

Chatham Dockyard and its Defences Planning Policy Document

Adopted January 2015



Foreword



Foreword by the Leader of Medway Council, Cllr Rodney Chambers OBE

Medway is rightly proud of its world class heritage. The international significance of Chatham Dockyard and its Defences is key to Medway Council's ambition to transform Medway, linking its world class future with its world class past.

For almost thirty years now, The Historic Dockyard has been an exemplar of regeneration excellence in a heritage setting, and continues to provide an inspirational benchmark of the fusion of heritage and regeneration.

In more recent days, the Great Lines Heritage Park is one project that unites heritage and regeneration to the benefit of local people and visitors. It is an important signal of our commitment to transforming

Medway in a sensitive and appropriate manner, and to embracing the responsibilities that come with the recognition that Medway is home to an internationally significant heritage environment. Such projects have seen our understanding of the importance of Chatham's heritage increase, and have seen public pride and visitor interest in our world class built and natural environment grow.

As Leader of Medway Council I am proud to call Medway home particularly because the balance of heritage and regeneration makes it an inspirational place to live, work and visit. This planning policy document sets out plans to transform what needs to be transformed, and to preserve - and celebrate - what deserves to be preserved. It ensures that Medway will continue to respond effectively to the challenge of acting as custodian of a unique heritage environment – a challenge that we are delighted to accept.

Front cover images: Aerial photography by Bryan Gulliver: bryan@thearco.co.uk, 01634 841069; Chatham viewed from the heights of Fort Amherst, 1832. JMW Turner © Tate London, 2013; View of Chatham from Sun Pier circa 1864 © National Maritime Museum; The Burning of the English Fleet near Chatham, June 1667 - an oil painting by Willem Schellinks © Collection Rijksmuseum, Amsterdam.

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Foreword



Foreword by Chief Executive of Chatham Historic Dockyard Trust, Bill Ferris OBE

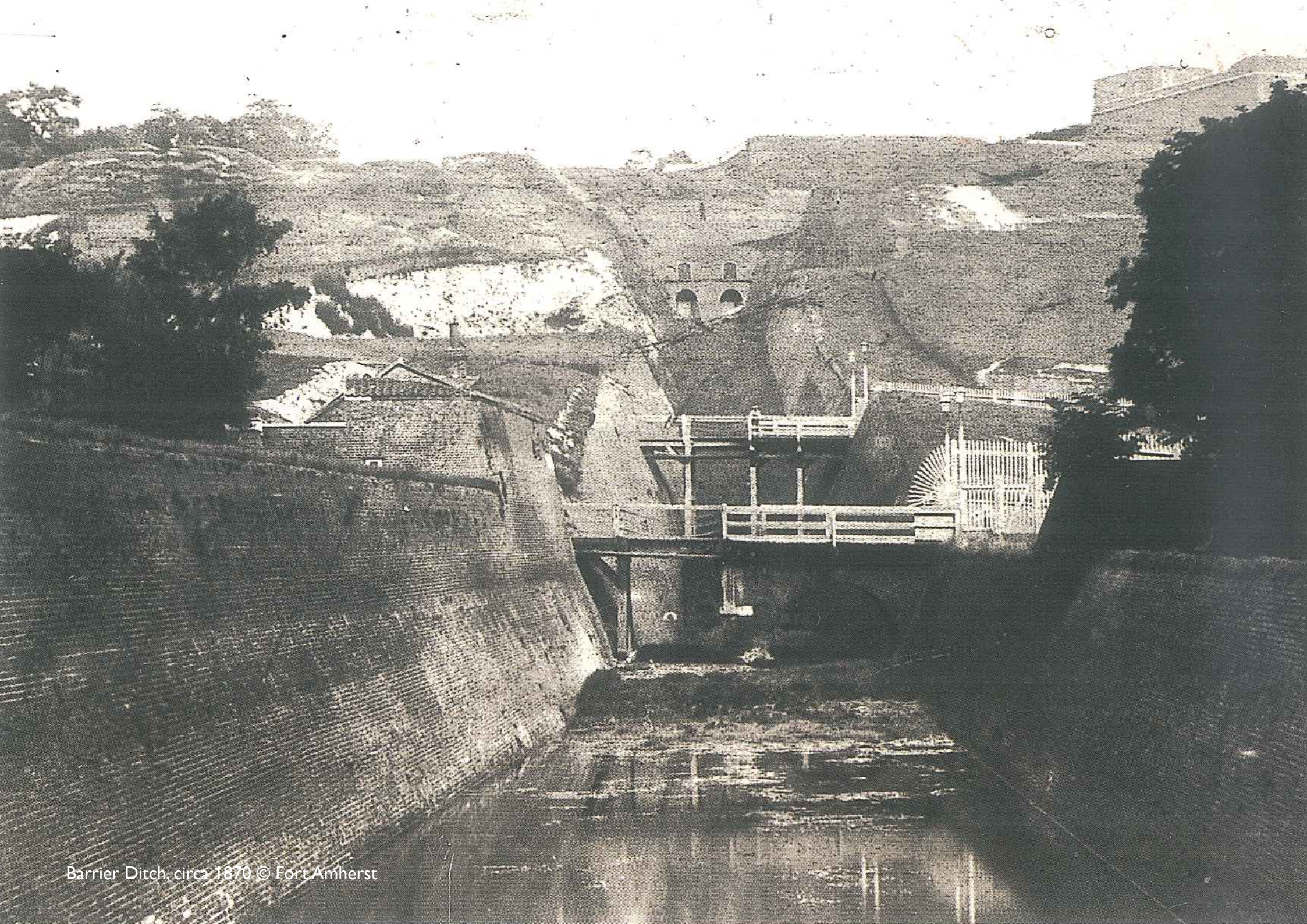
Medway, “the place”, is both new and old. Born at the end of the twentieth century from local government reform, but founded on the great history and cultural identity of the towns that make it.

At its very heart are Chatham Dockyard and its Defences: the world’s most complete example of a defended dockyard of the age of sail, and now a thriving heritage-led cultural site. Its strategy of preserving its buildings by finding new, respectful and appropriate uses sets a nationally important example of how careful planning and management can ensure that internationally significant heritage assets are as relevant to the future economic and cultural wellbeing of the place as they were in the past.

Chatham is, itself, re-emerging as Medway the place’s centre. Enjoying unprecedented investment, it offers an opportunity to become the modern heart of Medway.

This planning policy document is the culmination of a great partnership effort by those actively involved in the preservation of Chatham’s heritage and more modern regeneration who have come together with Medway Council to ensure that respect for the past and aspiration for the future are embedded at the heart of making Medway an excellent and inspirational place to live, work and visit.

The vision of the partnership is that Medway is a modern place with an identity and vibrancy that reflects its heritage. This planning policy document is a welcome tool for striking that exciting balance.



Barrier Ditch, circa 1870 © Fort Amherst

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Executive Summary

Chatham Dockyard and its Defences is an outstanding example of a complete industrial and military complex dating from the heyday of the age of sail (1700 to 1820) and the early period of the age of steam (1820 to 1865).

Experts have compiled a list of key 'attributes' which are the specific elements of the site which display international significance. These attributes need to be protected, conserved and enhanced especially in relation to any proposed new development coming forward through the regeneration of the area. The ability to balance these two elements will be key to the successful future of the area as a whole.

This document provides planning guidance for Chatham Dockyard and its Defences, and its environs, to ensure that the authenticity of the site is not compromised by future development.

The first part of this planning policy document provides an outline of existing planning policy guidance, drawing together in one place the various existing policy documents which relate to the site. It also references key management plans for significant components of the site. These contain detailed advice about how individual heritage assets or groups thereof will be managed. The policy documents, and their advice in relation to Chatham Dockyard and its Defences, are set out in the table overleaf.

The second part of the document describes how some of the attributes of the site are represented in key views and how these views should be managed to ensure that international significance is not harmed. The document then sets out the methodology that will be used to assess future development and regeneration proposals to protect the integrity of Chatham's world class heritage.

Policy Document	Summary of Advice
National Planning Policy Framework 2012	It is a core planning principle to conserve heritage assets in a manner appropriate to their significance. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be.
Scheduled Monuments: Identifying, protecting, conserving and investigating nationally important archaeological sites under the Ancient Monuments and Archaeological Areas Act 1979	This document sets out how Government (via the Department for Culture, Media and Sport) will exercise its duties for Scheduled Monuments.
Medway Local Plan 2003	Sets out the vision for the Medway area as a whole and the policies intended to enable this to be achieved.
Medway Waterfront Renaissance Strategy 2004	Provides an overarching vision for the Medway Waterfront area, with suggestions for appropriate uses.
Star Hill to Sun Pier Planning and Design Strategy 2004	Sets out general design guides for the development of this Conservation Area within the environs of Chatham Dockyard and its Defences and provides specific advice for 15 opportunity sites.
Rochester Riverside Development Brief 2014	Establishes principles and requirements for the regeneration of this large brownfield site, adjacent to Chatham Dockyard and its Defences. Development here is visible in key views out of the site.
The Medway Regeneration Framework 2006-2016	Provides a long term vision to transform Medway into a city of learning, culture, tourism and enterprise by 2016. Recognises the role of Chatham Dockyard and its Defences in relation to tourism and heritage.
A Building Height Policy for Medway 2006	Provides guidance to ensure that new tall buildings are of the highest quality and in the most appropriate locations. Establishes principles and methodology for assessing carefully designed and placed higher buildings, which may be justified within certain, limited areas of Chatham Dockyard and its Defences.
Chatham 21 2010	A detailed masterplan for the High Street/Best Street area of Chatham, which falls within the environs of Chatham Dockyard and its Defences.
Gun Wharf Masterplan 2010	A masterplan for the future regeneration of the Gun Wharf area, within the Chatham Dockyard and its Defences. Proposes development and demolition that would improve and enhance the area.
The Interface Land, Chatham 2010	Provides specific redevelopment guidance for the Interface Land, which falls centrally within Chatham Dockyard and its Defences. Following a Building Heights Assessment suggests locations appropriate for tall buildings.
Amherst Hill Design Brief 2010	Provides guidelines for the development of a small site that was allocated for housing in Medway's Local Plan. The site is in a sensitive and visible hillside position immediately adjacent to Fort Amherst.
Brompton Lines Conservation Area Appraisal 2006	Appraises the significance of the main defences of the dockyard along with the barracks and the associated civilian settlement of Brompton. Lays down guidelines and policies for the preservation and enhancement of the area.

Upnor Conservation Area Appraisal 2004	Appraises the significance of Upnor Castle, its associated village and the adjacent ordnance yard. Lays down guidelines and policies for the preservation and enhancement of the area.
The Historic Dockyard Chatham - Conservation Management Plan ¹ 2011	Provides detail relating to the protected status of the site and how the area can be preserved and enhanced through re-use. Two sites considered appropriate for new build are outlined.
Great Lines Heritage Park Management and Maintenance Plan 2012	Places specific emphasis on the need to avoid tree planting on the open Field of Fire, and on the removal of encroaching vegetation to restore and preserve the site's historic significance and lines of fire.
Chatham Centre and Waterfront Development Brief 2008	Specifically references the green backdrop of the defences as a unique feature that forms a part of Chatham's setting. Notes that building heights will be controlled so as to retain this setting and key views.
The Pentagon Centre Development Brief 2005	Draws attention to key views and vistas, and highlights the value of the green backdrop of the defences.

¹The Historic Dockyard Chatham - Conservation Management Plan is used by Chatham Historic Dockyard Trust to support property management and restoration within the dockyard. It has not been endorsed as a planning document but is nevertheless a useful reference source.



Part I - Introduction

Chatham Dockyard and its Defences is an outstanding example of a complete industrial and military complex dating from the heyday of the age of sail (1700 to 1820) and the early period of the age of steam (1820 to 1865). The collection of buildings, structures and the spatial layout of the dockyard and its defences have remained substantially intact, and as such, collectively exhibit a superlative example of such a site, in marked contrast to other leading dockyards of the same period.

The proposed site is outlined in red overleaf and includes:

- The River Medway – the determining factor on the location of the dockyard, and on the physical and historical development of the area;
- Chatham Dockyard – incorporating the site of the 17th century dockyard and the 18th and early 19th century range of facilities necessary to build, repair, maintain and equip ships of the fleet;
- Brompton Barracks – constructed to accommodate troops charged with defending the dockyard, first the artillery and then the engineers;
- Brompton Village – the settlement that was founded to serve the needs of the naval, military and civilian personnel associated with the dockyard;
- Chatham Lines – the continuous permanent artillery fortifications which were constructed to defend the dockyard from attack by land;
- Kitchener Barracks – constructed to provide accommodation for the soldiers defending the Chatham Lines;
- Old Gun Wharf – the site of the 16th century dockyard and then the major ordnance depot for the navy and army on the river Medway, including the site of the Royal Marines barracks;
- Upnor Castle, barracks and ordnance depot – the first defence for the dockyard and then later facilities for the storage of gun powder for the navy and army.

