

Sustainability Appraisal for the Chatham  
Maritime Interface Land Supplementary  
Planning Document

South East England Development Agency and Chatham  
Historic Dockyard Trust

May 2010



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# QM

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# 1 Introduction

1.1.1 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.

1.1.2 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.

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

## 1.2 CONTEXT

1.2.1 The 37 hectares of Chatham Historic Dockyard contains the largest concentration of Scheduled Ancient Monuments in Kent. It is the most complete Georgian and Victorian former Royal Dockyard in Britain, and is of European and indeed world significance. This has long been accepted by the Government, which established the Chatham Historic Dockyard Trust in 1984 when the Royal Navy Dockyard closed. The sustained support of English Heritage has enabled a substantial programme of repairs and refurbishments to the large number of historic buildings.

1.2.2 The character of the site and its surroundings has been heavily influenced by its industrial past. Historically the morphology of the Interface Land was designed for the mechanised production process involved in ship-building and was laid out in a loose grid form. But over the last 100 years the morphology has radically altered with significant gaps occurring between buildings. The Interface Land ties in the southern, finer historic grain of the Dockyard, to the northern large blocks that are made up of buildings that are set within large car parking areas.

## 1.3 PURPOSE AND OBJECTIVES OF THE SPD

1.3.1 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;
- 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.

## 1.4 SUSTAINABILITY APPRAISAL AND STRATEGIC ENVIRONMENTAL ASSESSMENT

1.4.1 A Strategic Environmental Assessment of the SPD is required by Directive 2001/42/EC on the effects of certain plans and programmes on the environment, commonly known as the Strategic Environmental Assessment Directive. Following amendments to Section 39(2) of the Planning and Compulsory Purchase Act 2004 sustainability appraisal is no longer mandatory for SPDs, however Government guidance promotes undertaking a joint Strategic Environmental Assessment/SA process as the two are very similar in process, with the SA having a broader scope to include social, economic and environmental issues equally whereas Strategic Environmental Assessment focuses on the environment with a view to sustainable development.

1.4.2 Following consultation with the English Heritage, Natural England, the Environment Agency, SEEDA and Medway Council in November/December 2009, it was decided that undertaking a full SA would be appropriate.

1.4.3 The purpose of SA is to provide a comprehensive assessment of the social, economic and environmental impacts that the plan in question may have.

1.4.4 SA has the advantages of being a transparent process as a result of consultation with the statutory consultees (Natural England, English Heritage and the Environment Agency), the public and other key stakeholders. SA is an iterative process which provides the opportunity for significant improvement in the sustainability performance of plans and programmes over time as the outcomes of one plan – as identified through monitoring – can be input into the next iteration.

1.4.5 The objective of the Strategic Environmental Assessment Directive is (Article 1):

*“To provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans with a view to promoting sustainable development.”*

1.4.6 The Strategic Environmental Assessment Directive identifies a range of factors that need to be considered, the Directive makes it clear that this list is not exhaustive. The factors identified are as follows:

- Biodiversity;
- Population;
- Human health;
- Fauna;
- Flora;
- Soil;
- Water;
- Climatic factors;
- Material assets;
- Cultural heritage;
- Landscape.

