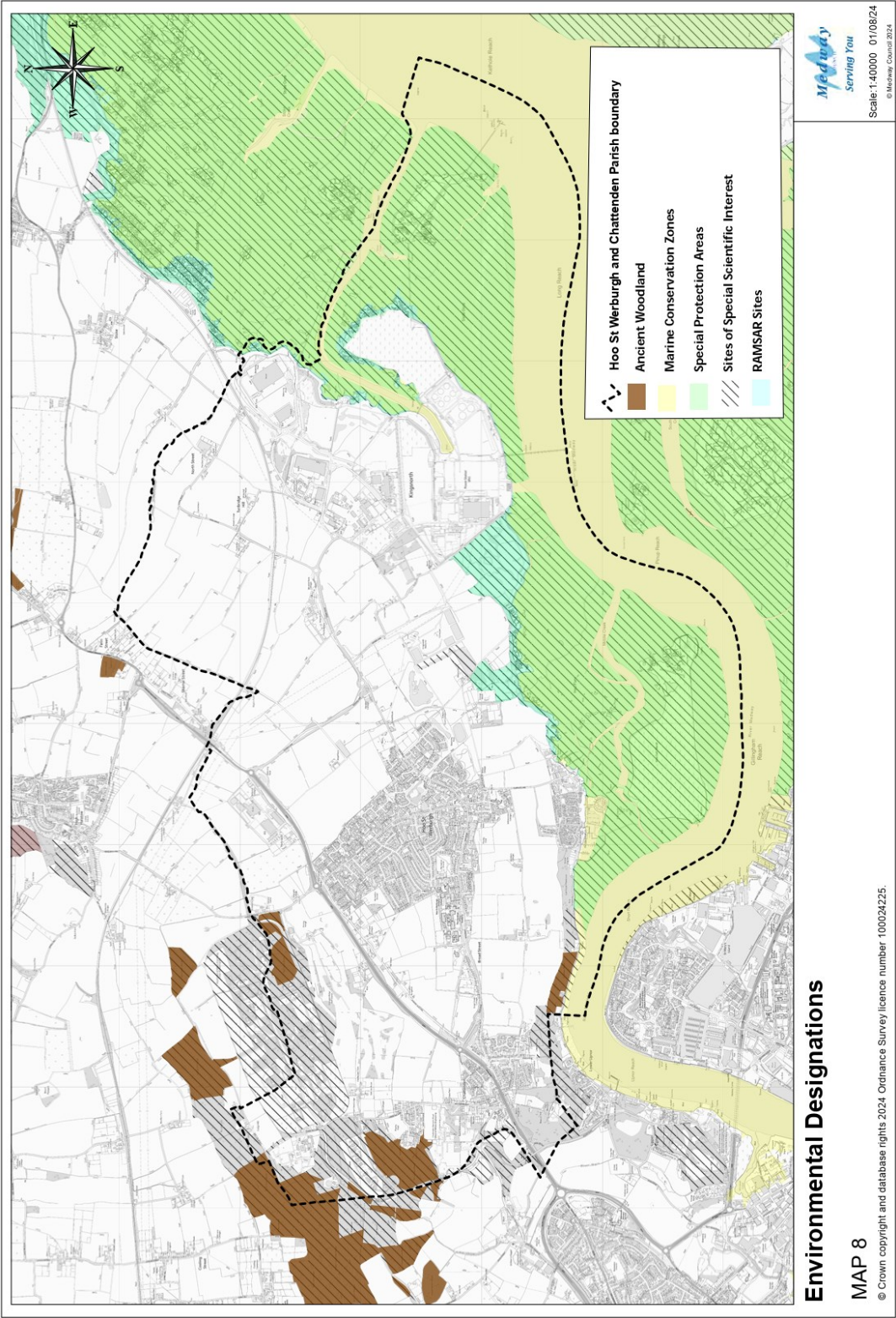
Hoo St Werburgh is the larger settlement, with a range of community facilities. Chattenden is a hamlet and largely residential. Chattenden Valley is an important

green corridor between Hoo St Werburgh and Chattenden (see Map 10). It forms a corridor for wildlife and maintains the distinctive identity of the two settlements. It allows views of the hills, woodlands, river, open farmland and marshes.