The blue line indicates the environs of Chatham Dockyard and its Defences identified to protect the visual setting of the site. Development proposals within it will be considered for their effect upon the site's international significance.

Experts have compiled a list of attributes which are the specific elements of the site which display its international significance. This list has been agreed by the Chatham Dockyard and its Defences Heritage Co-ordination Group. The attribute list for Chatham Dockyard and its Defences is attached as Appendix I. In summary these attributes include:

- the overall survival and completeness of the site;
- the vast range of physical structures and buildings throughout the site which illustrate manufacturing and defensive functions;
- the important inter-relationships between site components;
- the architectural, technological, and engineering innovation showcased throughout;
- the site's geographical location.

These attributes need to be protected, conserved and enhanced, especially in relation to any proposed new development coming forward through the regeneration of the area. Regeneration is needed for strong economic and social reasons and will provide opportunities to enhance and reveal the international significance of the site. The ability to balance these conservation and regeneration needs will be key to the successful future of the area as a whole.

Our Approach

It is imperative that as a planning authority Medway Council provides an approach that aids developers in

formulating their development proposals as part of the future regeneration of the area, without impacting on the international significance of Chatham Dockyard and its Defences. Chatham Dockyard and its Defences is considered by Medway Council to be an integral part of the regeneration of the area. Internationally significant heritage is not only a great honour for the area, with benefits for civic pride, but will deliver economic benefits too, and assist with securing enhanced regeneration outcomes. However the balance between protection of significance and regeneration is key.

In order to achieve this balance, the Council took a two-fold approach. Firstly the existing relevant planning policy guidance, which relates to Chatham Dockyard and its Defences and its environs, has been drawn together in one place, to provide clarity on the policies relating to the site. Secondly a means of assessing the impact of future development proposals on the site has been established, in order that Medway Council has the ability to protect the site's international significance.

In addition, Medway Council supports a further means of assessing future regeneration proposals against their impact on the site.

The National Planning Policy Framework requires local planning authorities to have design review arrangements in place. In Medway, this service is provided by the long established South East Regional Design Panel (SERDP). The Council expects all major development proposals within Chatham Dockyard and its Defences and its environs to be reviewed by this panel.

Part I of this document deals with existing planning policy guidance, followed by an outline of the methodology that will be used to assess future development proposals. The specific detail of this is covered in Parts II and III of this document.

Genesis of this Document

In 1999, the Department for Culture, Media and Sport added Chatham Dockyard and its Defences to its Tentative List of World Heritage Sites, recognising its international significance as the world's best preserved example of a defended dockyard from the age of sail and early age of steam.

This was the catalyst for landowners and stakeholders to come together to develop a shared vision for the future preservation and management of the site, and the promotion of its outstanding international significance.

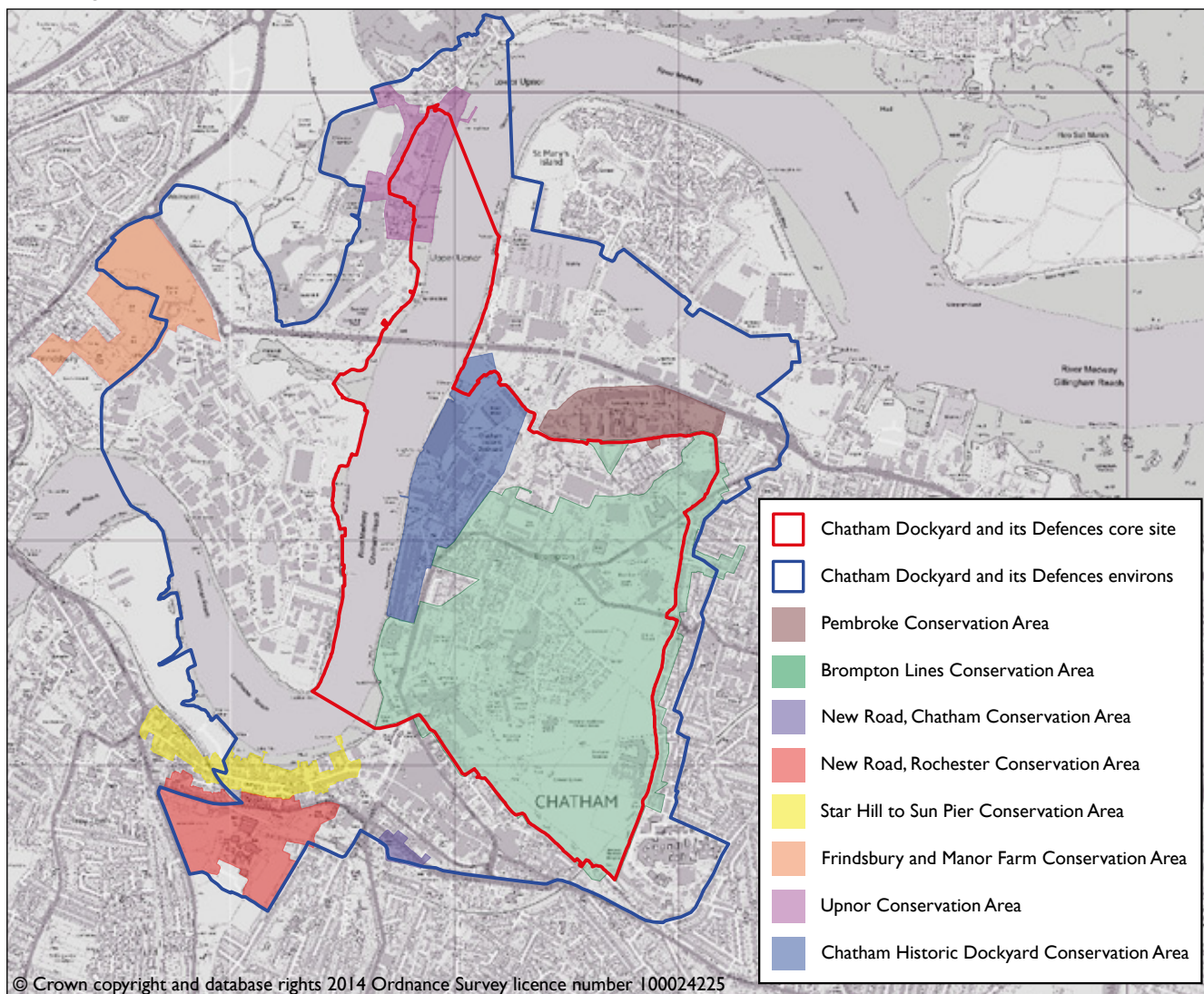
As part of this work, the group – with the support of external experts – researched and analysed in detail which specific elements of the site best convey this international significance, and how this should best be preserved.

Whilst the group of landowners and stakeholders (including and supported by Medway Council) decided in 2014 no longer to pursue World Heritage Site status, the international significance of Chatham Dockyard and its Defences has not been called in to question, and the importance of its preservation for future generations remains paramount.

Future Status of this Document

The document has been prepared to have the status of, and the same planning weight as, a Supplementary Planning Document (SPD). It has been drafted with significant stakeholder involvement; was subject to public consultation in accordance with the Medway Statement of Community Involvement (SCI) and it conforms with the National Planning Policy Framework and the development plan for Medway.

It is not believed that the guidance in existing planning policy documents contradicts the guidance in this document. Where conflict may be perceived, the more detailed guidance in this document is to be followed.



National Planning Policy Framework

The National Planning Policy Framework (NPPF), adopted in 2012, sets out the Government's planning policies for England and how these are applied.

The Framework contains a core planning principle to conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, and no other planning concern is given a greater sense of importance. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.

The aim should be to achieve sustainable development, seeking economic, social and environmental gains jointly and simultaneously through the planning system. Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment. Planning authorities should seek to improve proposals so that they avoid or minimise harm to the significance of designated heritage assets, and should look for opportunities within Conservation Areas to enhance or better reveal their significance.

If a proposal cannot be amended to avoid all harm, and if the proposal would lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing optimum viable use. Where a proposed development would lead to substantial harm to

or total loss of significance, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Substantial harm to or loss of a grade II Listed Building, park or garden should be exceptional. Substantial harm to or loss of grade I and II* Listed Buildings, grade I and II* registered parks and gardens, and Scheduled Monuments, should be wholly exceptional.

For development in a Conservation Area or affecting the setting of a Listed Building the Planning (Listed Buildings and Conservation Areas) Act 1990 creates statutory requirements for planning authorities:

- To pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area
- To have special regard to the desirability of preserving the setting of a Listed Building.

Scheduled Monuments: Identifying, protecting, conserving and investigating nationally important archaeological sites under the Ancient Monuments and Archaeological Areas Act 1979

This document sets out how Government (via the Department for Culture, Media and Sport) will exercise its duties for Scheduled Monuments.

It notes that archaeological heritage is a finite, irreplaceable and fragile resource as well as a valuable resource for education, leisure, tourism and regeneration. The document sets out the process of obtaining consent from the Secretary of State to undertake works to a Scheduled Monument, separately from the statutory planning process.

Medway Local Plan 2003

The Development Plan for Medway currently comprises 'saved policies' of the Medway Local Plan 2003. A new Medway Local Plan is currently being developed and will replace the 'saved policies' in due course.

In 2007 several policies of the Medway Local Plan 2003 were saved until a new Local Plan is adopted, so that they could be retained for use. The 'saved policies' of the Medway Local Plan 2003 included: development allocations for housing and employment, and policies covering design, transport, environment, and heritage.

Saved policies from the Medway Local Plan (2003) that are specifically relevant to this site include:

S9	Chatham Historic Dockyard
BNE12	Conservation Areas
BNE13	Demolition in Conservation Areas
BNE14	Development in Conservation Areas
BNE16	Demolition of Listed Buildings
BNE17	Alterations to Listed Buildings
BNE18	Setting of Listed Buildings
BNE20	Scheduled Ancient Monuments
BNE21	Archaeological Sites
ED11	Existing Tourist Facilities
ED12	New Tourist Facilities

The new Medway Local Plan will replace the 'saved policies' of the Medway Local Plan 2003. Specifically it will set a new housing target and development site allocations for the plan period 2011-35, and produce new heritage policies for Medway. These will be in line with national policy on heritage as set out in legislation, the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG).

The timescale for producing the new Local Plan is set out in the Local Development Scheme (LDS). The present LDS was adopted in the summer of 2014, and outlines that the Council plans to adopt the new Local Plan in summer 2017.



The Medway Waterfront Renaissance Strategy was adopted in 2004 and although now ten years old provides a useful overarching vision for the Medway Waterfront area, with many of its aims and goals still highly relevant. 'The Waterfront' extends from the M2 motorway bridge in the west encompassing Strood, Rochester, The Historic Dockyard and Fort Amherst, Chatham Maritime and the Universities, to Gillingham Waterfront in the east, with Chatham centre and waterfront at its heart. This area is seen as the focus for Medway's regeneration activity, with over 900 hectares of brownfield land across 14 sites, and spanning 11 kilometres of the River Medway.

Key to this document and Chatham Dockyard and its Defences is the section relating to the "university and college quarter", which includes Upper and Lower Upnor, St Mary's Island, Chatham Maritime, Brompton, Fort Amherst and The Chatham Lines, and The Historic Dockyard.

The document suggests appropriate uses for each element of this 'university and college quarter' along with aspirations and opportunities for each element. This section of the document has been attached as Appendix 2.

Proposed uses include tourism and leisure facilities, housing, commercial and office uses, education facilities and improved access links throughout the site. All proposals carry with them the aspiration for this area:

- to be a high quality development,
- to be well integrated,
- to increase the appreciation of the area's historical and cultural significance,
- to increase visitor numbers,
- to establish design and conversation principles for the use and re-use of existing buildings and artefacts, and
- to preserve the distinct character of the area.

It is considered that none of the aspirations or proposed uses would, in themselves, have an adverse impact on Chatham Dockyard and its Defences, but all must be assessed against the methodology outlined later in this document to ensure that the international significance of the site is not compromised.

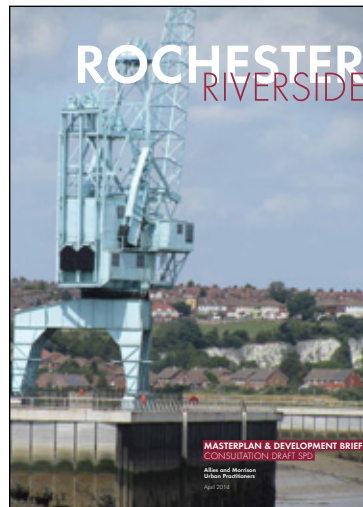


The Star Hill to Sun Pier Planning and Design Strategy was adopted in May 2004 with the aim of providing guidelines and policies for the long-term management and development of the area. The Star Hill to Sun Pier area falls within the environs of Chatham Dockyard and its Defences. Sun Pier provides one of the viewing locations outlined in Part II of this document, and lies within the viewing cone of Key View 5 from Fort Pitt Hill across to the site.