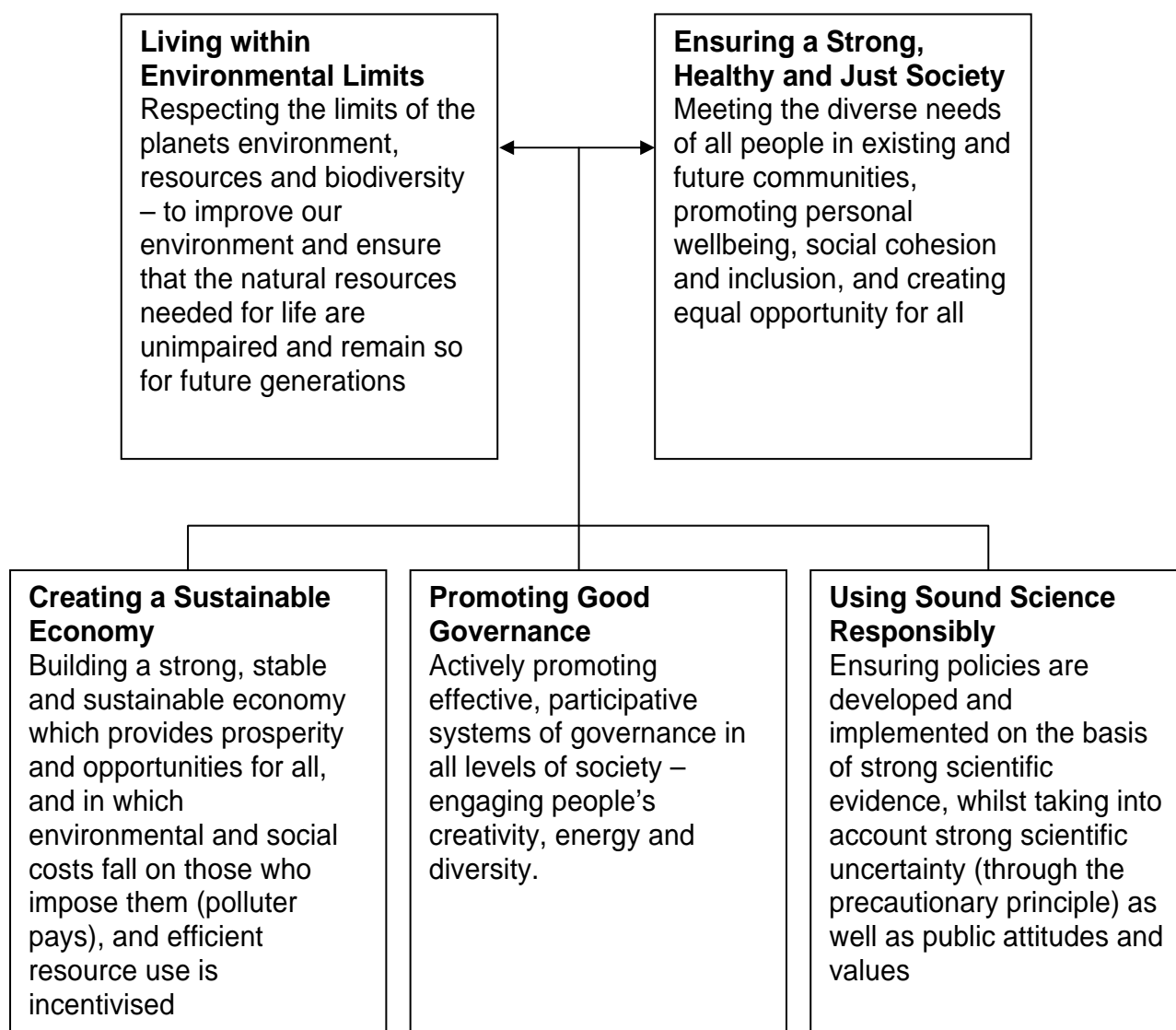
1.4.7 Sustainability appraisal expands on the list above by requiring a broader range of social and economic issues to be assessed. Government guidance on SA does not specify what those issues should be, however it is the role of this report to identify the scope of issues to be assessed by the SA and presented in the Sustainability Report.

## 1.5 SUSTAINABLE DEVELOPMENT

1.5.1 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.

1.5.2 The guiding principles are further explained in the diagram below which is taken from the Government’s strategy.



1.5.3 The Government has also produced a definition of sustainable communities (<http://www.communities.gov.uk/communities/sustainablecommunities/whatis/>)

1.5.4 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."*

1.5.5 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.

## 1.6 OVERVIEW OF THE SA PROCESS

1.6.1 The SA process consists of the following stages:

- Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope
- Stage B: Developing and refining options;
- Stage C: Appraising the effects of the SPD;

