



Sustainability Appraisal for the Chatham  
Maritime Interface Land Supplementary  
Planning Document  
Non Technical Summary  
South East England Development Agency and Chatham  
Historic Dockyard Trust

May 2010



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# QM

Issue/revision	Issue 1	Revision 1	Revision 2	Revision 3
Remarks	Draft for comment			
Date	May 2010			
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Project number	12269349			
File reference	Basingstoke			



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## 1. PURPOSE OF THIS DOCUMENT

This document summarises the results of a Sustainability Appraisal (SA) of the Chatham Maritime Interface Land Supplementary Planning Document (SPD).

This non-technical summary presents the key findings of the SA and gives a short summary of the SA process. The purpose of the SA was to assess the broader sustainability impacts of the SPD. How sustainability and sustainable development was defined and understood for the purposes of this assessment is set out below.

The overall aim of the SA was to minimise the negative impacts associated with the SPD whilst putting forward ways of enhancing the benefits the SPD could achieve.

### **Background**

The South East England Development Agency (SEEDA) and the Chatham Historic Dockyard Trust in agreement with Medway Council are preparing a Supplementary Planning Document (SPD) for the Chatham Maritime Interface Land situated to the north of Chatham Historic Dockyard and adjacent to Chatham Maritime.

Chatham Maritime Interface Land represents a major redevelopment project. The Interface Land is of critical historic importance with the potential for substantial built development. As such, the adoption of a development brief in the form of an SPD in conformity with saved policies in the Medway Local Plan is needed to promote and manage the future development process.

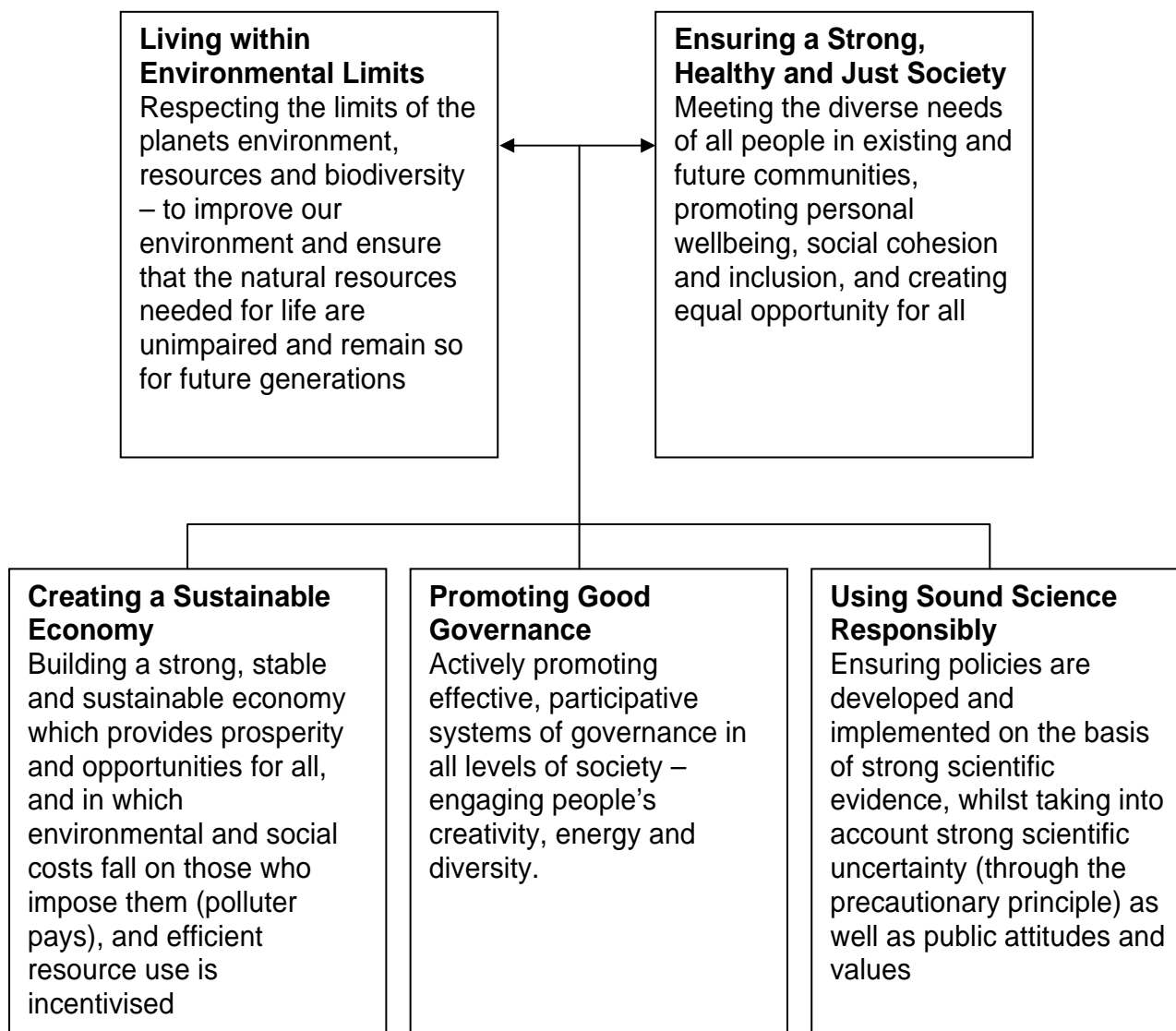
The SPD forms a part of the broader Local Development Framework currently in preparation by Medway Council.