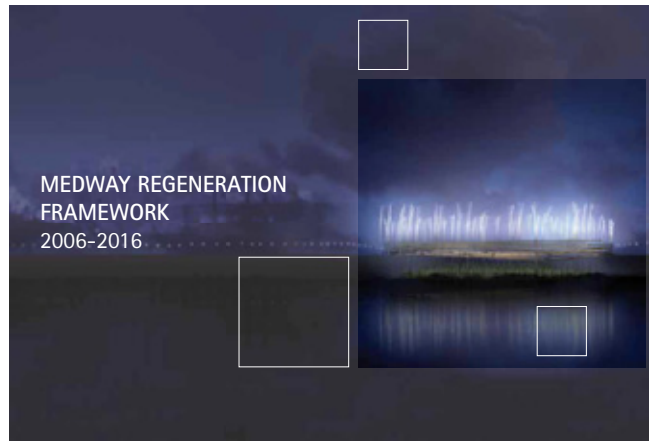
The Star Hill to Sun Pier area is currently a run down and undervalued riverside hinterland between the commercial cores of Rochester and Chatham. Despite this it is a Conservation Area of real historic importance as a part of the civilian industrial and commercial infrastructure associated with the dockyard. The document provides a vision for the renewal of the area based primarily on restoring and bringing back into use historic building stock, and providing small scale modern infill development. A key aim is to open up riverside alleyways for public access and establish a riverside walk.

In general terms improvements to this area can only benefit Chatham Dockyard and its Defences by enhancing its

environs. New development is proposed at heights that are comparable to the existing surrounding development, and therefore would not have an adverse impact on the key views noted above. The only scope for a tall building proposed within the SPG is at the High Street/Star Hill junction at the western end of the development area, which would not affect the key views.



The Rochester Riverside Development Brief was adopted in September 2014 and establishes principles and requirements for the future development of this large brownfield site, which lies on the River Medway. Rochester Riverside falls outside the Chatham Dockyard and its Defences site, but the brief deals with views and vistas, noting a key vista across the River Medway between Rochester Castle and Cathedral and Fort Amherst. The Development Brief states that such important views should be protected and requires a comprehensive visual analysis of any proposal coming forward.



The Medway Regeneration Framework seeks to provide a long term vision to transform Medway into a city of learning, culture, tourism and enterprise. It seeks to guide co-ordinated and complimentary development across Chatham Centre and Waterfront, Rochester Riverside, and the town centres of Strood, Rochester, Gillingham and Rainham.

The key element in relation to Chatham Dockyard and its Defences is its focus on tourism and heritage, recognising Chatham Dockyard and its Defences as part of a cluster of fascinating heritage attractions within the Medway area, alongside Rochester Castle and Cathedral.



A Building Height Policy for Medway was adopted in 2006 to ensure that new tall buildings within Medway are of the highest quality, are in the most appropriate locations, and do not repeat the mistakes of previous eras.

The document is split into two parts – Part 1 provides general location and design policy criteria for formulating and assessing tall building proposals, relevant across the whole Medway area. Part 2 identifies locations where tall buildings are and are not appropriate within the urban area broadly defined by the Medway Waterfront Renaissance Strategy. An appendix to part 2 contains view management policies for thirteen strategic landscape views. These views are generally from public spaces, and define much of Medway's landscape and townscape character.

The document sets out a definition of a tall building as one that is six storeys or 20 metres in height – whichever is lower (as measured from natural ground level). In such cases the application of the Building Height Policy guidance would be triggered. However it goes on to state that in Conservation Areas or other sensitive locations the Council may choose to apply the Building Height Policy guidance to proposals that are lower than six storeys.

Part I of the document is based on the CABE/ English Heritage document 'Guidance on Tall Buildings', 2003. It provides general location and design policy criteria for formulating and assessing tall building proposals, relevant across the whole Medway area. It includes appendices that set out how the Visual Impact Assessments should be undertaken. (It should be noted that Appendix 3 of this current document provides information which supersedes Appendix B of the Building Height Policy as it relates to updated guidance on how such Accurate Visual Representations should be produced.)

Chatham Dockyard and its Defences is referenced in part 2 as follows:

The University and College Quarter (as defined in the Medway Waterfront Renaissance Strategy) is covered in paragraphs 3.7 – 3.14. Huge emphasis is made within this document on the importance of the significance and character of Chatham Dockyard and its Defences.

Paragraph 3.8 states that "...the historic importance of the area (Brompton, Fort Amherst and the Chatham Lines) as a surviving military landscape and its further importance as a backdrop to the Dockyard means that higher buildings will not normally be appropriate."

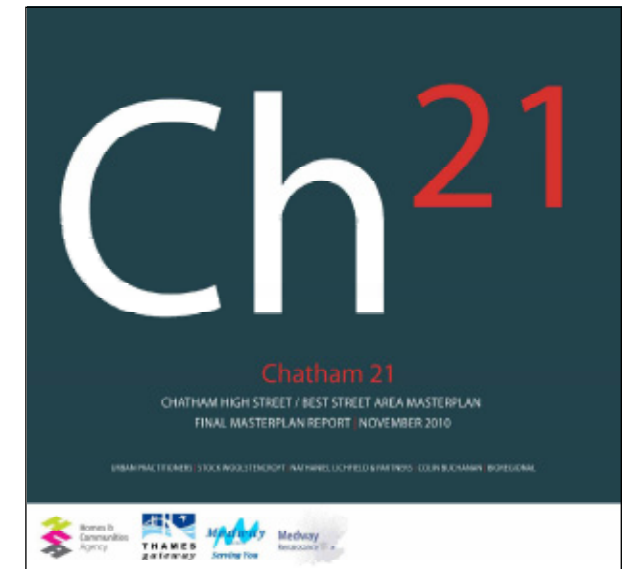
When referring to the Interface Land in paragraph 3.10 it suggests that there may be justification for "...carefully designed and placed higher buildings" to reinforce a new leisure and tourism role. However, tall buildings are not considered appropriate within the core area of the dockyard.

At Chatham Maritime, the existence of the reused former naval workshop of the Dockside Outlet Centre, the leisure attraction of Dickens World and The Quays result in a limited opportunity to add to this composition with further tall buildings (paragraph 3.13).

The Upnors, it states in paragraph 3.14, would not be suitable for any high buildings.

An appendix to part 2 lists thirteen strategic views within the Medway Waterfront Area together with specific management strategies to manage change and protect what is significant within each view (a summary of the views analysed within the Building Height Policy that are relevant to Chatham Dockyard and its Defences is in Appendix 5).

The Building Height Policy sets out in detail the planning application information requirements which will allow a accurate review of the potential impacts of tall building proposals in relation to Chatham Dockyard and its Defences and the key views covered in part II of this document. Even where tall buildings may be considered appropriate, the onus is placed on the developers and architects to prove their acceptability.



Chatham 21 is a detailed masterplan for the High Street/ Best Street area of Chatham town centre, and was adopted in May 2010. The study area for Chatham 21 is within the environs of Chatham Dockyard and its Defences.

The masterplan gives detailed guidance aimed at creating an attractive town centre, focusing on townscape quality, active frontages, green space and public space provision, pedestrian links within the town and between the town centre and the waterfront, and landmarks and viewing corridors. An overarching framework with key aspirations for the town is set out in the document.

The fringe of the Chatham 21 area is within Key View 6 (Sun Pier). The document makes regular reference to the importance of the heritage context for the masterplan area, and notes that A Building Height Policy must be considered as part of any proposals.



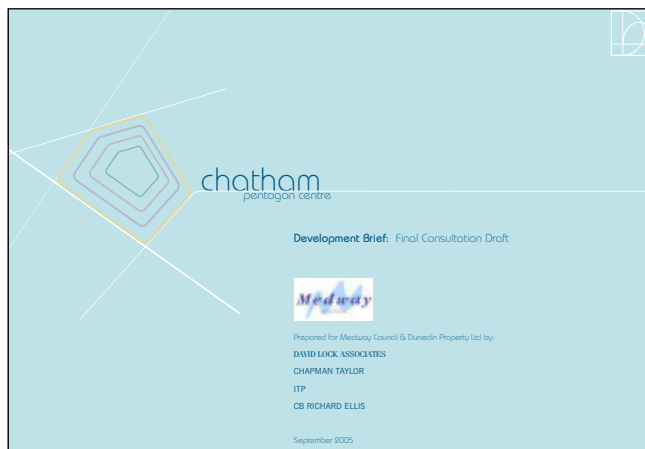
The Chatham Centre and Waterfront Development Brief covers three areas within the environs of Chatham Dockyard and its Defences - the Waterfront, Station Gateway and the Brook (note: the Waterfront Area is the same as that covered in the subsequent and more detailed Gun Wharf Masterplan).

The objectives of the Development Brief are to make Chatham Centre a 'destination of choice', to achieve social and economic regeneration, to create distinctive, dynamic and vibrant urban neighbourhoods with a wide range of new housing, and to create a transformed place with inviting cultural, retail and leisure facilities. A further objective, that of providing a new bus station, has now been implemented.

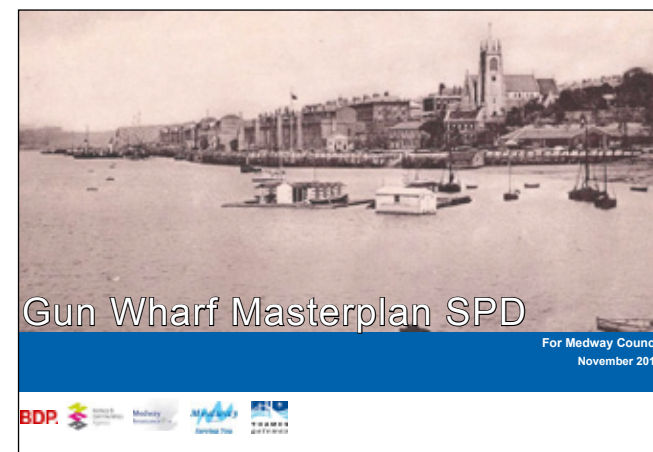
The brief specifically references the 'green backdrop' of the defences as a unique feature that forms a part of Chatham's setting. Building heights are to be controlled so as to retain this setting and to retain key views. The reinstatement of the defences (the Barrier Ditch) is a key part of the waterfront proposals.

Collectively the Chatham Centre and Waterfront Development Brief, the Gun Wharf Masterplan, Chatham

21 and the Pentagon Development Brief cover the whole of central Chatham.



The Pentagon Centre Development Brief covers the refurbishment and extension of the Pentagon Shopping Centre in Chatham town centre. It is predicated on expanding retail space into the attached 1970s multi-storey bus station, and parts of the surrounding multi-storey car park. Replacing the run-down 1970s architecture with high quality modern architecture is a priority, as is improving pedestrian circulation through the Centre and surrounding streets. The brief draws attention to key views and vistas, and the green backdrop of the defences.



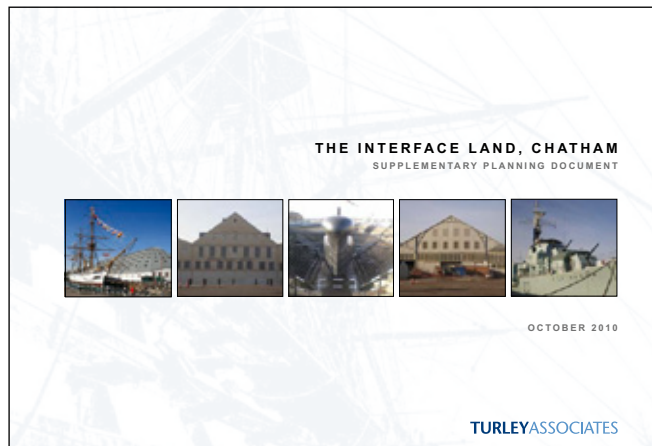
The Gun Wharf Masterplan was adopted in September 2010 and includes a small section of Chatham Dockyard and its Defences, along the River Medway. It includes the Riverside One Council Offices, Riverside surface car park, Chatham Library and The Command House pub (the former Storekeeper's House), which collectively have been called 'The Ordnance Site', and Medway Council's headquarters, a large surface car park for Council staff, St Mary's Church and the Dock Road petrol filling station, collectively known as 'The Civic Quarter'.

The brief covers the weaknesses and constraints of the area, and its strengths and opportunities, before providing a masterplan for both The Ordnance Site and The Civic Quarter. The overall vision of the Gun Wharf Masterplan is identified as

"Gun Wharf will be an attractive civic and cultural quarter in Chatham, contributing to a wider Medway regeneration. New development will take advantage of the site's location adjacent to the waterfront and unique heritage assets to create an exciting and attractive destination for Chatham."