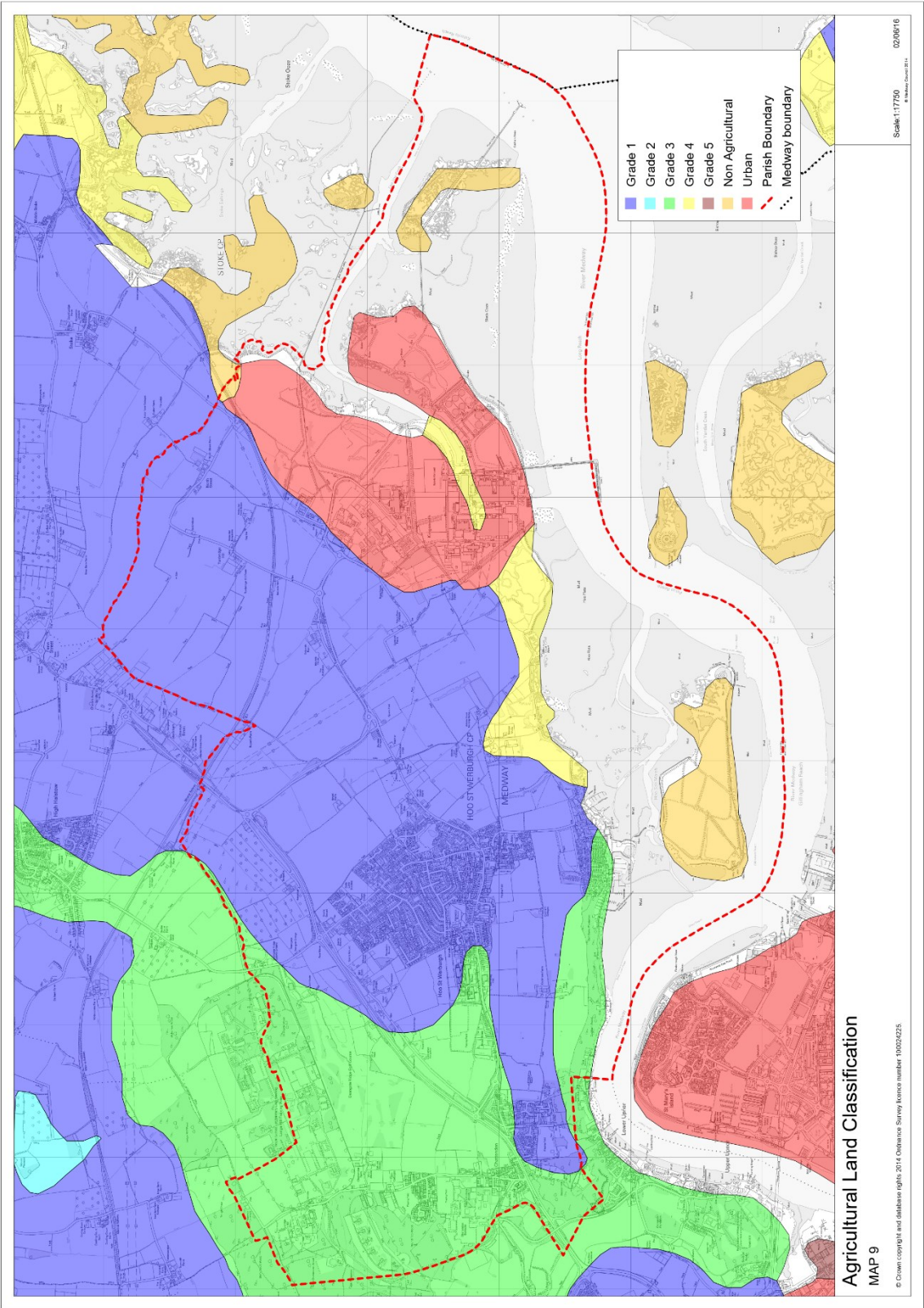
Air quality is a particular issue around Peninsula Way/Four Elms Hill, which is subject to air quality monitoring (Air Quality Management Area - AQMA).