### **Sustainable Development**

The government outlined the United Kingdom's approach to sustainable development in the 'UK Government Sustainable Development Strategy' (March 2005). Within this document the government identifies five guiding principles with which the United Kingdom's sustainable development strategy would be developed:

- Living within Environmental Limits;
- Ensuring a Strong Healthy and Just Society;
- Achieving a Sustainable Economy;
- Promoting Good Governance; and
- Using Sound Science Responsibly.

The guiding principles are further explained in the diagram below which is taken from the government's strategy.



The Government has also produced a definition of sustainable communities. Sustainable communities are:

*“Places where people want to live and work, now and in the future. They meet the diverse needs of existing and future residents, are sensitive to their environment, and contribute to a high quality of life. They are safe and inclusive, well planned, built and run, and offer equality of opportunity and good services for all.”*


Sustainable communities embody the principles of sustainable development, they:

- Balance and integrate the social, economic and environmental components of their community;
- Meet the needs of existing and future generations; and
- Respect the needs of other communities in the wider region or internationally also to make their communities sustainable.

#### ROLE OF THE PROPOSED SUBMISSION CORE STRATEGY DOCUMENT

The SPD sets out an overview of the development requirements for the site following a strategic baseline review of existing framework documents. In addition, the SPD sets out the overall spatial design principles and concludes with the recommendation of a delivery strategy to ensure the implementation of the plan. Key objectives for future development within the Interface Land include:

- Promoting a development appropriate to the scale and character of the historic environment and which enhances that environment and the setting of its buildings, most of which are Scheduled Ancient Monuments;
- Establishing a development that connects the formerly integrated elements of the original Naval Base and Dockyard whilst preserving the Historic Dockyard’s secure boundary;

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- Maintaining and enhancing existing vehicular and pedestrian routes, with the addition of a riverside walk to the north side of Covered Slip 7. Existing parking numbers are to be retained;
  - The creation of an appropriate sense of arrival at the Historic Dockyard; and
  - Creating a mix of uses likely to enhance and sustain the emerging Chatham Maritime/Historic Dockyard destination.

## 2. KEY FINDINGS

The SPD divides into three main sections:

- The Strategic Framework;
- The Delivery Framework; and
- Delivery and Implementation.

No individual section functions without the other two; they are wholly interdependent. As such, the most appropriate method to assess the SPD was considered to be a single matrix that would encapsulate the SPD as a whole, rather than attempt to artificially divide it into separate segments. This is considered to be the closest representation of how the SPD will function as an adopted document within the Medway Council LDF.

### Environmental

The SA identified that further investigations are needed to establish the full environmental impact of the proposed development, particularly with regards to biodiversity and the potential affect on the Medway Estuary and Marshes. The site is primarily developed land, with some existing green spaces to the north - west and east of the site. Further surveys are required to identify the existence of any protected species on the site. Whilst it is expected that some of the existing green space on the site will be lost as a part of the development, the SPD promotes green space as both courtyards/gardens and green roofs.

The majority of the site is at a high risk of flooding and as such flood risk is a significant issue. The eastern half of the site is at less risk of flooding than the western half. Government policy recommends placing the least vulnerable uses in the least flood prone areas. The riverside is both the highest flood risk area of the site and the most attractive area for residential development, which is a relatively vulnerable use. Residential development in high flood risk areas of the site should only be undertaken in full consultation with the Environment Agency.