The proposed development outlined in the masterplan

would result in new buildings falling within Key View 5 (Fort Pitt Hill), and Key View 6 (Sun Pier) covered in Part II of this document. The masterplan proposes buildings that would respect the scale and importance of the existing buildings, suggests enhancements to pedestrian links, river frontages and public open space, the re-use of St Mary's Church and the removal of buildings such as Riverside One and the petrol filling station, which currently detract from the area. Therefore, proposals are likely to have a positive impact on Chatham Dockyard and its Defences.



The Interface Land at the Historic Dockyard is the subject of a Supplementary Planning Document (SPD), which was adopted by Medway Council in October 2010. The Interface Land sits between the earlier Georgian Dockyard to the south and the large nineteenth century extension to the north and is historically associated with the age of sail. The Interface Land is located at the arrival gateway for the Historic Dockyard and therefore holds an extremely prominent position within Chatham Dockyard and its Defences.

The vision is to create a sustainable development linking Chatham Maritime (the location of the former steam

navy, now largely regenerated as a mixed use leisure and residential area) with the dockyard, whilst reflecting the heritage sensitivities of the area.

The Interface Land SPD provides a strategic framework for the site, makes reference to the international heritage values of the site, and looks at the development constraints, which it sets out under the following headings:

- Heritage considerations
- Archaeological considerations
- Land ownership
- Building heights and massing
- Flood risk
- Access
- No build zone
- Strategic views
- Services
- Noise
- Ownerships
- Land Contamination and Services

It promotes a mixed use development scheme for the area and splits the wider site into character areas of Riverside, North and South Mast Ponds, Brunel Way, Pembroke Rise and Covered Slips. Within the Development Framework section, there are a number of 'Overarching Organising Principles', which in summary are:

- Protection and enhancement of the significance of the heritage features
- Protection of the strategic and local views
- Flexibility of use, massing and height parameters
- Permeable movement and parking requirements
- Public realm treatment
- Drainage and flooding management

Most relevant to this document are the first three principles and these are expanded upon in paragraphs 2.10 through to 2.16 of that document. This section promotes the opportunity to bring a significant under used part of the dockyard back into a positive use, whilst suggesting that new contemporary developments could also enhance its international significance - reflecting the balance of regeneration and protection which is the overall aim of Medway Council in terms of the future of this site.

A study entitled 'The Building Heights Assessment' was carried out to assess the appropriate building heights for the Interface Land, and assess the strategic and locally sensitive views of the site. The study used a balloon assessment to establish where tall buildings would be appropriate and how the strategic views of the Interface Land would be affected.

The Interface Land SPD deals with each character area in turn suggesting land uses, building heights and massing, and showing features on a land use plan.

• Riverside

The Riverside section suggests that there is an opportunity to animate the waterfront with building heights of up to ten single storeys, with a medium to large scale. A no build buffer zone of 30 metres is proposed between the edge of the Covered Slips and any new development (this distance taken as it is equivalent to the height of the slips), with building heights stepping up away from the slips. The mass and scale of the buildings must allow views from the west to the ridgeline to the east, and respect the grain of the area. It suggests that the building form should be broken up into individual buildings of differing heights so as not to be too monolithic and not to compete with the Covered Slips. Furthermore views through and past the buildings to the green backdrop of Brompton and the Chatham Lines beyond will be important to retain.

The proposed new build would fall within Key View 1A (Upnor Castle) of Part II of this document, to some degree within View 4B (Thunderbolt Pier) and at a distance from View 5 (Fort Pitt Hill).

- North and South Mast Ponds

In this area buildings are proposed to be of a medium scale and up to three storeys in height. The South Mast Pond will be retained as an area of open space/public realm to allow its historical use as a mast pond to be recognised, and the existing surface car park use of this area will be removed.

The setting of the Lower Boat House and its proximity to the water is highlighted and proposed to be protected in any future development, and its relationship with the North Mast Pond retained.

The Brunel Saw Mill and its relationship with the line of the Brunel Canal and the South Mast Pond are also highlighted, with the SPD promoting the opening /displaying of the shaft of the canal at the point where it meets the Mast Pond and the shaft where it links to the Saw Mill.

- Brunel Way

This section lies to the east of the mast ponds, and the document acknowledges the importance of future development protecting the setting of the North Mast Pond. In this location, commercial development is proposed to link more closely to the existing office and hotel buildings, and development is proposed at a medium scale and up to four storeys in height.

- Pembroke Rise

This area is closely related to the South Mast Pond and includes the highest land within the site. Proposed

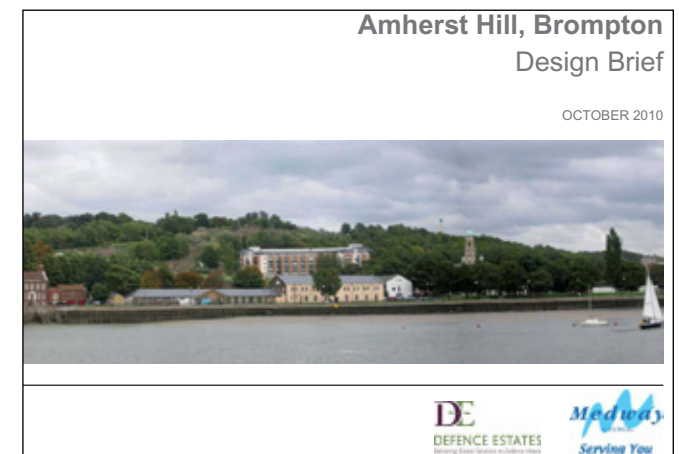
development is suggested to be primarily residential, up to three storeys in height and of a small to medium scale.

- Covered Slip Buildings

The proposed use for No.5 Covered Slip is a tiered parking structure to help replace those spaces lost at the South Mast Pond where parking currently takes place.

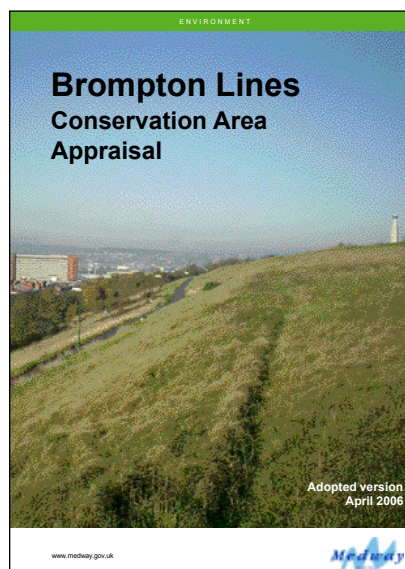
The Interface Land SPD is clearly an extremely important document regarding future regeneration and development within Chatham Dockyard and its Defences. It specifically proposes development, with a key focus on protecting the heritage assets that make Chatham Dockyard and its Defences of international significance.

The Building Heights Assessment has specifically looked at what building heights would be appropriate in this area, and identified the most appropriate locations for them, as set out above. This study built on the findings of the Building Height Policy for Medway (2006) and the assessment methodology followed that set out in the 'Guidance on Tall Buildings' document, produced by CABI and English Heritage (2007). The detailed proposals would allow for new build within some of the Key Views listed in Part II of this document, but the assessment found that the prominence of the existing dockyard buildings and the backdrop of Brompton, Fort Amherst and the Chatham Lines would be unaffected by suitably designed and correctly located tall buildings.



The Amherst Hill Design Brief was adopted in 2010 to provide guidelines for the development of a small site that was allocated for housing in Medway's Local Plan. The site is in a sensitive and visible hillside position immediately adjacent to Fort Amherst.

The brief requires half of the site to be restored to a grass meadow to preserve historic features such as the glacis (an artificial mound of earth outside of the ditch designed to raise the attacking troops up to provide defensive advantage) and the Field of Fire to Fort Amherst. The remaining part is to be developed for small scale housing with a low visual impact.



The Brompton Lines Conservation Area Appraisal was adopted in 2006 and covers a large area to the east of the River Medway and the dockyard. The Brompton Lines is subdivided into six character areas:

- Chatham Lines
- Brompton Barracks
- Brompton Village
- The Eastern Borders
- Gun Wharf
- Kitchener Barracks

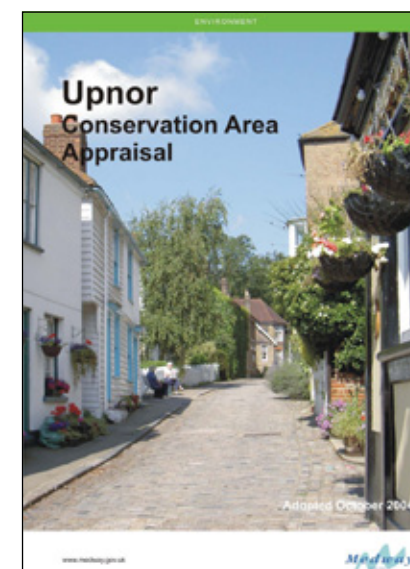
These character areas are described in detail in relation to the characteristics of the area, history, architecture, topography, landscape, townscape, streetscape and Article 4 Direction areas. These character areas form 'The Defences' of Chatham Dockyard.

The document outlines the problems and pressures which could threaten the character of the area, which

include encroachment by modern development, lack of maintenance, poor quality alterations and inappropriate signage and landscaping. The aspirations for the future of this Conservation Area are principally to preserve and enhance the Brompton Lines and their setting. In the long-term these are listed as being:

- An improved maintenance regime for the defences
- Localised restoration of the defences where this is practicable
- Improved public accessibility to, and interpretation, of the defences
- The preservation of the immediate open setting of the defences where this survives
- The preservation and enhancement of existing open spaces
- The preservation and enhancement of key views, particularly of the scarp of the Great Lines and Fort Amherst as viewed from Chatham
- The preservation and enhancement of the 18th and 19th century terraced houses bordering the Chatham Lines, and
- Enhancement of the streetscape through the use of appropriate street furniture and surfacing materials

The various character areas can be seen from a number of the Key Views set out in Part II of this document including View 7 (Fort Amherst), View 1 (Upnor Castle), View 5 (Fort Pitt Hill) and View 6 (Sun Pier). The Conservation Area Appraisal, by its nature, outlines how the heritage characteristics of the site should be protected and enhanced, and as such provides no conflict with the aims of preserving the international significance of Chatham Dockyard and its Defences.



The Upnor Conservation Area Appraisal was adopted in October 2004 and sets out what gives Upnor Conservation Area its special character. This includes the historic development of the area, its architecture, layout and setting of the buildings, streetscape and trees. It then looks at factors that could threaten the historic character of the area. Policies and proposals for the protection and enhancement of the area are set out, including an Article 4 Direction.

In terms of Chatham Dockyard and its Defences, the site specifically includes Upnor Castle, Upnor Barracks, Upnor Ordnance Depot and Upnor High Street.

Key views towards Upnor from St Mary's Island are detailed in Part II of this document (Key View 2). The Conservation Area Appraisal states that Medway Council will resist development which would intrude into, or adversely affect important views. Where possible it will also endeavour to improve river views by encouraging sensitivity in the positioning of yacht moorings.

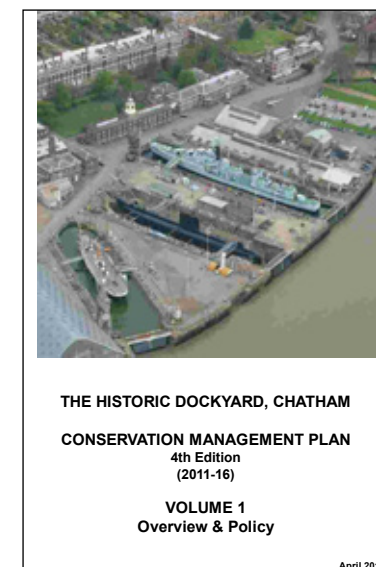
Upnor Castle also provides the viewing location of Key Views 1A and 1B, both up and down stream of the River Medway. The panorama looking upstream provides a means of understanding the spatial relationship and visual connections between key elements of the dockyard. The view downstream is towards the former Cockham Wood Fort across a broad sweep of the river where it rounds the end of St Mary's Island to turn eastwards.

The Conservation Area Appraisal, by its nature, outlines how the heritage characteristics of the site should be protected and enhanced, and as such provides no conflict with the aims of preserving the international significance of Chatham Dockyard and its Defences.



Although of limited planning weight, **The Great Lines Heritage Park Management and Maintenance Plan** is used by Medway Council to guide its decisions related to the Great Lines Heritage Park. Accordingly it is described below.

The Great Lines Heritage Park Management and Maintenance Plan covers the period 2012 – 2016 and was prepared within the guidelines of CABI Space's recommended framework for the development of management plans. Specific emphasis is placed on the need to avoid tree planting on the open Field of Fire, and on the removal of encroaching vegetation to restore and preserve the site's historic significance and lines of fire. Whilst Medway Council can only specifically apply the plan to land within its ownership, it encourages all landowners to operate within its framework.



Although of limited planning weight, **The Historic Dockyard Chatham Conservation Management Plan** is used by Chatham Historic Dockyard Trust to guide its decisions on development and building conservation. Accordingly it is described below.