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

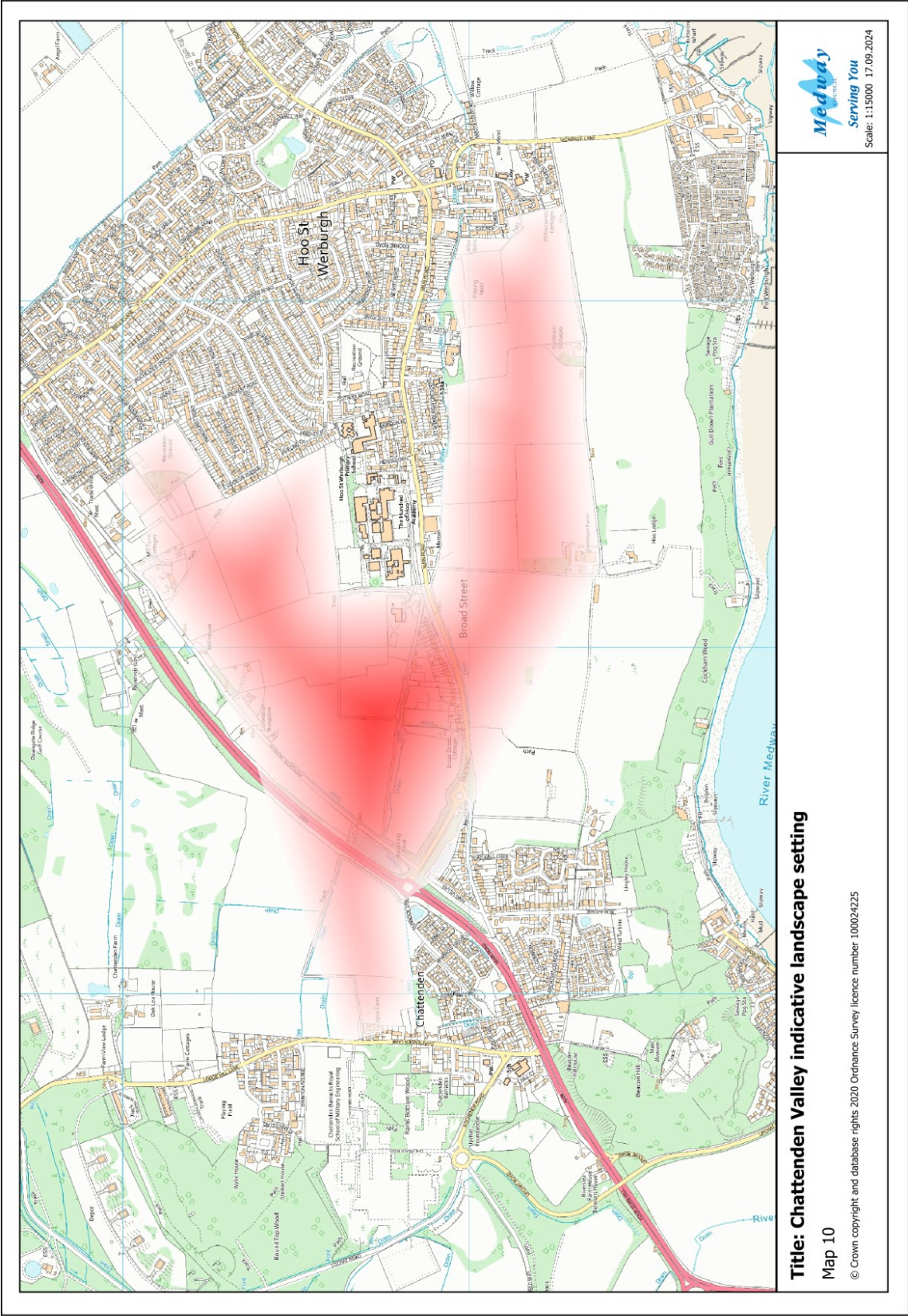
Map 8: Environmental Designations



Map 9: Agricultural Land Classification



Map 10: Chattenden Valley Indicative Setting



HOO8: Landscape and Environment

- 1. Development should enhance and avoid causing significant harm to the area's landscape character, flora and fauna, and habitats, and seek to achieve overall biodiversity net gain.**
- 2. Development should avoid causing loss or harm to biodiversity, or:**
 - a. where habitat loss or damage cannot be avoided, it should be minimised;**
 - b. opportunities should be taken to restore damaged or lost habitat; or**
 - c. as a last resort, habitat loss or damage should be compensated.**
- 3. Development should enhance and avoid causing significant harm to:**
 - a. designated sites, including Ramsar, SSSI and Special Protection Area;**
 - b. local woodlands, including ancient woodland;**
 - c. lakes, chalk streams and other water features.**
- 4. Development adjacent to the Ramsar, Special Protection Area, SSSI and other designated and protected landscapes will require landscape buffer zones, where supported by evidence, to provide visual separation and avoid disturbance of habitats or adverse impacts on biodiversity.**