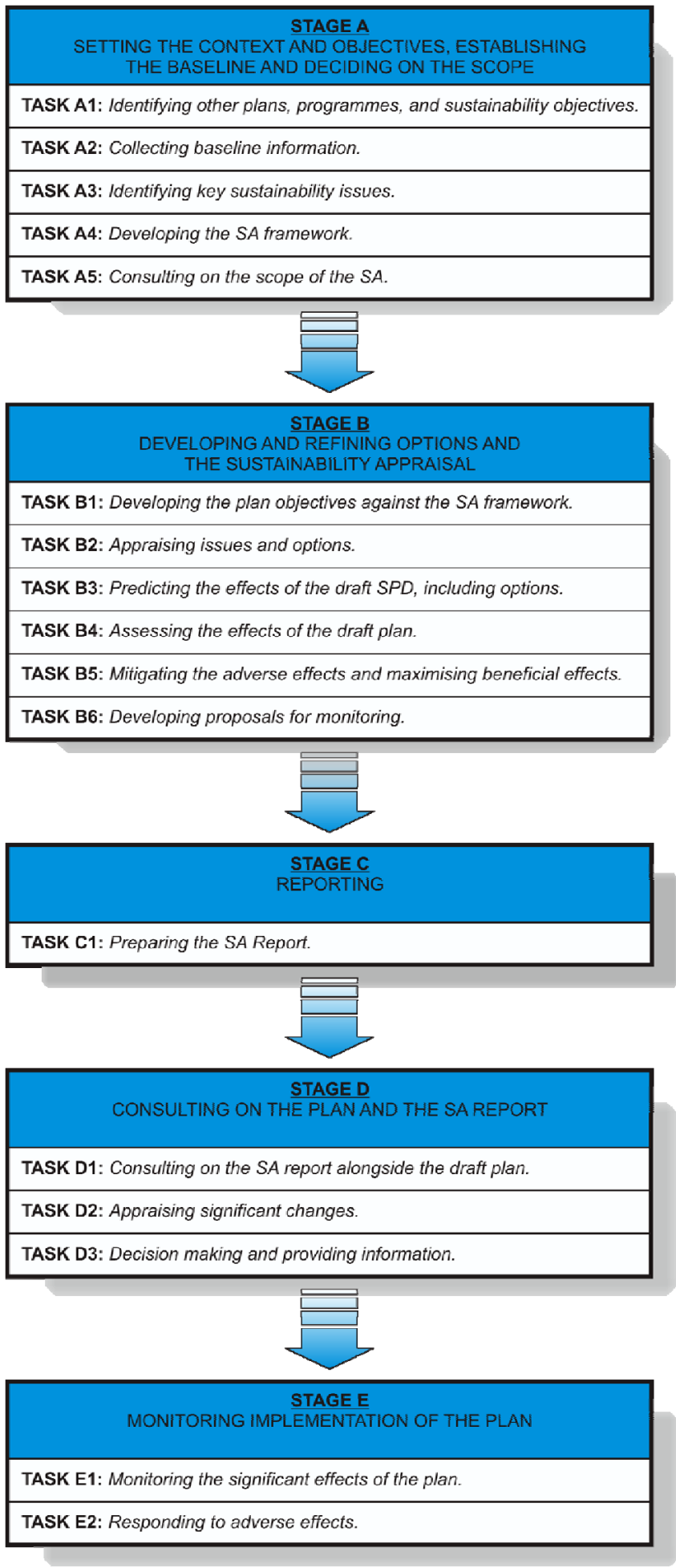


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- Stage D: Consulting on the plan and the SA Report; and
  - Stage E: Monitoring Implementation of the SPD.

1.6.2 The tasks associated with these stages are shown in Figure 1.1.



**Figure 1.1 - The SA Process**







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## 1.7 PURPOSE AND STRUCTURE OF THIS REPORT

1.7.1 This report forms part of Stage C of the assessment process. The remainder of this report is structured as follows:

- Section 2 discusses the method used to undertake the SA;
- Section 3 sets out the results of the SA of the SPD.
- Sections 4 presents the conclusions of the SA



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## 2 Methodology

### 2.1 INTRODUCTION

2.1.1 This section considers:

- The Pre-Assessment Report; and
- Assessing the SPD

### 2.2 THE PRE-ASSESSMENT REPORT

2.2.1 Medway Council prepared a single Scoping Report for their LDF to include all the DPDs and SPDs in line with Government guidance<sup>1</sup>. They also consulted on the Scoping Report (consultation finished on 23 January 2009). The amendments made by the Town and Country Planning (Local Development)(England)(Amendment) Regulations 2009 do not affect the validity of this approach. As such, it was not considered necessary to consult again on the scope of the SA. However it was recognised that there was a need to ensure that the SA takes into account the most up to date and relevant policies and baseline data available including some data produced as a part of the SPD development process. A Pre-Assessment Report was therefore produced that gave the Statutory Consultees an additional opportunity to inform the SA process.

2.2.2 The Pre-Assessment Report first reiterated the four essential elements of the Scoping Report 2009, which were:

- Relevant policies, plan and programmes;
- The SA Framework;
- Key sustainability issues; and
- Baseline information.

2.2.3 Following a review of each of these aspects:

- Additional policies, plans and programmes were added;
- The SA objectives were maintained, however the associated indicators were replaced with criteria to inform the assessment process; and
- Key issues specific to the SPD were identified and presented alongside the appropriate baseline data.

2.2.4 The Pre-Assessment Report was then consulted on with the Statutory Consultees for a period of five weeks commencing in February 2010. Responses to the Pre-Assessment Report have been taken into account in the preparation of this Report.

### 2.3 ASSESSING THE SPD

2.3.1 The SPD divides into three main sections:

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


2.3.2 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.

### 2.4 ASSESSING THE 'DO NOTHING' OPTION

2.4.1 Policy S8 of the Medway Council Local Plan (2003) states:

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<sup>1</sup> Office of the Deputy Prime Minister, (2005). *Sustainability appraisal of regional spatial strategies and local development documents*. London.