The fourth edition of the Conservation Management Plan was published in April 2011, and covers the period 2011-2016. The whole plan is subject to review at five yearly intervals, with the next review being in 2016/17. In addition the Implementation and Management strategies are reviewed on an annual basis and individual assessments of significance and character are reviewed prior to any major works or adaptations that could affect an individual building or group of buildings. The document is produced by Chatham Historic Dockyard Trust.

The Conservation Management Plan provides detailed information regarding the protected status of the site, its historical context, and an architectural and character

appraisal, and covers the international significance of the site. A complete list of the principal historic buildings and structures is given in Section 3, Table 2, and note made of the fact that the entire Historic Dockyard should be considered as a site of national archaeological importance.

Section 4 covers the management of the site and sets out the management approach to date, which since 2004, has been 'Conservation Through Reuse.' This section goes on to provide conservation policies that form the basis of a comprehensive strategy designed to:

- Retain and protect the historic fabric, integrity, character and quality of the Historic Dockyard as a sustainable heritage resource, befitting its international significance.
- Provide an approach to the maintenance, preservation, restoration and reconstruction of the historic fabric of the dockyard.
- Permit and encourage appropriate adaptation to provide new and sustainable uses for the site's buildings and structures.
- Widen audiences and broaden opportunities for access, education and inclusion.

Policies P1 through to P11 apply to the whole dockyard. They are supplemented by site specific policies contained within supplementary conservation plans or statements for each historic building or structure. The two must therefore be considered together.

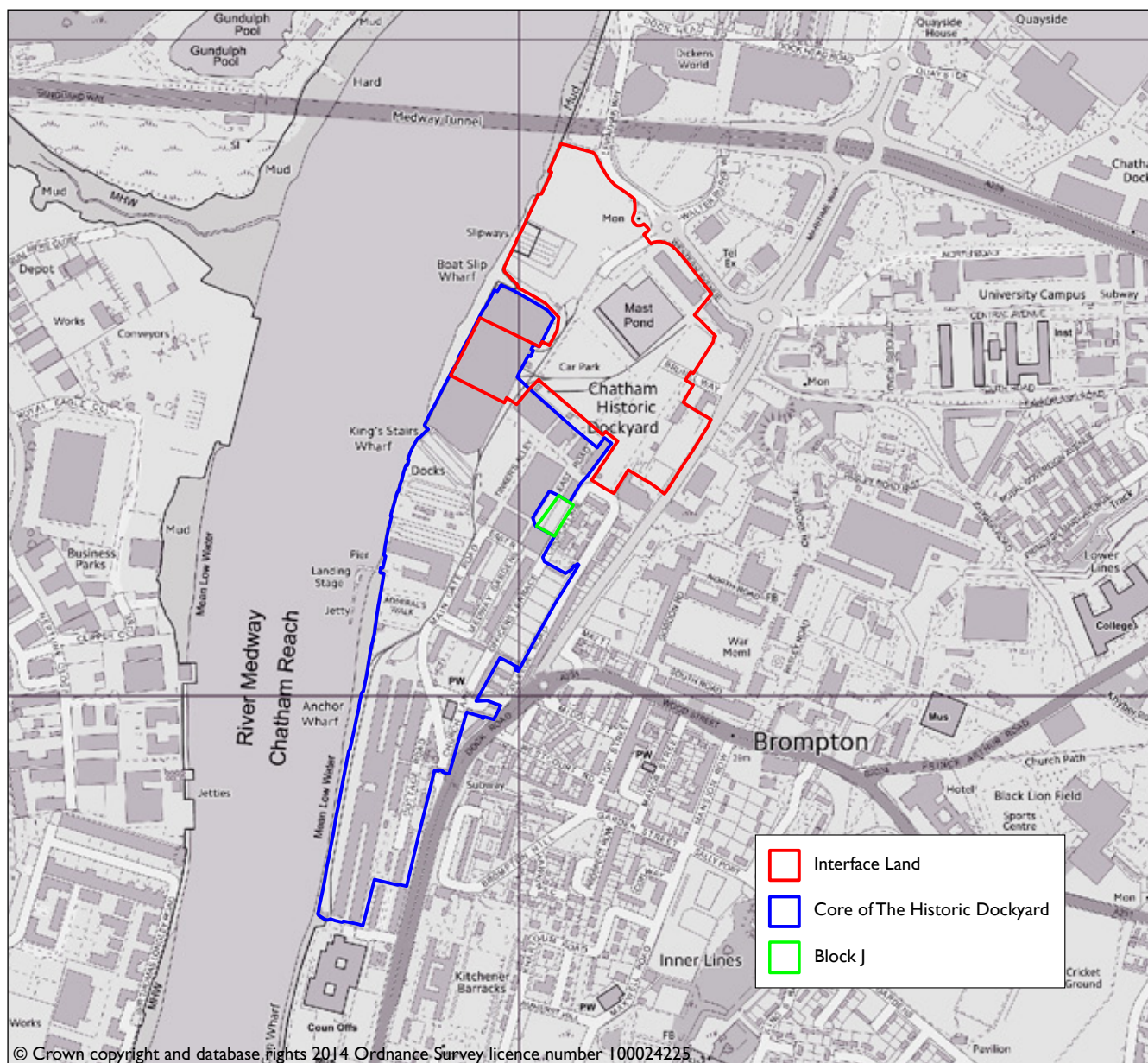
Principally the policies focus on the preservation and enhancement of the site to protect its international heritage significance. Policy P8, however, relates to New Build Development. Policy 8.1 states that there is a presumption against the introduction of any significant new-build structures within the core of the Historic Dockyard (shown on the plan overleaf).

Policy 8.2 goes on to state, however, that potential for appropriate new build development exists on two sites – the Interface Land and the site between House Carpenters Shop and the Timber Seasoning Sheds, also known as Block J. These two areas are shown on the plan overleaf.

Appropriate development on the Interface Land is encouraged to ensure that this area forms a bridge between the Historic Dockyard and the later Steam Yard, developed as Chatham Maritime. The document references and supports the Interface Land SPD.

Block J was included in the Housing Development zone during the previous plan period but was removed as agreement could not be reached on an acceptable form and height for the residential new build. The opportunity for appropriate development on the site remains.

The Historic Dockyard Chatham Conservation Management Plan provides further focus on the need to protect the heritage value of the site, as with the Conservation Area documents, but does acknowledge that some development in key areas would play a beneficial role in the future of the site. Striking the right balance between the two is the document's primary aim.

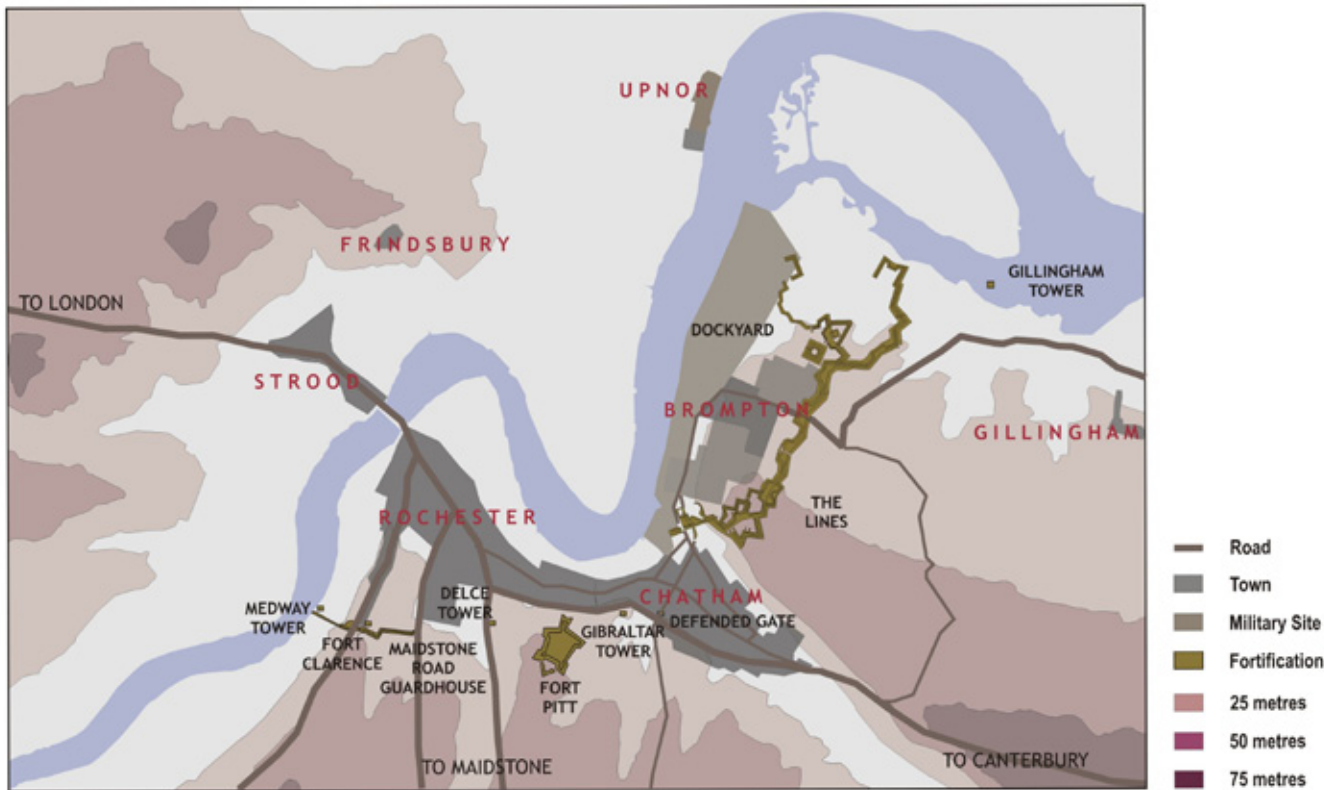


Summary of Policy Guidance

There are a number of policy documents which set out guidance for future developments within Chatham Dockyard and its Defences and its environs. A number of proposed future uses are suggested within these documents. The council strongly supports both the regeneration of Medway and Chatham's international significance. In order to give the site appropriate protection, and in accordance with the overarching guidance given in the National Planning Policy Framework the emphasis must be for all development proposals to justify that they will not detrimentally affect, or will enhance heritage significance.

Assessing the Impact of Future Development

Napoleonic Defences of Chatham and Rochester



In addition to the significance of various individual elements of Chatham Dockyard and its Defences (referred to as attributes), the inter-relationship of these elements to each other and the surrounding area are of key importance. The geography and topography of Chatham Dockyard and its Defences (highlighted on the adjacent map) allows for these key attributes to be seen from various distinct vantage points. In order, therefore, to provide adequate protection, Medway Council in consultation with key stakeholders has identified a list of key views, which best display its attributes.

Part II of this document sets out in detail seven key views, describing and identifying the important features of each, referring to its historic significance, and also setting out elements of the view that detract from an appreciation of the heritage assets. The views were established following guidance given by English Heritage in 'Seeing The History In The View', published in May 2011. It is a qualitative method that was applied with the principal objective of identifying the views that best display the heritage significance of Chatham Dockyard and its Defences. The process also built on work previously undertaken in identifying strategic views of Medway in the Supplementary Planning Document 'A Building Height Policy for Medway' adopted in May 2006, and referred to above.

The methodology followed four key steps. Step 1 was to undertake an initial survey of various documentary sources which already identified views recognised as being important. This resulted in a list of approximately 40 views. Step 2 was to visit all of these sites and to exclude from further detailed analysis those that were no longer obtainable. In most cases this was due to twentieth century development and/or tree growth, meaning that the views were not likely to be recoverable. Step 3 was to establish the importance of the list of remaining potential views against a set of criteria. This process was undertaken by workshops formed of landowners, individuals with expertise

in the historic environment and planning, and individuals with other expertise and local interest. Finally Step 4 was to analyse the workshop feedback, undertake further consultation with key individuals, and research by the project officer (including cross-mapping of the identified views and site attributes), to determine a list of views considered to be of the highest overall importance – the seven key views of part II.

The selection of seven key views does not seek to suggest that other viewpoints are not of importance, but ensures that each relevant site attribute is protected in the optimum manner. A list of additional significant views can be found in Appendix 4, together with a justification for their significance, and suggestions for how they are best protected.

This methodology is set out in more detail in Appendix 5, along with a full list of those views discounted (Table 2) and sample worksheets of the workshop sessions (Appendix 7).

Methodology

Having given detailed guidance on each of the key views in Part II, Part III sets out the assessment methodology to be followed. The responsibility for this assessment lies with the developer, but must be carried out in consultation with both Medway Council and English Heritage. The five-step approach is based on English Heritage Guidance set out in 'Seeing History in The View' (May 2011), which in turn follows Landscape Institute Guidelines on Landscape and Visual Impact Assessment (GLVIA).