- 5. Wherever feasible, trees and other natural features of value should be retained and be incorporated into the design and layout of development. Tree replacement should be provided where loss is unavoidable.**
- 6. 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.**
- 7. The open character of the landscape separation between Hoo and Chattenden is of significant local value and this characteristic should be retained. The impact of development in this vicinity must be examined and mitigated with a Landscape and Visual Impact Assessment.**
- 8. Landscape design and planting in development should use local native species or other species of high environmental value.**
- 9. Development should avoid causing significant harm to allotments and new facilities for local food growing will be supported in principle.**

10. Development should have no significant adverse impact on, and take opportunities to enhance, the open and green character, amenity, safety, accessibility and community value of green spaces and green infrastructure.

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 (Map 11)

LGS2: Hoo Common, Elm Avenue (Map12)

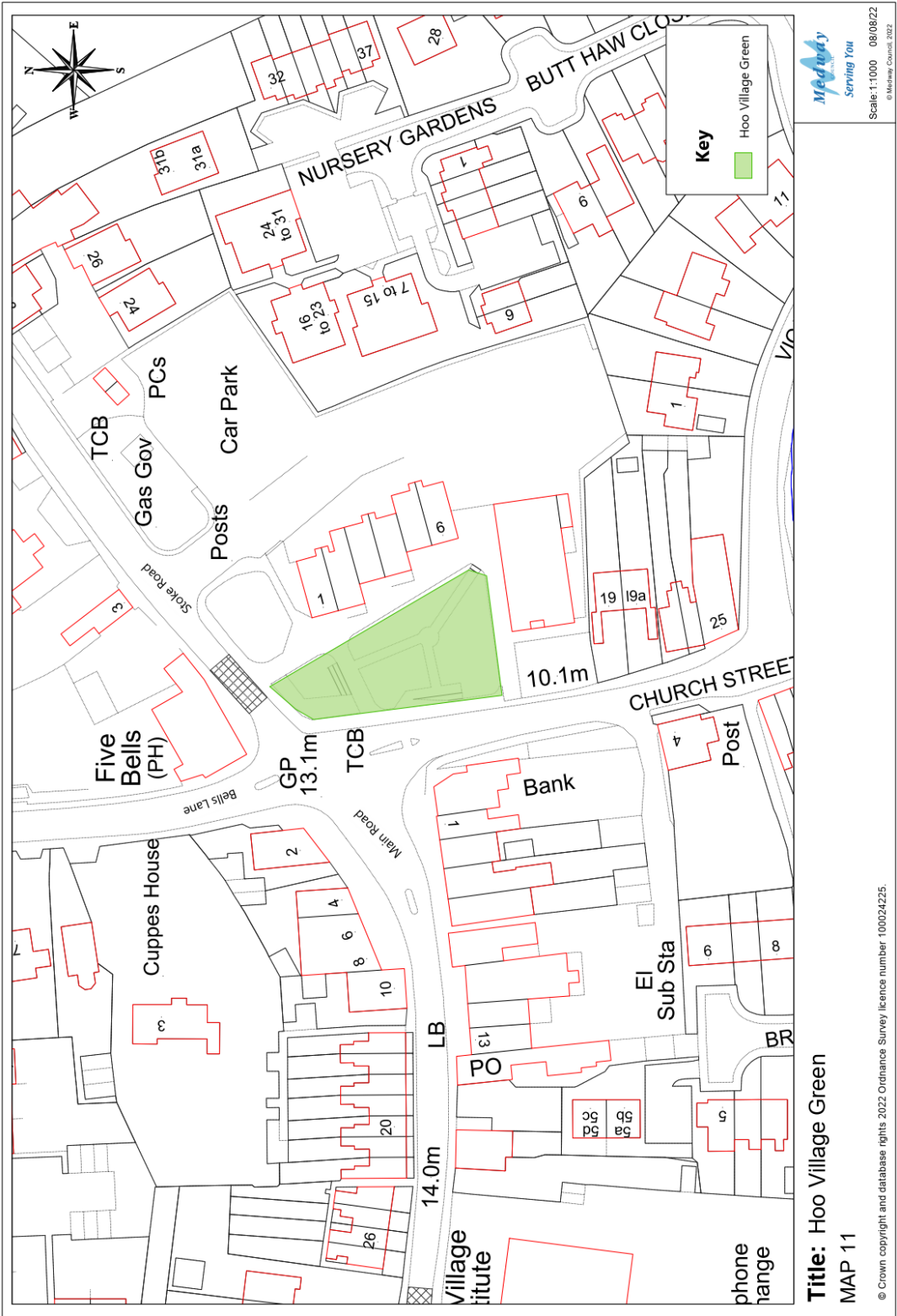
2. The management of development within these spaces will be consistent with national policies for the Green Belt.