The historic environment is one of the most complex aspects of the development of the interface land. The majority of the site falls within the Chatham Historic Dockyard Conservation Area and it is anticipated that Chatham Dockyard will be nominated for World Heritage status in 2012. The site contains a number of Scheduled Ancient Monuments, Grade 1, Grade II\* and Grade II listed buildings.


In an area with such a high saturation of historic assets, the SPD goes to some considerable length in ensuring that it reflects and enhances the historic character of the site. This includes reflecting where buildings once stood and reflecting the outline of features that exist underground. The sensitive positioning and design of the buildings ensure that the historic assets of the site remain the focal point whilst at the same time allowing for development.

One of the key benefits of the development of the site is its re-use of existing builds and bringing an important site into full use when at present its full potential undoubtedly remains unfulfilled.

### Social

The SPD promotes a mix of housing types including both market and affordable housing alongside student accommodation to support the growth of the nearby educational establishments. In accordance with Medway Council policy, it is expected that 25% of housing will be affordable. Ideally, residential dwelling types within the site should be tenure blind and pepper potted throughout the development. However, it is recognised that the attractiveness of riverside properties may make mixing tenure types across the site less feasible.

The site's location is well integrated into the surrounding area, is adjacent to a major visitor attraction and is one of the three most important business locations in Kent. The site is well served by buses thanks to the adjacent retail outlets having regular services to the town centre. Bus stops adjacent to the site are currently considered sufficient for development and it is not deemed necessary to re-route busses through the site, however this would remain a



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potential option. Regular (2-3 per hour at peak times) train services connect Chatham to London St Pancras, which typically take as little as 40 minutes.

A key objective of the SPD is the maintenance and enhancement of existing vehicular and pedestrian routes, with the addition of a riverside walk to the north of covered Slip 7. Indeed maintaining the permeability of the site along pedestrian and cycle desire lines is an important concern for the development. To this end a new entrance through the dockyard wall has been recommended as an opportunity to minimise walking distances.

A Travel Plan will be prepared to minimise the demand for car travel and minimise the impact on the surrounding highways network. Key services and facilities not provided not available in the immediate vicinity of the site will be sought on site.

#### Economic

Chatham Maritime is one of the top three business locations in Kent. The proposed development will create a number of jobs through both the construction and operational phases, but the number is yet to be quantified. It is important that the final development of the site does not deter from the Historic Dockyard's role as a tourist attraction. New residents are expected to provide an economic boost to the local economy.

Alongside the other housing types, student accommodation will be considered to support the growth of the higher education sector adjacent to, and within the Dockyard.

### 3. CONCLUSIONS

The SA process has assessed the SPDs sustainability through a comprehensive assessment of the SPDs requirements and how they will be realised on the ground. The SA team have made a series of recommendations to support the planning stage.

The SA found the SPD to be a sound document that would have many significant sustainability benefits, in particular:

- Maximising the sites historic assets;
- Addressing and balancing the significant site constraints;
- Providing a mix of high quality housing types;
- Reuse existing buildings; and
- Seek to promote a modal shift away from the private car.

From our review of the SPD we feel that the following are likely to be the key areas of concern that will need to be addressed:


- Climate change adaptation: Much of the site is within Flood Zone 3 and at present it is proposed that housing be situated in this zone;
- Ecology: Further studies will be required to establish the full impact of the SPD on habitats and species, both on site and the Medway Estuary and Marshes; and
- Sustainable Design and Construction: The SPD sets that high standards of sustainable design and construction will be needed, but does not detail what the requirements might be. Our experience is that developers will need further clarification on these matters in order to ensure that the desired outcomes are achieved.

The SA team recognises that all these issues are addressed to some extent by the SPD but the purpose of flagging them up is to highlight the need to avoid a 'policy – implementation gap' where the intentions of the SPD are not carried through when a planning application is made.

### 4. RECOMMENDATIONS

The assessment process has identified the following list of recommendations to support the planning stage:

- It is recommended that a HRA be undertaken to establish the potential for the SPD to have a significant affect on European designated habitats and species;
- A Site Biodiversity Action Plan could be specified in order to optimise the performance of the site;