Development proposals within Chatham Dockyard and its Defences and its environs - decision making process

Decisions on developing planning policy and on development proposals within the site are taken through the usual statutory planning process. However, the process is enhanced by the availability of design review for major schemes from the South East Regional Design Panel.

South East Regional Design Panel

The National Planning Policy Framework requires local planning authorities to have design review arrangements in place. In Medway, this service is provided by the South East Regional Design Panel - an experienced body of design experts who review and report on the design aspects of development proposals for the consideration of the Council in its role as planning authority, and for developers and their architects. The Panel is administered by the Kent Architecture Centre.

The Council expects all major development proposals within Chatham Dockyard and its Defences and its environs to be reviewed by this Panel. It will be the developer's responsibility to make arrangements.

Mapping and Mitigation

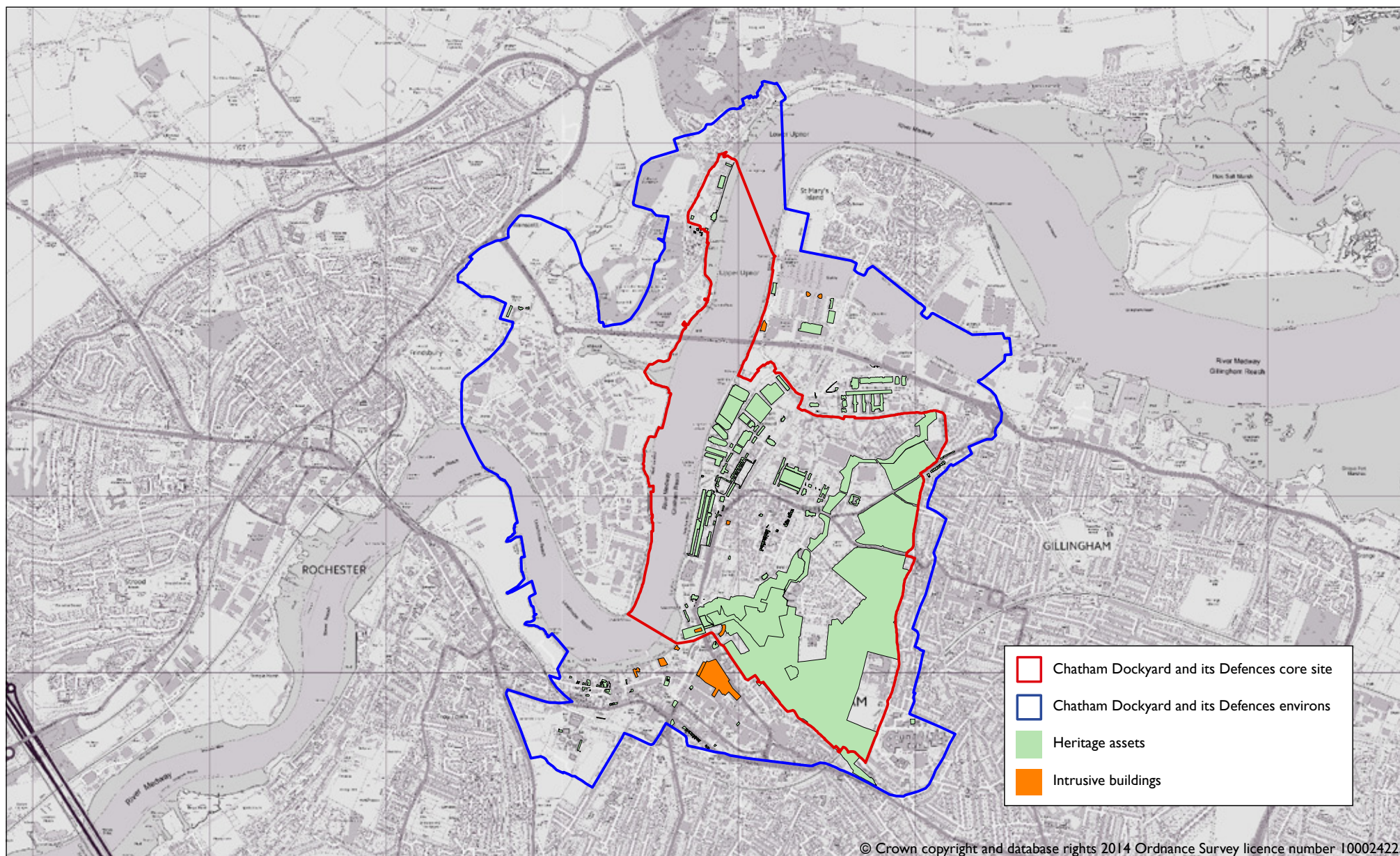
The following table, and map opposite, lists buildings and structures that are prominent in key views to or from

Chatham Dockyard and its Defences and which could be judged to be neutral or negative features. It includes suggestions for mitigation in the short to long-term where appropriate.

Note: the table does not include prominent features which are not apparent in the key views.

Prominent Elements	Characteristics	Comments
1. Broadside House (views 1A, 1B) (Neutral)	Broadside House is a modern building which is prominent in views from Upnor due to its light coloured cladding on the river elevation.	Cladding likely to become more muted over time. Reflects a previous large historic dockyard building on the site of a scale similar to the Listed Dockside Outlet (former boiler shop).
2. The Quays (views 1A, 1B, 6) (Neutral)	Two glazed residential towers of 19 and 16 storeys high, at the heart of Chatham Maritime overlooking the marina. Located some distance from the historic core of the dockyard and within the environs of Chatham Dockyard and its Defences. Taller than all other buildings in the vicinity.	Views are limited from within the dockyard itself although the buildings are prominent in riverside panoramas that include the dockyard. The buildings were conceived as slim towers that form a 'picturesque' contrast with the low-lying landscape. Their slimness allows views past to the backdrop of the scarp slopes that are the location of the defences of the dockyard - thus an understanding of the link between landscape, the dockyard and its defences has been maintained.
3. Victoria Tower (view 1A, 3, 4A, 6) (Negative)	Utilitarian high-rise sixties era tower that breaches the otherwise green and undeveloped skyline to the east. Its impact is increased by its already elevated location. It marries views to and from the dockyard from several locations.	Opportunities should be taken to work with the owner if and when significant property refurbishment takes place or the site becomes available for redevelopment over the long term.
4. Riverside One (view 7B) (Negative)	The small Council-owned Riverside One building is constructed within the former 'wet ditch' where the western end of the defences met the River Medway. The rear wall of the building incorporates the former rampart and firing step of the riverside defences. It is in a very poor structural condition and of no architectural merit.	Due to its condition it will be necessary to relocate the current use to an alternative location in the short to medium term. This provides an exceptional opportunity to reinstate the ditch and its ramparts and represent Fort Amherst from the riverfront.
5. Rats Bay Pumping Station (view 6, 7C) (Negative)	Wholly utilitarian construction in prominent riverfront location.	Protects Chatham town centre from surface water flooding but could be re-clad to minimise its visual impact or replaced with a smaller building with more modern equipment that could be mainly installed below ground level.
6. The Eye (view 7C) (Negative)	Modern residential block of good architectural quality but occupies a site within the firing line of batteries located within Fort Amherst.	Limited opportunities for mitigation due to its relatively recent construction, but opportunities could be explored to reduce the visual impact of the development in line with the routine maintenance and upgrading of the building - in particular to the form and materials of its roof.

7. Pentagon Shopping Centre (view 7C) (Negative)	Bulky building located under Mountbatten House. Prominence accentuated by the use of red engineering bricks and exposed concrete structural elements.	Significant opportunities to enhance its visual appearance as part of any major refurbishment scheme. This could include re-cladding, the removal of vehicle ramps and enhancement of the public realm that would generally reduce its visual impact on the heritage assets to the north.
8. Staples Superstore (views 6, 7C) (Negative)	Prominent utilitarian sheet steel and brick clad warehouse building on the waterfront between Sun Pier and the Rats Bay Pumping Station.	Redevelopment in conjunction with adjoining land expected in the medium term in line with the Chatham 21 SPD.
9. Anchorage House (views 3, 7C) (Negative)	Poor quality and tall sixties era office building that contrasts sharply with nearby heritage structures and which, in conjunction with Mountbatten House screens longer views to Chatham Dockyard and its Defences from the south and west.	Redevelopment opportunities should be explored over the longer term.
10. Mountbatten House (views 3, 6, 7C) (Negative)	Tall and bulky structure, the impact of which is accentuated by the harsh cladding materials and visual relationship to the Pentagon Shopping Centre. It has an extensive visual envelope that encompasses significant parts of Chatham Dockyard and its Defences.	The building is currently unoccupied and has been vacant for some time. This may drive refurbishment proposals in the medium term and present opportunities to reduce its visual impact through the use of new cladding materials and other design features.

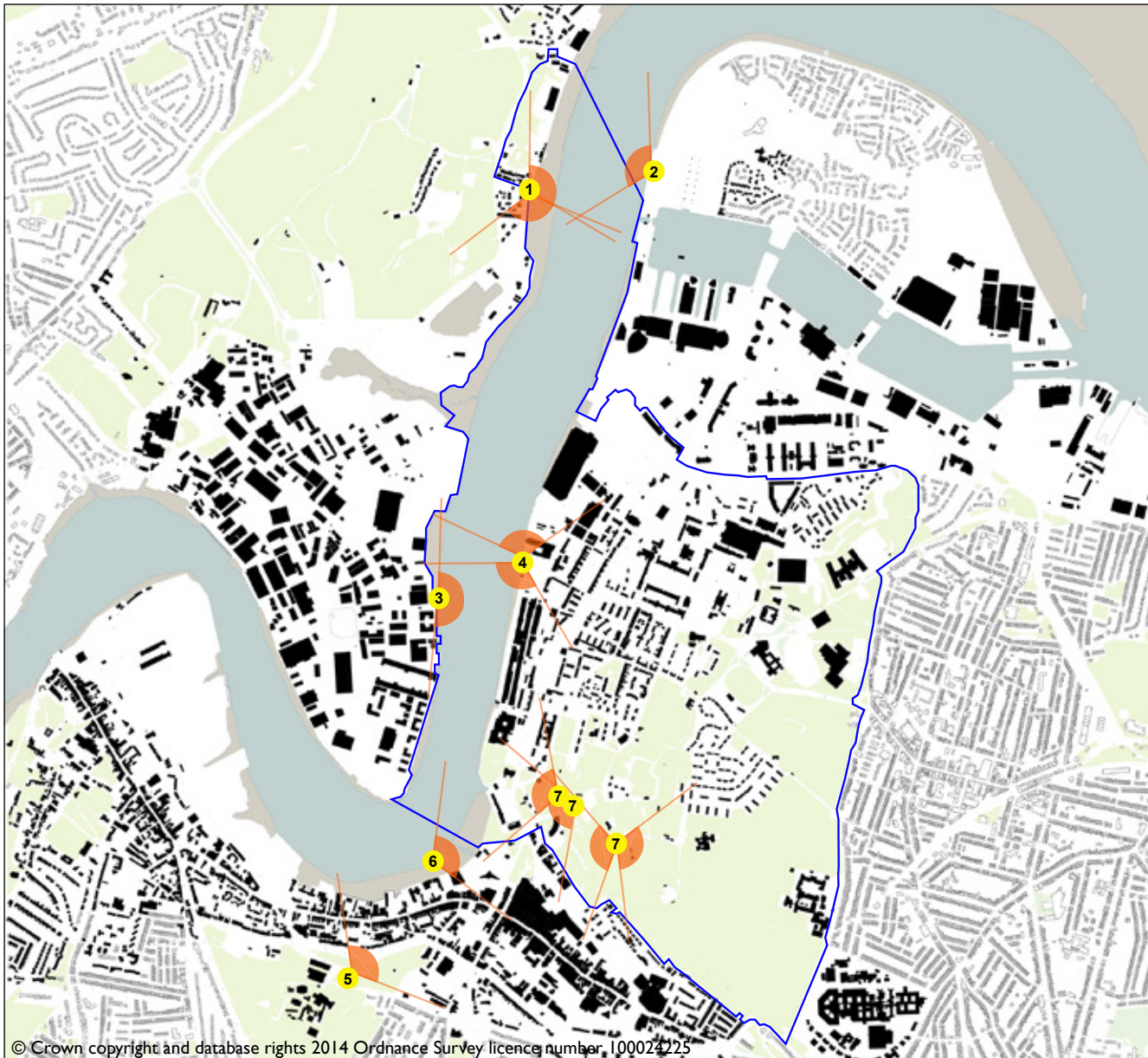




MAP SHOWING VIEWING LOCATIONS

- 1 Upnor Castle - two viewpoints
- 2 Blue Crane, St Mary's Island
- 3 Medway City Estate
- 4 Thunderbolt Pier - two viewpoints
- 5 Fort Pitt Hill
- 6 Sun Pier
- 7 Fort Amherst - four viewpoints

Part II - Key Views



The methodology statement in Appendix 5 describes how the key views set out and analysed in Part II were identified. The principle purpose of this document is to establish an understanding of the baseline views to be used when monitoring the condition of Chatham Dockyard and its Defences. These are the views that most reflect the international significance of the site.