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*“In the Chatham Maritime Mixed Use Zone and on St Mary’s Island, as defined on the proposals map, a high quality and innovative development will be sought which will set a standard for the Thames Gateway and create a townscape of note.*

*The development will:*

- *Include a factory outlet centre (retail), Class B1 offices, a hotel, land and water-based leisure uses and housing. Tourist facilities and Class A3 uses of a scale commensurate with their location will also be appropriate.*
- *Create a new transportation framework for the sites, including improved public transport, cycling and pedestrian links to Chatham and Gillingham town centres with a key objective of reducing the need to travel by the private car.*
- *Promote high quality and innovative design approaches to create a high quality and vibrant environment.*
- *Promote development which is complementary to the Chatham Historic Dockyard in order to maximise visitor appeal and integrate the site with the wider environment.”*

2.4.2 As such, a ‘do nothing’ option in which the site is not developed is not considered reasonable as under the Local Plan development will be sought. Therefore, a ‘do nothing’ option represents the difference between development based on policy S8 above and other relevant policies and development with the SPD in place.

2.4.3 A detailed assessment of what the expected effects of this ‘do nothing’ or rather ‘development without the SPD’ is as likely to contain as many errors as accurate predictions. However there are certain effects that can be predicted with sufficient certainty and these are discussed in Section 3.4.



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## 3 Assessment of the SPD

### 3.1 INTRODUCTION

3.1.1 The SPD was assessed against the SA framework taking into account the background comments that have been produced to inform the SPD. The full assessment can be found in Appendix C. Presented here is a summary of the outcomes separated into environmental, social and economic issues as this best reflects the overlap between the SA objectives. This is followed by a list of recommendations to support the development of the SPD at planning stage.

### 3.2 OUTCOMES

#### *Environmental*

3.2.1 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.

3.2.2 Water and energy efficiency are both promoted through sustainable design and construction. Details as to exactly what standards are required to be met are not yet established, however the policy framework for water and energy efficiency provided by, for example, the South East Plan and the Buildings Regulations which together are expected to ensure that high standards are met.

3.2.3 Energy efficiency and renewable energy generation are both expected to reduce the total amount of greenhouse gas emissions associated with the development. The primary source of greenhouse gas emissions and air pollutant is expected to be the private car. Measures have been taken to try and reduce the use of the private car, including the production of a Travel Plan. This, combined with the accessibility of public transport should reduce the overall requirement for private car use.

3.2.4 Private cars are also a potential source of ground pollution. The site is underlain by a chalk aquifer and as such any accidental pollution could potentially have serious consequences, however an appropriate drainage and interceptor network would mitigate this risk.

3.2.5 The majority of the site is within Flood Zone 3 and as such flood risk is a significant issue. Much of the east of the site is within Flood Zone 2 and there are fringe areas on the east and south east that are within Flood Zone 1. The Sequential Test 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 within Flood Zone 1 should only be undertaken in full consultation with the environment agency.

3.2.6 SuDS are promoted by the SPD in line with a number of potential water saving and retention measures including green roofs, permeable paving, rainwater harvesting and grey water recycling. Together with high standards of sustainable design and construction, these measures are expected to significantly increase water efficiency.

3.2.7 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.

3.2.8 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.

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



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## *Social*

3.2.10 The exact uses of the site have not been defined at this stage due to the need to maintain a degree of flexibility going into the future, however it reasonable to assume that the final development will include some residential and employment space, with supporting facilities and amenities as necessary.

3.2.11 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.

3.2.12 The site has strong links to existing services in the local area, however where these are not sufficient it is expected that services and facilities will be provided on site.

3.2.13 High standards of sustainable design and construction are expected, which will insure high standards of water and energy efficiency.

3.2.14 The design of the site is intended to reflect its history, building on this to further the sense of 'place'.

3.2.15 The primary access point to the site will be from the north off Western Avenue, with a local access point from Dock Road.

3.2.16 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 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.

3.2.17 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.

3.2.18 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.

3.2.19 In promoting a shift away from the private car to more active modes of travel, the site will contribute to health objectives. It's expected that health services will be provided on site where they are not located within an acceptable walking distance off site. Personal safety will be enhanced through consultation with the Police Architectural Liaison Officer as a part of the design of the scheme. This will ensure that internal and external security design is appropriate for the location.

## *Economic*

3.2.20 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 no deter from the Historic Dockyard's role as a tourist attraction. New residents are expected to provide an economic boost to the local economy.

3.2.21 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.

## CUMULATIVE EFFECTS

3.2.22 For a site of this scale, cumulative and synergistic effects have been inherently addressed as through the assessment process as the SPD was assessed as a whole.

## 3.3 RECOMMENDATIONS

3.3.1 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;
- 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.