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.

Map 11: Hoo Village Green (LGS1)



Map 12: Hoo Common (LGS2)



HOO10: Air Quality

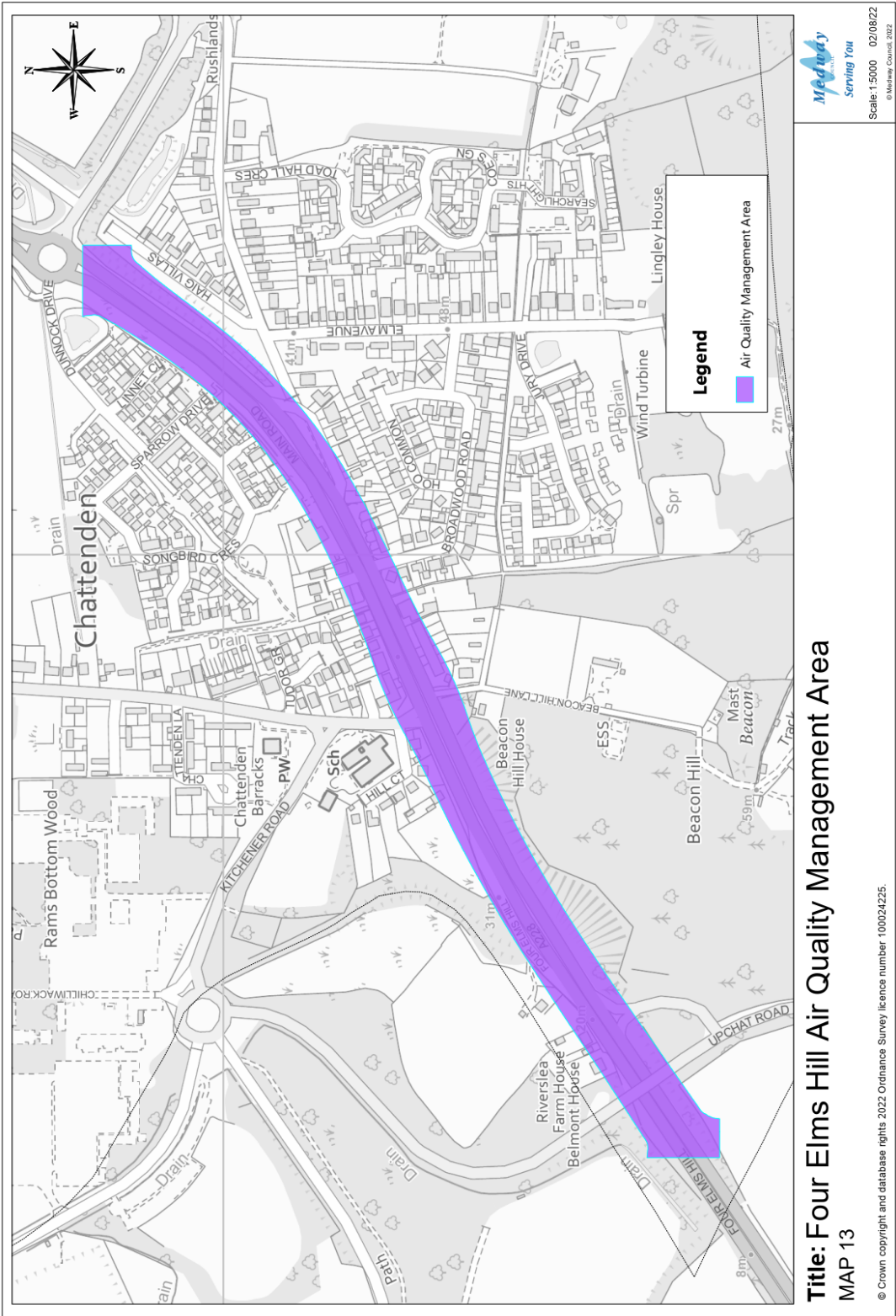
- 1. Development should not significantly exacerbate pollution in areas with recognised air quality problems, in particular the area illustrated on Map 13.**
- 2. Development that is likely to result in significant negative impacts on air quality, including through generation of additional vehicle movements, 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.

[Medway Council's Air Quality Planning Guidance](#), March 2016 (Revised November 2021), should be helpful in securing compliance with this policy.

Map 13: Four Elms Air Quality Management Area





The King Charles III England Coastal Path runs through the parish

8. Travel Infrastructure

8.1 Purpose

To promote balanced and sustainable transport infrastructure.

8.2 Evidence and Planning Rationale

8.2.1 National Policy

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.

8.2.2 Local Policy

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. However, many policies are still consistent with the NPPF and have been recognised as such by a number of planning inspectors in appeal cases.

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.

8.2.3 Other Documents

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.

The Medway Rights of Way Improvement Plan 2020 to 2030 sets out proposals for enhancement.

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

8.2.4 Planning Background

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

- pedestrian connectivity is poor, including poor links between new housing development and the existing footpath network;
- 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.

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.

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 King Charles III England Coastal Path, 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. Travel proposals for large developments should include layouts that prioritise safe, active travel and sustainable forms of transport movement over private car use, appropriately to the scale and nature of the scheme.**
- 2. Parking provision for development should include:**
 - a. Covered and secure storage for cycles;**
 - b. Electric charging points for motor vehicles.**
- 3. Development layouts must create a convenient, safe and attractive 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.**
- 4. 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.**

Interpretation

For large 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, safe and attractive walking routes and 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 should not have any significant adverse impact on the safety or accessibility of public rights of way, the national cycle route, or bridleways, including the Saxon Shore Way (as illustrated on Map 14).**
- 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. Reinforcement of the sea wall incorporating a public footpath will be supported from Kingsnorth to Chattenden, encompassing Cockham Fort and any future parkland, to join up with the King Charles III England Coast Path.**