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- It is recommended that a target for the provision of green roofs is identified in future development proposals, so that developers are clear on the level of provision that will be required. Where feasible green roofs should be developed to provide communal space;
  - It is recommended that a Water Cycle Study be undertaken to determine the impact of the development on water resources. This should be submitted with the planning application(s) and could be incorporated in the Design and Access Statement(s);
  - It is recommended that consideration be given to the need for, and suitable location on site of, a 'bring site' recycling point to supplement the existing sites within Medway;
  - With a site of this scale opportunities should be sought for the pedestrianisation of streets where possible, taking into account the need for emergency vehicle access;
  - The requirement for a Travel Plan is noted but the future development proposals could go further by setting a target for modal shift from the car, for example the Transport worksheet for Eco-Towns includes a target of around 40% of journeys by car;
  - Designated parking places should be made available that have charging points for electric vehicles and the need for the development to make provision for these should be specified in future development proposals;
  - It is recommended that Code for Sustainable Homes and BREEAM be referenced within future development proposals to provide clear guidance on the expectations for the proposed development. Whilst it is accepted that in accordance with *PPS: Planning and Climate Change – Supplement to PPS1 (CLG, 2007)* policies requiring Code for Sustainable Homes can only be introduced in a Development Plan Document (DPD), it could still be referenced and recommended;
  - It is recommended that future development proposals prepare or recognise the need for a site-wide remediation strategy. This should consider the carbon footprint of alternative remediation strategies;
  - It is recommended that a minimum target for decentralised and renewable or low-carbon energy sources is included in future development proposals so that developers are provided with a clear steer on this at the outset;
  - It is recommended that the feasibility of community-scale electricity, heating or cooling systems should be explored, with developers required to demonstrate that they have given consideration to this when applications are submitted. Such information should be included in the Design and Access Statement or the Environmental Impact Assessment;
  - It is recommended that consideration be given to providing shared space for community and education uses within the development. The services that are likely to be needed on site and the required footplate should also be specified; and
  - Design and Access Statements should be required to demonstrate how the issues of climate change adaptation and mitigation have been taken into account.

## 5. MONITORING

It is anticipated that the SPD will be monitored through the Council's the Annual Monitoring Report this will need to be reviewed at a later stage to ensure that significant effects and mitigation measures are monitored once these have been agreed. If necessary, it is proposed that additional indicators may need to be added to the Annual Monitoring Report rather than a stand alone SA monitoring exercise as this is the most efficient and effective approach that will make it clear to stakeholders what information is being collected and the effects that the SPD is having.



## Appendix A SA Framework

Number	Objective	Criteria specific to the SPD
1	Conserve and enhance the diversity and abundance of habitats and species	<p>Will it conserve and enhance habitats and species in accordance with the Local Biodiversity Action Plan?</p> <p>Will it protect and enhance the River Medway?</p> <p>Will it conserve and enhance the SSSIs, Ramsar Sites, SPAs and SACs?</p> <p>Will it provide for the long-term management of natural habitats and wildlife?</p> <p>Will it improve the quality and extent of designated and non-designated sites with the intention of achieving a net gain in biodiversity?</p> <p>Will it provide opportunities to enhance the environment and create new conservation assets (or restore existing wildlife habitats) for example by integrating the creation of new habitats into the design of new buildings and areas?</p>
2	Reduce air pollution and improve air quality, including reduction of greenhouse gas emissions	<p>Will it improve air quality?</p> <p>Will it reduce emissions of greenhouse gases by reducing energy consumption or by other means?</p> <p>Will it help to reduce emissions of PM<sub>10</sub>, NO<sub>2</sub>?</p> <p>Will it help to achieve national and international standards for air quality (for example, those set out in the Air Quality Regulations 2000 and (Amendment) Regulations 2002)?</p>
3	Maintain and improve quality of ground and surface waters and security of supply	<p>Will it improve the quality of local waterbodies?</p> <p>Will it reduce discharges to surface and groundwaters?</p> <p>Will it promote sustainable urban drainage?</p> <p>Will it reduce water consumption?</p> <p>Will it encourage the consideration of the water cycle?</p>
4	Reduce risk of flooding and ensure flood resilience of buildings and minimise the effect on public services and infrastructure	<p>Will it minimise the risk of flooding from the Rive Medway to people and property?</p> <p>Will it manage existing flood risks appropriately and avoid new flood risks?</p> <p>Will it maintain or reduce the sites existing runoff rate?</p> <p>Will it minimise the consequences of flooding?</p>
5	Reduce ecological footprint through prudent use of natural resources, reduction in waste management and sustainable waste management practices	<p>Will it seek to minimise materials use?</p> <p>Will it seek to use sustainably sourced materials?</p> <p>Will it minimise the production of household and commercial waste?</p> <p>Will it promote waste management in line with the waste management hierarchy?</p> <p>Will it minimise construction waste?</p>
6	Provide opportunity for everyone to live in a decent,	<p>Will it increase the range and affordability (both upfront and over its lifetime) of housing (taking into account different requirements and</p>