### 3.4 ASSESSING THE 'DO NOTHING' OPTION

3.4.1 In the absence of the SPD, the guidance for the development of the site is currently provided by two policies within the Medway local plan:

"POLICY S8: CHATHAM MARITIME

*In the Chatham Maritime Mixed Use Zone and on St Mary's Island, as defined on the proposals map, a high quality and innovative development will be sought which will set a standard for the Thames Gateway and create a townscape of note.*

*The development will:*

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- 
- *Include a factory outlet centre (retail), Class B1 offices, a hotel, land and water-based leisure uses and housing. Tourist facilities and Class A3 uses of a scale commensurate with their location will also be appropriate.*
  - *Create a new transportation framework for the sites, including improved public transport, cycling and pedestrian links to Chatham and Gillingham town centres with a key objective of reducing the need to travel by the private car.*
  - *Promote high quality and innovative design approaches to create a high quality and vibrant environment.*
  - *Promote development which is complementary to the Chatham Historic Dockyard in order to maximise visitor appeal and integrate the site with the wider environment.”*

#### POLICY S9: CHATHAM HISTORIC DOCKYARD

*At the Historic Dockyard, Chatham, as defined on the proposals map, development that respects the historic character of the site will be permitted. The standard of urban design must be of the highest order.”*

3.4.2 The majority of the site is only covered by Policy S9. Whilst the policies cover the broader issues such as respecting the sites historic character, they lack detail with respect to several key issues namely:

- Understanding the flood risk;
- Ensuring accessibility;
- Land ownership;
- Archaeological constraints and enhancements;
- Protecting local views; and
- Appropriate building heights and massing.

3.4.3 Without the fine detail provided on these issues by the SPD, any planning application for the site would have to be assessed on its individual merits against the policies stated above. As such, it is unlikely that the site would be developed as a cohesive whole, particularly with regards to the historic environment. The design language may vary throughout the site. Access may be more restrictive and a site-wide travel plan less of a viable option.

3.4.4 Overall, development of the site would risk becoming fragmented to the detriment of both future occupants and the historic environment in the absence of the SPD.



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## 4 Conclusions of the SA

### 4.1 OVERALL CONCLUSIONS

4.1.1 The SA process has assessed the SPDs sustainability through a 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.

4.1.2 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.

4.1.3 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 at the planning stage:

- 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.

4.1.4 The SA team recognises that all these issues and 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.





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## 5 Implementation

### 5.1 MONITORING

5.1.1 The SEA Directive requires monitoring to identify unforeseen adverse effects and to enable appropriate remedial action to be taken (Article 10.1 refers). The factors to be monitored include:

Biodiversity;	Population;
Human health;	Fauna;
Flora;	Soil;
Water;	Climatic factors;
Material assets;	Cultural heritage;
Landscape.	

5.1.2 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.

### 5.2 POST-CONSULTATION ISSUES

5.2.1 These matters will be addressed in the SEA Post-Adoption Statement.

# 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>



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## Appendix B Key Issues

### Key sustainability issues and baseline information

These two key elements have been grouped together as the identification of key sustainability issues was tied to the studies undertaken during the production of the SPD.

Key sustainability issues were identified as a part of the Scoping Report 2009, however some will require more attention in the SA of the SPD than will necessarily be the case for other LDF documents. Key issues are shown in bold to highlight them.

#### Cultural Heritage

The 37 hectares of the Chatham Historic Dockyard contain the largest concentration of Scheduled Ancient Monuments in Kent. It is the most complete Georgian and Victorian former Royal Dockyard in Britain, and is of international significance. The character of the site and its surroundings has been influenced by its industrial past, with changes to the morphology of the site over the last 100 years revealing large gaps between the buildings. **The role of the covered slips and the preservation of viewing lines are also key features of the site. Historic assets must be integrated into the development of the site. The Historic Dockyard and its environs, including the subject site, is on the Tentative List for World Heritage Site Status and the development of the site will need to respect this.**

#### Flood risk and climate change

The site is within Flood Zone 3 and as such is at risk of flooding. The site is largely in the tidal floodplain of the River Medway, although it is protected by flood defences against flooding events with a 100 year return period. The state of the defences is not known but previous studies suggested they are not in good condition.

The expected 200 year (undefended) flood water level is approximately 5.02 m above ordnance datum (AOD), climate change is expected to raise this level to approximately 6.1 m AOD in a year 2100 scenario.