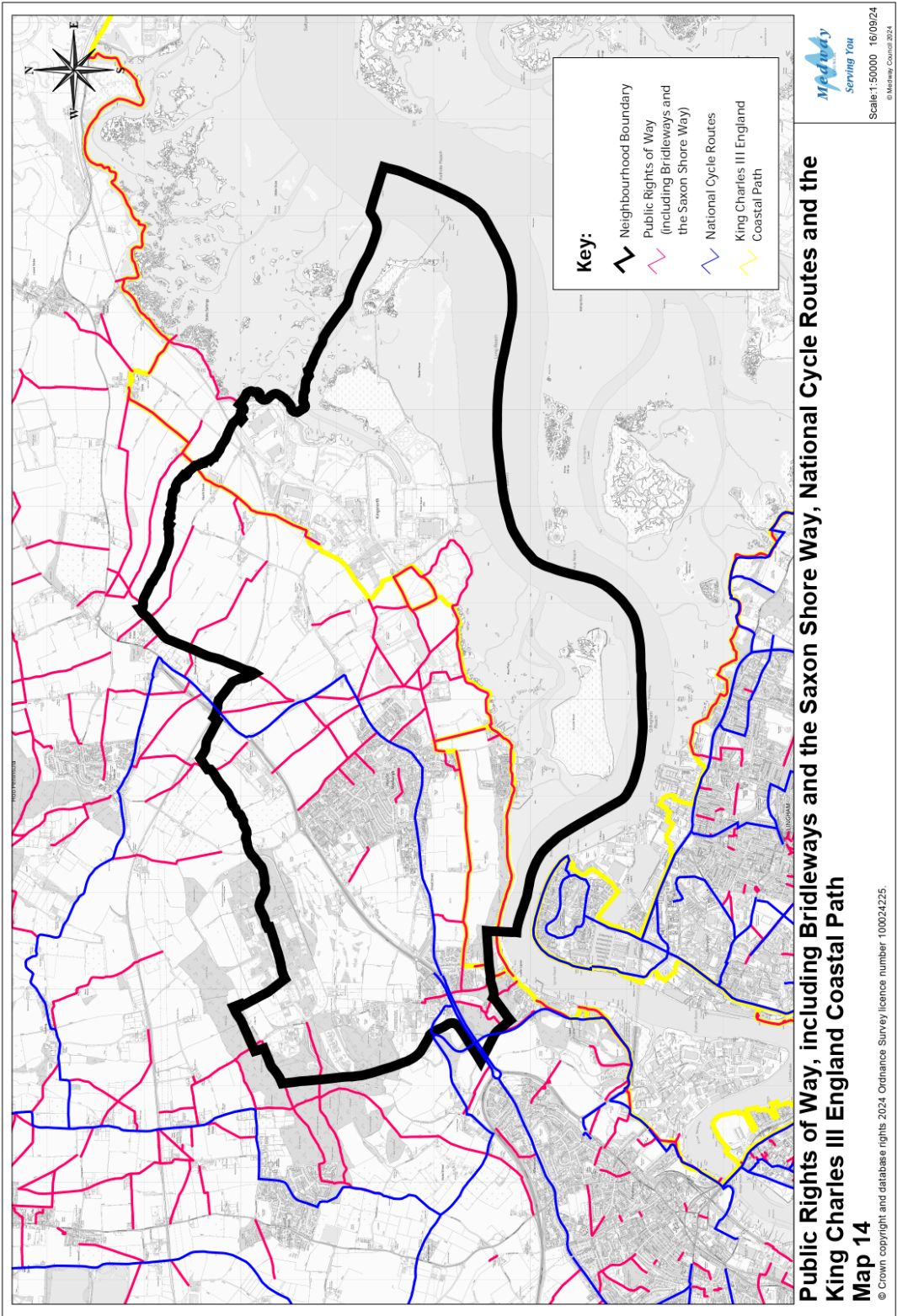
Interpretation

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 blank 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. Care is required in creating new access to paths, recognising the potential for bird disturbance, for example from dogs off leads.

Map 14: Public Rights of Way



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

Sustainable transport and active travel is a priority.

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:

- Improvement of accessibility to local community, recreation and sports facilities;
- 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: clerk@hoopc.org

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
- Local residents and stakeholders for their various contributions.

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