It is important to note that in relation to any specific development proposal other views may be considered to be important in general planning terms or may have broader landscape significance for an individual heritage asset or group thereof. Any such additional views should be identified in consultation with Medway Council through pre-application discussions considering the scope of the visual impact assessment of that proposal.

There are seven viewing locations described here, some of which have more than one viewpoint associated with them. The viewing location is first described, making reference to its historic significance, or other reasons for its selection. The view from each viewing point is then explained, identifying the important features of the view with an emphasis on the heritage assets that are visible and the important visual connections and spatial inter-relationships between them, as well as identifying elements of the view that detract from an appreciation of the significance of the heritage assets.

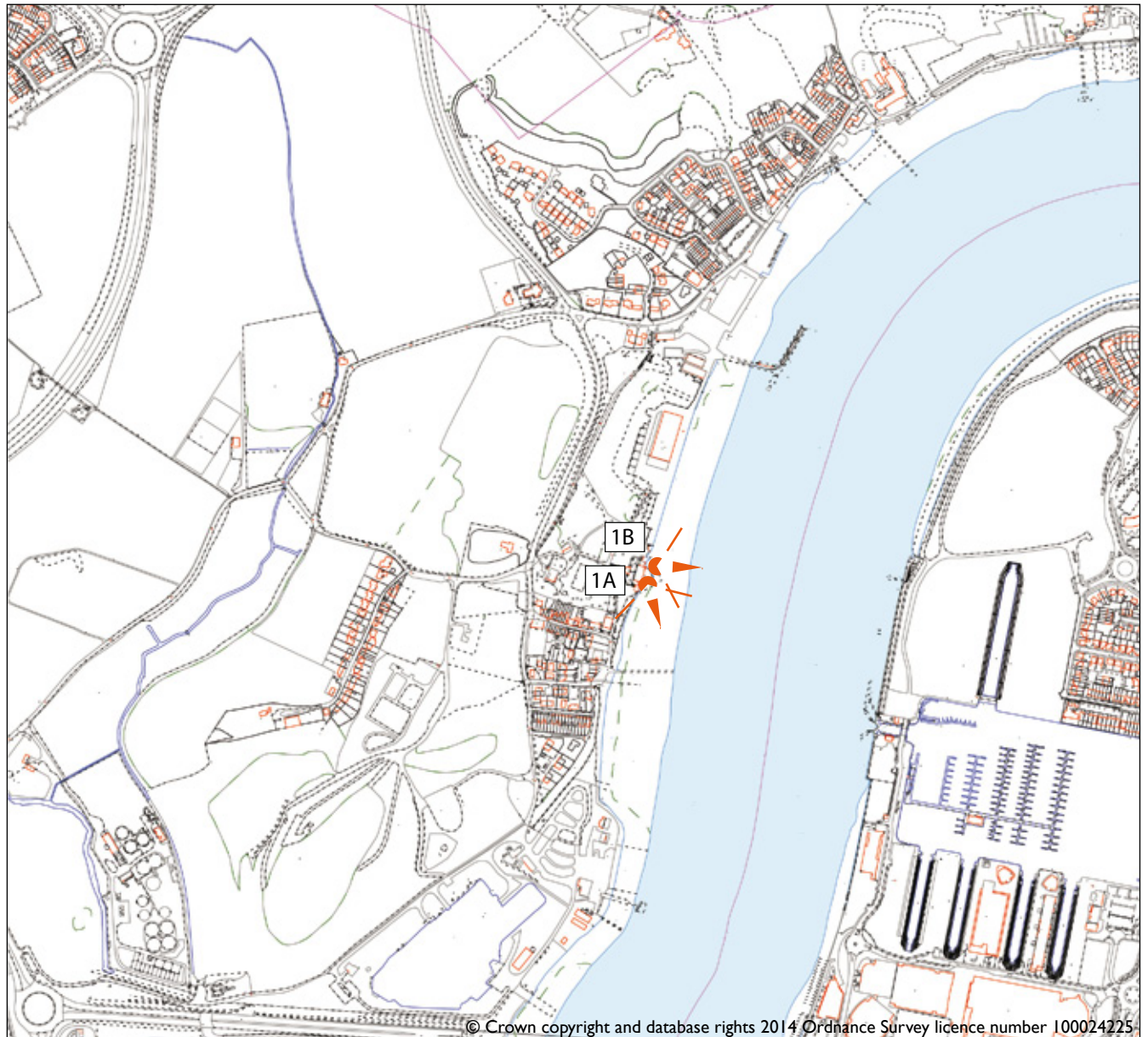
View descriptions are followed by visual management guidance identifying key considerations relating any new development proposed within the view to the features identified in the view description, and proposing how the viewing location itself might be managed.

I Upnor Castle

The two viewing locations at Upnor Castle are adjacent on the water bastion that extends out from the castle onto the foreshore. The castle provides a viewing location of great historic significance due to its functional and historic role as the oldest defence of the dockyard. (It should be noted, however, that during the age of sail and early age of steam, the castle had an ordnance role rather than a defensive one).

Upnor was an integral part of the Royal Dockyard complex. The castle was built in 1559-67 as the first principal defensive structure for the fleet when anchored in the River Medway. After the Dutch Raid (1667) it took on a new role as the main powder magazine for the Ordnance Board at Chatham. Powder had to be stored remotely from the dockyard and Gun Wharf in order to limit the chance of catastrophic accidents at either site. The ordnance function expanded significantly during the Napoleonic wars when a major magazine (now demolished) was constructed to the north of the castle (1806). A further magazine was constructed in 1856.

Viewing locations 1A and 1B refer to the upstream and downstream sides of the water bastion. The panorama looking upstream from this viewing location provides a means of understanding the spatial relationship and visual connections between key elements of the dockyard complex. Both viewpoints also benefit from a well-preserved, highly distinctive, naturalistic setting that provides ambience and bolsters the sense of place of the site. The inter-tidal zone is unaltered by flood defences here in contrast to the riverfront viewing locations further upstream.





Panorama from Viewing Point 1A

Viewing Location 1A From Upnor Castle upstream towards The Historic Dockyard Chatham

OS co-ordinates: 575872, 170567



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Summary: Viewing Location 1A

Attributes demonstrated:

- The river is key to the location of the dockyard, Upnor ordnance depot and Gun Wharf.
- Location next to the river.

Notable features of the view:

- Demonstrates the spatial inter-relationships of the dockyard and its defences.
- Scheduled and Grade I Listed Covered Slips.
- The green ridgeline of the Chatham Lines and Brompton Barracks.
- Upper Upnor and extensive river foreshore.

Intrusive features of the view:

- Victoria Tower breaks the escarpment ridgeline.

Description of the View

From this viewing point it is possible to see the river, Covered Slips in the dockyard, Brompton Barracks and the Chatham Lines. The viewing location demonstrates the key relationship of Upnor Castle to the river and evidences the scene of the Dutch Raid of 1667.

The view is focussed on the industrial and manufacturing area of the dockyard site rather than the administrative and domestic quarters to the south. The centre of the view is occupied by the Scheduled and Grade I Listed Covered Slips. These structures provide a solid edge to the waterfront and are one of the most distinctive and imposing skylines on the river. The impressive scale of the Covered Slips is somewhat compromised in this view by the sight of Victoria Tower rising behind them in the background.

Victoria Tower also breaks the ridgeline that provides the green backdrop to the dockyard marking the extensive system of fortifications built to defend it. The spatial relationship is particularly important in allowing an appreciation of the significance of the dockyard and its defences. The extent of the survival of these landward defences to the dockyard is particularly significant as it is now much greater than at the other two contemporary home dockyards (Portsmouth and Plymouth).

The view of the dockyard to the right of the Covered Slips is of the cranes of the dry docks and the Ropery and Anchor Wharf storehouses. The slab block of Mountbatten House in central Chatham rises behind them. Although not distinct as it is in the far background of the view, this panoramic viewpoint allows an appreciation of the visual connection with the defences further upstream at Fort Pitt.

In the middle and foreground at the right hand side of this view, the village of Upper Upnor forms the shoreline

and the extensive river foreshore dominates the view immediately beyond the castle's wooden palisade. The jetty and boathouses on the military land on the riverbank facing the dockyard are not large structures but the design of the buildings does not sit discretely within this naturalistic setting, or enhance the appreciation of the dockyard.

To the left of the Covered Slips a number of other highly significant dockyard buildings are visible. On the high ground on the eastern boundary behind the low dark form of the Scheduled and Grade II* Listed Timber Seasoning Sheds and Grade II Listed Galvanising Shop is the Scheduled and Grade I Listed Brunel Saw Mill. It is a prominent building because of its tall tapering chimney. The pale slate roofs and light buff brick of recent dockyard housing development occupies the portion of the view between the Brunel Saw Mill and No.7 Covered Slip. A darker palette of materials would perhaps have allowed this development to recede visually in this view.

The Royal Dockyard at Chatham. This view is taken from the banks of the River Medway, near Upnor Castle. Drawn and engraved by R. Dodd 1789. © Maps K Top. I6.42-d. British Library, Kings Collection.



The buildings of Brompton Barracks are visible through trees on the ridgeline overlooking the dockyard and the Officers' Mess can be seen to have a direct visual connection with the river. The openness of this relationship has been altered by tree growth and the photographs should be contrasted with the 1789 image (below) that shows the land rising behind the dockyard virtually clear of trees.

The only structure visible in the dockyard in the open area between the Brunel Saw Mill and the tall vertical marker of the Grade II* Listed Bell Mast is the Grade II Listed Police Section House. This northernmost area of the dockyard is occupied by the two Scheduled Mast Ponds and the Grade II* Listed Lower Boat House. The western end of the Lower Boat House is just visible behind Broadside House. This area, known as the Interface Land, was occupied by buildings historically and will be subject to future redevelopment.

A Development Brief was adopted by Medway Council in 2010.

In the zone further to the left of the Historic Dockyard there remain some prominent buildings from the Victorian era of the northern expansion of the dockyard amongst more modern Chatham Maritime development. Significant buildings include Pump House No. 5 (1873).

The twin residential towers of The Quays at the far left of the view are some distance from the historic core of the dockyard and the slim towers form a picturesque contrast with the low-lying landscape. Other distinctive modern buildings include Broadside House, which reflects the presence of a large historic dockyard building on the site, Although not unsatisfactory in terms of its scale, it could benefit from a more subdued treatment of its external finishes.

Visual Management Guidance

Foreground and Middle Ground

The panorama is sensitive to development within the Chatham Maritime area and the military land facing the dockyard on the opposite bank of the river. The scale of new development should not detract from the dominance of the Covered Slips in this panorama and care should be taken in selecting materials and finishes that are not visually obtrusive.

Background

Development of the Interface Land should pay regard to existing planning policy guidance. It is important that development to the east of the dockyard does not break the green ridge line.

Consideration should be given to the removal of trees that obscure historically significant sight lines such as that between the river and the Officers' Mess at Brompton Barracks. However, the presence of trees may not in general affect the understanding of the relationship between the dockyard and its defences and may be considered to provide an attractive setting.

This area is subject to control by policies in the Brompton Lines Conservation Area Appraisal.

Opportunities should be explored to remove or otherwise mitigate the visual impact of Victoria Tower.

In seeking to enhance the setting of the Historic Dockyard in future development proposals for Chatham Maritime, the Interface Land and St Mary's Island, regard should be paid to the appropriate selection of materials and finishes so as not to detract from the appreciation of the heritage assets.

Management of the Viewing Location

Upnor Castle is currently a well-managed viewing location.

Early-stage pre-application discussions with Medway Council and English Heritage are recommended for all relevant proposals.

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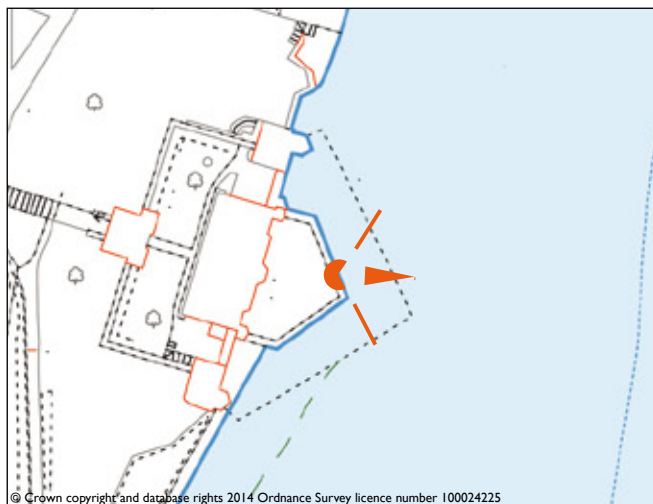
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Panorama from Viewing Point 1B

Viewing Location 1B

From Upnor Castle downstream towards the site of Cockham Wood Fort

OS co-ordinates: 575874, 170571



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Summary: Viewing Location 1B

Attributes demonstrated:

- The river is key to the location of the dockyard, Upnor Ordnance Depot and Gun Wharf.
- Location next to the river.