Studies have already been undertaken to understand the flood risk including a Strategic Flood Risk Assessment. WSP are undertaking a Flood Risk Assessment (FRA) at present and it is expected that further consultations will be held with the Environment Agency. The outcomes of these studies will be taken into account in the preparation of the SA however it would be premature to detail any of the findings at this stage. **The future development proposals should reflect the results of the FRA and ensure that development is climate change proofed.**

#### Sustainable Design and Construction

With an expected mix of residential and commercial buildings, sustainable design and construction is going to be paramount in such a sensitive area. Sustainable design and construction is taken here to include energy, waste and sustainable transport. There are limitations on the level of depth that the SPD can go into, particularly with regard to certain construction details such as materials specification or interior fixtures and fittings. It should also be noted that an SPD is not able to set out Code for Sustainable Homes requirements other than those already specified in a parent DPD. The higher tier issues such as layout, design and the reuse of existing buildings will form an important part of the SA. Accessibility and the promotion of sustainable transport will be integral to the success of any development and in support of this, WSP are preparing a Sustainable Transport Strategy to accompany the SPD. **Ensuring that sustainable design and construction measures are secured is a key issue.**

#### Biodiversity

The site is within 15km of the following Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Ramsar sites:

- Thames Estuary and Marshes SPA/Ramsar;
- Medway Estuary and Marshes SPA/Ramsar;
- The Swale SPA/Ramsar;
- North Downs Woodlands SAC;
- Peters Pit SAC; and



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- Queendown Warren SAC.

Of these, the Medway Estuary and Marshes SPA/Ramsar is within 5km and as such will need to be considered as a part of the SA process. The conservation and enhancement of on site biodiversity, including features and species associated with the mast ponds, will also be of central importance. The need for Habitats Regulations Assessment will be kept under review as the SPD progresses. **Ensuring that the future development proposals avoid harm to designated sites is a key issue, e.g. through impacts on water quality. The future development proposals should seek to ensure that development results in enhancements.**

## Appendix C Assessing the SPD

### Key to Matrix

Potential for a significant positive effect	++
Potential for a minor positive effect	+
Potential for a minor negative effect	-
Potential for significant negative effect	--
No significant effect or no relationship	
Uncertainty – outcome dependent on what is done, how and where	?

Effects have been assessed as being of, local, regional or national significance.

Effects have been identified as either permanent or temporary.

Objective	Criteria specific to the SPD	Score	Comment
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</p>	<p>+/?</p> <p><b>Local significance</b></p> <p><b>Permanent</b></p>	<p>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.</p> <p>Tree works would require permission from Medway Council due to Conservation area status.</p> <p>The Medway Estuary and Marshes are designated as a RAMSAR, SPA and SSSI. Located within 5km of the site, the</p>

	<p>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>		<p>potential for the proposed development to have a significant affect on this site is not known at present but could be established through a Habitats Regulations Assessment (HRA).</p> <p><b>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.</b></p> <p><b>A Site Biodiversity Action Plan could be specified in order to optimise the performance of the site;</b></p> <p><b>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;</b></p>
<p>2. Reduce air pollution and improve air quality, including reduction of greenhouse gas emissions</p>	<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>	<p style="text-align: center;">+</p> <p style="text-align: center;"><b>Local significance Permanent</b></p>	<p>Development of the site is expected to increase vehicular traffic in the area. The site is well located to promote alternatives to the private car and a travel plan will be produced to encourage a modal shift towards walking, cycling and public transport.</p> <p>The SPD promotes high standards of sustainable design and construction that in turn are expected to improve energy efficiency and reduce greenhouse gas emissions. This issue as addressed under objective 13.</p> <p><b>Design and Access Statements should be required to demonstrate how the issues of climate change adaptation and mitigation have been taken into account.</b></p>
<p>3. Maintain and improve quality of ground and surface waters and security of supply</p>	<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>	<p style="text-align: center;">++</p> <p style="text-align: center;"><b>Local significance Permanent</b></p>	<p>Whilst the final use of the site has not yet been determined, it is not expected to include any uses that would pose a risk of industrial pollution to the River Medway. The most likely source of pollution would be accidental pollution from car use/parking. It is expected that the design of any scheme would use appropriate drainage methods and interceptors to prevent the pollutant from reaching the River.</p> <p>Extensive car parking already exists on the site. The</p>