	sustainably constructed, affordable home suitable to their needs	<p>preferences of size, location, type and tenure)?</p> <p>Will it ensure that appropriate services and facilities are in place for the new population?</p> <p>Will it provide housing that ensures a good standard of living and promotes a healthy lifestyle?</p> <p>Will it improve the quality of housing?</p> <p>Will it increase use of sustainable design and sustainable building materials in construction?</p> <p>Will it improve insulation, energy and water efficiency in housing to reduce fuel poverty and ill health?</p> <p>Will it provide housing that encourages a sense of community and enhances the amenity value of the community?</p> <p>Will it improve the wider built environment and sense of place?</p>
7	Maximise land use efficiency through appropriate use of previously developed land and existing buildings	<p>Will it help reduce the number of vacant and derelict buildings?</p> <p>Will it reuse contaminated land?</p> <p>Will it reuse contaminated soil on site?</p> <p>Will it promote high-density development?</p>
8	Improve the health and well-being of the population and reduce health inequalities	<p>Will it reduce health inequalities?</p> <p>Will it create an environment that will promote and support physical activity and other healthy behaviours?</p> <p>Will it improve access to high quality public services (including health facilities) with particular emphasis on access by active travel means such as walking, cycling and public transport?</p>
9	Reduce inequalities in poverty and social exclusion	<p>Will it reduce poverty and social exclusion?</p> <p>Will it promote a culture of equality, fairness and respect for people and the environment?</p> <p>Will it promote equality for black and minority ethnic communities, women, disabled people, lesbians, gay men, bisexual and transgender people, older people, young people, children and faith groups?</p>
10	Reduce crime and the perception of crime	<p>Will it help reduce the number of vehicle crimes?</p> <p>Will it help reduce the number of burglaries?</p> <p>Will it reduce the fear of crime?</p> <p>Will it reduce antisocial behaviour?</p> <p>Will it reduce actual noise levels and disturbances from noise?</p>
11	Improve accessibility to key services and facilities (inc. countryside, leisure/recreation and historic environment)	<p>Will it encourage a modal shift to more sustainable forms of travel as well as encourage greater efficiency (e.g. through car-sharing)?</p> <p>Will it provide the infrastructure required to achieve a modal shift to more sustainable forms of transport?</p> <p>Will it reduce the overall need for people to travel by improving their access to the services, jobs, leisure and amenities in the place in which they live?</p> <p>Will it reduce traffic volumes and traffic congestion?</p>



		<p>Will it reduce the length of commuting journeys?</p> <p>Will it increase the capacity of public transport?</p> <p>Will it promote locally-based employment?</p> <p>Will it improve accessibility to work by public transport, walking and cycling?</p>
12	Conserve and enhance historic buildings, archaeological sites and culturally important features and increase engagement by all sections of community	<p>Will it protect and enhance sites, features and areas of historical, archaeological and cultural value/potential and their settings?</p> <p>Will it conserve and enhance the townscape character including the protection of views and landmark buildings?</p> <p>Will it promote access to the historic environment and also contribute to better understanding of the historic environment?</p> <p>Will it respect visual amenity?</p> <p>Will it enhance the quality of the public realm?</p> <p>Will it improve access to open space and improve the quality and quantity of publicly accessible greenspace?</p>
13	Increase energy efficiency; the proportion of energy generated from renewable sources and the diversity and security of energy supplies	<p>Will it reduce the demand and need for energy?</p> <p>Will it promote and improve energy efficiency?</p> <p>Will it increase the proportion of energy generated from renewable and sustainable resources?</p> <p>Will it promote community-scale electricity, heating or cooling systems?</p>
14	Reduce traffic and congestion by reducing need to travel and improving travel choice	<p>Will it provide connections to the existing public transport network?</p> <p>Will alternatives to the private car be prioritised?</p>
15	Raise educational achievements through developing opportunities to acquire skills, to develop and maintain workforce	<p>Will it increase the opportunities for educational and vocational goals to be achieved through employment and entrepreneurial opportunities?</p> <p>Will it provide the infrastructure to help increase the levels of participation and attainment in education?</p> <p>Will it help improve employee education/training programmes?</p> <p>Will it help promote lifelong learning activities?</p>
16	Support and improve employment and economic competitiveness in town centres and deprived areas	<p>Will it improve sustainable business development?</p> <p>Will it improve the resilience of business and the economy?</p> <p>Will it help to diversify the economy?</p> <p>Will it prevent the loss of indigenous businesses?</p> <p>Will it encourage business start-ups and support the growth of businesses?</p>