			<p>development is expected to increase the total number of parking spaces by a comparatively small amount, but it would also provide the opportunity to improve the standard of drainage systems, so overall the risk is expected to be reduced.</p> <p>SuDS are promoted by the SPD in line with a number of potential water saving and retention measures including green roofs, permeable paving, rainwater harvesting and grey water recycling. Together with high standard of sustainable design and construction, these measures are expected to significantly increase water efficiency.</p> <p>The site is not within a Source Protection Zone. However, the site is underlain by white chalk that is classified as a principal aquifer with little ability to attenuate diffuse source pollutants</p> <p><b>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)</b></p>
<p>4. Reduce risk of flooding and ensure flood resilience of buildings and minimise the effect on public services and infrastructure</p>	<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>	<p>-</p> <p><b>Local significance Permanent</b></p>	<p>The majority of the site is within Flood Zone 3. A smaller area to the east of the site is within Flood Zone 2 and some fringe areas of the site to the south and east are within Flood Zone 1.</p> <p>Following a sequential approach, the least vulnerable (or water compatible) development types should be placed on the western side of the site and the most vulnerable development types, such as residential development, on the eastern side.</p> <p>The SPD recognises the commercial pressure for residential development on the more attractive, but higher flood risk, western side of the site. The SPD therefore requires proposals to address the flood risk issue with appropriate mitigation measures implemented in consultation with the Environment Agency.</p> <p>In the event of flooding, the primary point of access to the site off Western Avenue would also be flooded according to</p>



			<p>current flood risk mapping. If the residential properties to the west of the site needed to be evacuated in an emergency, it is not currently clear weather it would be possible to exit the site to the south east.</p>
<p>5. Reduce ecological footprint through prudent use of natural resources, reduction in waste management and sustainable waste management practices</p>	<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>	<p>++ <b>Local significance Permanent</b></p>	<p>During the construction phase of the development a Site Waste Management Plan (SWMP) would be a statutory requirement.</p> <p>During the operation phase of the development, Medway council provides a weekly rubbish collection as well as fortnightly collections of recycling and garden waste from flats and houses. In addition to its kerbside collection service a broader range of items can be recycled at Medway's 54 recycling points and three household waste and recycling centres. The Council provides advice about composting at home and reusable nappies.</p> <p><b>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.</b></p>
<p>6. Provide opportunity for everyone to live in a decent, sustainably constructed, affordable home suitable to their needs</p>	<p>Will it increase the range and affordability (both upfront and over its lifetime) of housing (taking into account different requirements and 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</p>	<p>++ <b>Local significance Permanent</b></p>	<p>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.</p> <p>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.</p> <p>The site has strong links to existing services in the local area, however where these are not sufficient it is expected that services and facilities will be provided on site.</p> <p>High standards of sustainable design and construction are expected, which will insure high standards of water and energy</p>



	<p>community?</p> <p>Will it improve the wider built environment and sense of place?</p>		<p>efficiency.</p> <p>The design of the site is intended to reflect its history, building on this to further the sense of 'place'.</p>
<p>7. Maximise land use efficiency through appropriate use of previously developed land and existing buildings</p>	<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>	<p style="text-align: center;">++ Local significance Permanent</p>	<p>Previous site investigations have indicated the presence of contamination in both the soil and groundwater however those investigations do not conform to current best practice therefore further site investigation is necessary to confirm that contamination is present. Contaminated land will be suitably remediated prior to construction.</p> <p>Key to the sustainability of the site is it's re-use of previously developed land and buildings that builds on its local sense of place, character and identity.</p> <p>The boat slipway north of covered slip 7 is currently unused. The proposed development will bring this building back into use, most likely as a multi-storey car park to accommodate the existing parking at the south mast pond that will be relocated.</p> <p><b>It is recommended that future development proposals identify the need for a site wide remediation strategy to be prepared. This should consider the carbon footprint of alternative remediation strategies.</b></p>
<p>8. Improve the health and well-being of the population and reduce health inequalities</p>	<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>	<p style="text-align: center;">+ Local significance Permanent</p>	<p>The site is expected to promote active travel as it will be permeable to both walkers and cyclists along key desire lines. A path along the riverside will also be maintained.</p> <p>It is expected that health services will be provided on site is these are not located within an acceptable distance off site.</p>
<p>9. Reduce inequalities in poverty and social exclusion</p>	<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,</p>	<p style="text-align: center;">++ Local significance Permanent</p>	<p>The SPD requires a mix of housing types including both private and affordable housing. To avoid social exclusion as much as possible the housing types should be tenure blind and pepper potted throughout the development.</p> <p>If not available within the immediate vicinity of the site, it is</p>



	bisexual and transgender people, older people, young people, children and faith groups?		expected that community facilities will be provided on site.
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>	<p style="text-align: center;">+</p> <p style="text-align: center;"><b>Local significance Permanent</b></p>	<p>It is expected that the local Police Architectural Liaison Officer will be completed as a part of the design of the scheme. This will ensure that internal and external security design is appropriate for the location.</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>	<p style="text-align: center;">++</p> <p style="text-align: center;"><b>Local significance Permanent</b></p>	<p>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.</p> <p>Development of the Interface Land will increase vehicular traffic in the area and as such the development would need to demonstrate how it will reduce reliance on the private car.</p> <p>The site is well served by buses thanks to the adjacent retail outlets having regular services to the town centre.</p> <p>Regular (2-3 per hour at peak times) train services connect Chatham to London St Pancras, which typically take as little as 40 minutes.</p> <p>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.</p> <p>Maintaining 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.</p> <p>It is not currently considered necessary to reroute busses through the site as access adjacent to the site is strong. It is recognised that means will need to be explored to improve the</p>



			<p>attractiveness of the bus service as a mode of transport.</p> <p>The SPD states that streets should be designed to encourage walking, provide platforms for social interaction and facilitate the safe interaction of pedestrians, cyclists and cars.</p> <p><b>The requirement for a Travel Plan is noted but 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.</b></p> <p><b>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.</b></p>
<p>12. Conserve and enhance historic buildings, archaeological sites and culturally important features and increase engagement by all sections of community</p>	<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>	<p style="text-align: center;">++ <b>Local significance Permanent</b></p>	<p>The majority of the site falls within the Chatham Historic Dockyard Conservation Area. Conservation Areas Management Plan (2004 – 09)</p> <p>It is anticipated that Chatham Dockyard will be nominated for World Heritage status in 2012. It is the most complete Historic Dockyard from the age of sail and was a focal point of Britain's expanding empire. The completeness and survival of the Dockyard and its defences is unrivalled.</p> <p>The site contains a number of Scheduled Ancient Monuments, Grade 1, Grade II* and Grade II listed buildings.</p> <p>Substantial evidence has been found of archaeological remains within the Interface Land. This includes the former dock and river walls, former Brunel Canal and the drain for the Northern Mast Pond.</p> <p>It is expected that the timber saw pits will be subject to archaeological investigation before being built over with some preserved in situ.</p> <p>The site sits at the base of the Medway Valley, with the backdrop when view from the north west provided by Fort Amherst and Great Lines.</p>



			<p>A building heights assessment has been undertaken which established that buildings of at least 45 metres in height should be allowed providing that suitable views through green spaces and the heritage buildings are retained.</p> <p>Overall, the SPD has been designed in such a way so as to reflect and enhance 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.</p>
<p>13. Increase energy efficiency; the proportion of energy generated from renewable sources and the diversity and security of energy supplies</p>	<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>	<p>+</p> <p><b>Local significance Permanent</b></p>	<p>The SPD promotes high standards of sustainable design and construction. It is assumed that regional policy requirements for energy will be complied with. The South East Plan requires 10% of energy to be generated from renewable sources. In addition, Part L of the buildings regulations will be updated so that the energy requirements reflect Code for Sustainable Homes Level 3, 4 and six in the years 2010, 2013 and 2016 respectively. Under the National Affordable Housing Programme, the HCA will require Code level 4 from April 2011 as set out in the Housing Corporations Design and Quality Strategy<sup>2</sup>. With these requirements in mind, it is reasonable to assume that the development would achieve high levels of energy efficiency and renewable energy generation.</p> <p><b>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.</b></p> <p><b>It is recommended that a minimum target for</b></p>

<sup>2</sup> [http://www.housingcorp.gov.uk/upload/pdf/Design\\_and\\_quality\\_strategy.pdf](http://www.housingcorp.gov.uk/upload/pdf/Design_and_quality_strategy.pdf)



			<p><b>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.</b></p> <p><b>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.</b></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>	<p><b>+</b></p> <p><b>Local significance</b></p> <p><b>Permanent</b></p>	<p>The existing public transport network connections are strong, with a local bus network already serving the area and 40minute journey times to London by train.</p> <p>The site itself will be designed to facilitate walking and cycling.</p> <p>The site will have capacity for a substantial car parking. This is to meet the requirements of ht existing 400 spaces and the minimum car parking requirements for the proposed residential development.</p> <p>A Travel Plan will be produced that will promote alternative to the private car.</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>	<p><b>+</b></p> <p><b>Local significance</b></p> <p><b>Permanent</b></p>	<p>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.</p> <p>Employment opportunities during the construction and operation of the development is expected to assist in the achievement of vocational goals.</p> <p><b>It is recommended that consideration be given to providing shared space for community and education uses within the development.</b></p>
16. Support and improve employment and economic	<p>Will it improve sustainable business development?</p> <p>Will it improve the resilience of business and the economy?</p>	<p><b>+</b></p> <p><b>Local</b></p>	<p>Chatham Maritime is one of the top three business locations in Kent.</p> <p>The proposed development will create a number of jobs</p>



competitiveness in town centres and deprived areas

Will it help to diversify the economy?  
Will it prevent the loss of indigenous businesses?  
Will it encourage business start-ups and support the growth of businesses?

**significance**  
**Permanent**

through both the construction and operational phases, but the number is yet to be quantified.