Notable features of the view:

- Ruins of Cockham Wood Fort.
- Upnor Reach section of River Medway.
- St Mary's Island.

Description of the View

The view from Upnor Castle to the site of Cockham Wood Fort is a commanding one that reflects the historic defensive role of the castle in relation to the dockyard. The view takes in a broad sweep of the river as it rounds the end of St Mary's Island and starts to open up into the wider estuary. The naturalistic setting of the river is an attractive and dominant feature of the view.

The viewing location demonstrates the key relationship of Upnor Castle to the river and evidences the scene of the Dutch Raid of 1667. The high ground on the north bank of the river is juxtaposed with the low-lying nature of St Mary's Island and the development on it. Cockham Wood Fort was built, along with the long demolished Gillingham Fort, as a result of the Dutch Raid to help defend Chatham Dockyard from an attack by enemy ships sailing up the River Medway. The fort was built into the hillside on the north bank of the river commanding views downstream to the east and

was completed by 1670. Some of the guns for the fort came from Upnor Castle and it is assumed that it would have been garrisoned from Upnor. By the late 18th century the fort was recorded as falling into ruins and was finally abandoned in 1818. It is a Scheduled Ancient Monument.

The development of St Mary's Island does not generally detract from an appreciation of how the openness of this river setting contributed to the location and function of the defences of Upnor and Cockham Wood Fort. The tall twin towers of The Quays development are on the south side of the basins that were formed in the latter part of the 19th century. This land was a creek and marshland during the age of sail and early age of steam and may have provided a direct sight line from Upnor to the eastern approaches downstream. Twentieth century land raising and development means that an open view downstream is no longer a practicality.

Visual Management Guidance

Foreground and Middle Ground

The final phase of St Mary's Island will be predominantly residential with higher parts (potentially up to five or six storeys) immediately to the north of Basin 3 and more traditional height housing (two and three storey) beyond. This will ensure an open prospect, retaining the wooded backdrop, in views downstream over land to the north of the Blue Crane.

Background

The wooded backdrop is a significant landscape feature within this view of the north bank of the river. Tower Hill to Cockham Wood has national protection as a Site of Special Scientific Interest and is locally protected as countryside. (See Medway Landscape Character Assessment 2011.)

Outline permission has been granted for a major new development within Chatham Docks - towards the centre/right of the view - Chatham Waters. The proposed new development includes buildings to a maximum height of 17 storeys (descending in height from a localised area). Views were assessed from a variety of surrounding locations. One of the agreed viewpoints was situated along the foreshore of Upper Upnor, immediately to the south of Upnor Castle. The photomontage (Accurate Visual Representation) of the built scheme shows a relatively minor adverse visual effect on the horizon of the new development.

In seeking to enhance the setting of the Historic Dockyard in future development proposals for Chatham Maritime and

St Mary's Island, regard should be paid to the appropriate selection of materials and finishes so as not to detract from the appreciation of the heritage assets.

Management of the Viewing Location

Upnor Castle is currently a well-managed viewing location.

Early-stage pre-application discussions with Medway Council and English Heritage are recommended for all relevant proposals.

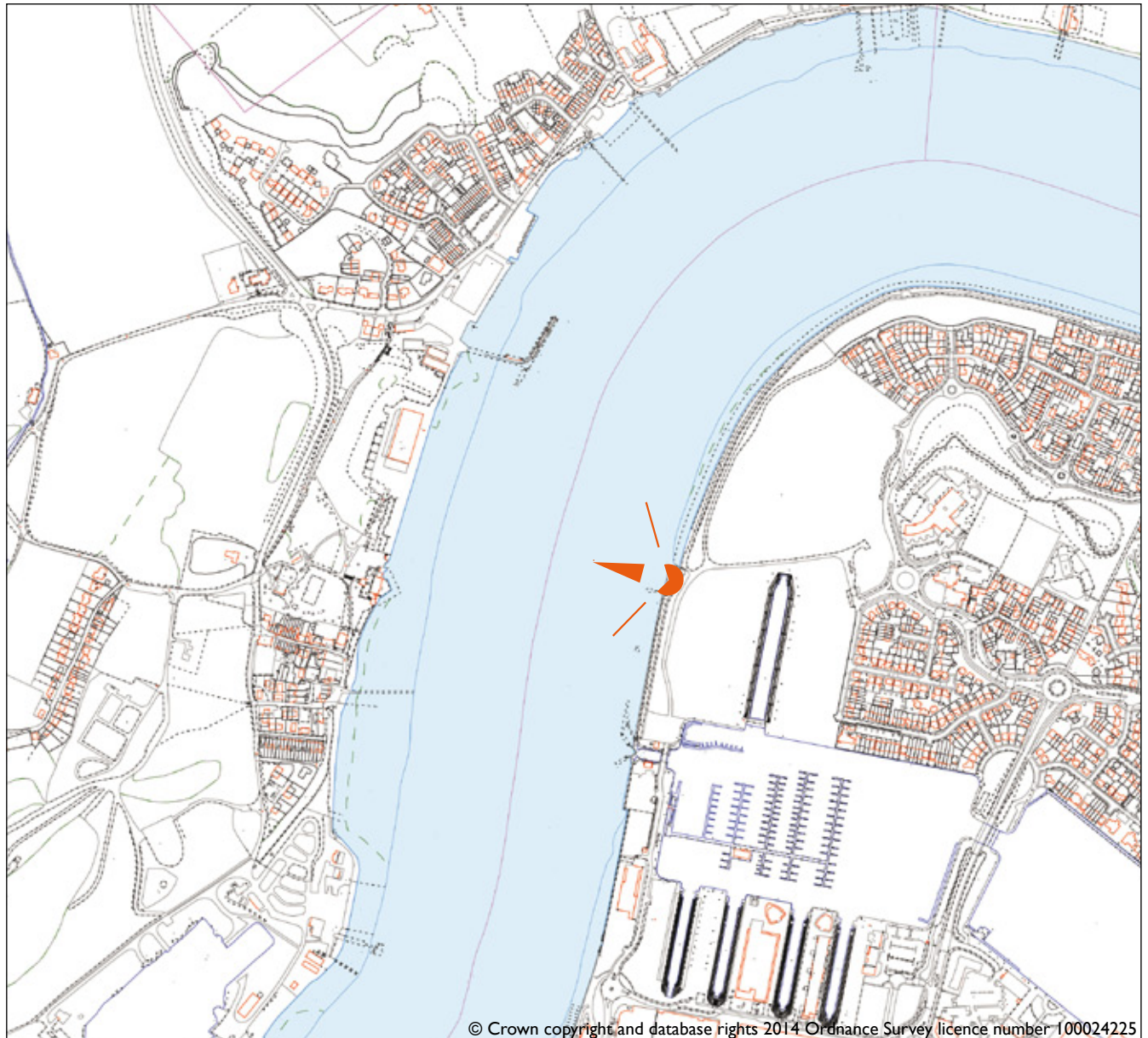


Attack on the Medway by Peter Cornelisz van Soest c. 1667. © National Maritime Museum.

2 Blue Crane - St Mary's Island

This is a good location from which to appreciate Upnor and the only proposed viewing location on St Mary's Island. Although one of a series of potential viewpoints along the riverfront, it has already been designated as a public viewpoint with a plaque commemorating the significance of the Dutch Raid of 1667. The next major stage of development on St Mary's Island is planned for construction shortly and use and appreciation of this area will increase.

Upnor Castle is a small but important structure that stands alone in this view and is clearly readable. It was on this stretch of the River Medway that the Dutch Raid of 1667 took place - a significant, and at the time, catastrophic event in British naval history. Following this raid, Gillingham Fort and Cockham Wood Fort were built (1669) on opposite banks of the River Medway in order to defend Chatham Dockyard from seaborne attack. The remains of the scheduled Cockham Wood Fort (to the east of this panorama) are to the north on the foreshore – below Cockham Wood. Upnor also has heritage significance for its role in the development of ordnance facilities.



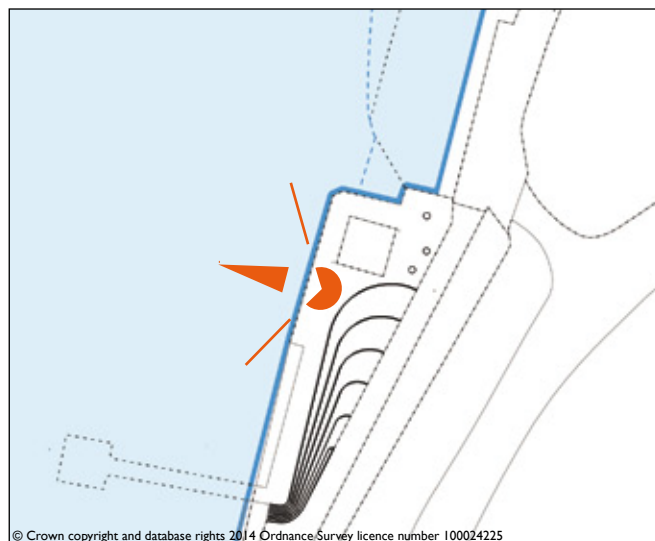
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Panorama from Viewing Point 2

Viewing Location 2 From Blue Crane to Upnor

OS co-ordinates: 576247, 170595



Summary: Viewing Location 2

Attributes demonstrated:

- The river is key to the location of the dockyard, Upnor Ordnance Depot and Gun Wharf.
- Location next to river.

Notable features of the view:

- Upnor Castle and Ordnance Depot.
- Upnor Barracks.
- Significant woodland backdrop.

Description of the View

This viewpoint takes in a broad sweep of the western embankment of the river, including Rochester Castle to the far left (behind the viewing platform), Upper Upnor, Upnor castle and Ordnance Depot 'B' Magazine to the centre and Lower Upnor to the right, all nestling on the shoreline with the wooded ridgeline of Tower Hill to Cockham Wood Site of Special Scientific Interest providing a tranquil background setting.

The principal significant buildings and structures are Upnor Castle, The Barracks, Ordnance Depot 'B' Magazine and the unlisted No 2 Shell Store and a Grade II Listed wall extending north east from Upnor along the River Medway. This assemblage of buildings and structures forms the central and focal section of this view and is notable for the way the buildings are set into the landscape in a harmonious form, creating a tranquil setting. The surrounding trees frame and soften the buildings. Development in the

neighbouring villages of Upper and Lower Upnor has been generally sensitive to the landscape, and the range of water based facilities and craft at Lower Upnor connects the waterfront to the river in a respectful and appropriate manner.

The heritage significance of this view is twofold. It was the scene of the Dutch Raid of 1667, a major event in British naval history, and it evidences the development of ordnance facilities at Upnor.

The Lower Upnor Depot stored and prepared munitions for naval ships laid up in Chatham Dockyard, and by the end of the 19th century was the centre of a network of ordnance sites that extended well into the Hoo peninsula. It comprised a number of buildings and those that survive include the B Magazine (1856) and No.2 Shell Store (1862). These buildings chart the development of ordnance facilities

The Burning of the English Fleet near Chatham, June 1667 - an oil painting by Willem Schellinks. © Collection Rijksmuseum, Amsterdam.



at the site - from adapted fortifications, to specialised vaulted magazine structures for bulk powder storage, to simple, lightweight buildings for the bulk storage of filled shells. Continual advancement in technology is a key component of the site's international significance.

Visual Management Guidance

New development in the context of this view should respect the historical references to the development of ordnance facilities at this site and its significance in British naval history as the setting for the Dutch Raid. The Conservation Area status of Upper Upnor, the Site of Special Scientific Interest status of the woodland backdrop, combined with the heritage significance of Upnor Castle and its adjacent ordnance facilities, all indicate that this area is highly sensitive to change. In respect of the setting of Chatham Dockyard and its Defences all proposed new

development should be of appropriate height, scale, massing and materials. It should respect the setting of the castle and adjacent historic structures and views towards the dockyard, across the river and upstream towards Gillingham Reach.

Foreground and Middle Ground

This panorama is sensitive to development in all respects; the foreground as the site of the Dutch Raid and the middle ground as the sensitive river frontage at the Upnors, with Upnor Castle set within a tranquil woodland backdrop. New development should be strictly controlled in terms of height and massing and there will be some places where new development of any kind is not considered appropriate.

Background

The background comprises the Tower Hill to Cockham Wood Site of Special Scientific Interest. Aside from its SSSI significance this woodland backdrop has an important role in framing significant heritage assets along the waterfront and should be protected and enhanced in its current form.

Management of the Viewing Location

Public access to this viewing point and the adjacent viewing platform should be maintained. The plaque should be preserved and updated as an increased understanding of the significance of this view is appreciated.

Early-stage pre-application discussions with Medway Council and English Heritage are recommended for all relevant proposals.

3 Medway City Estate

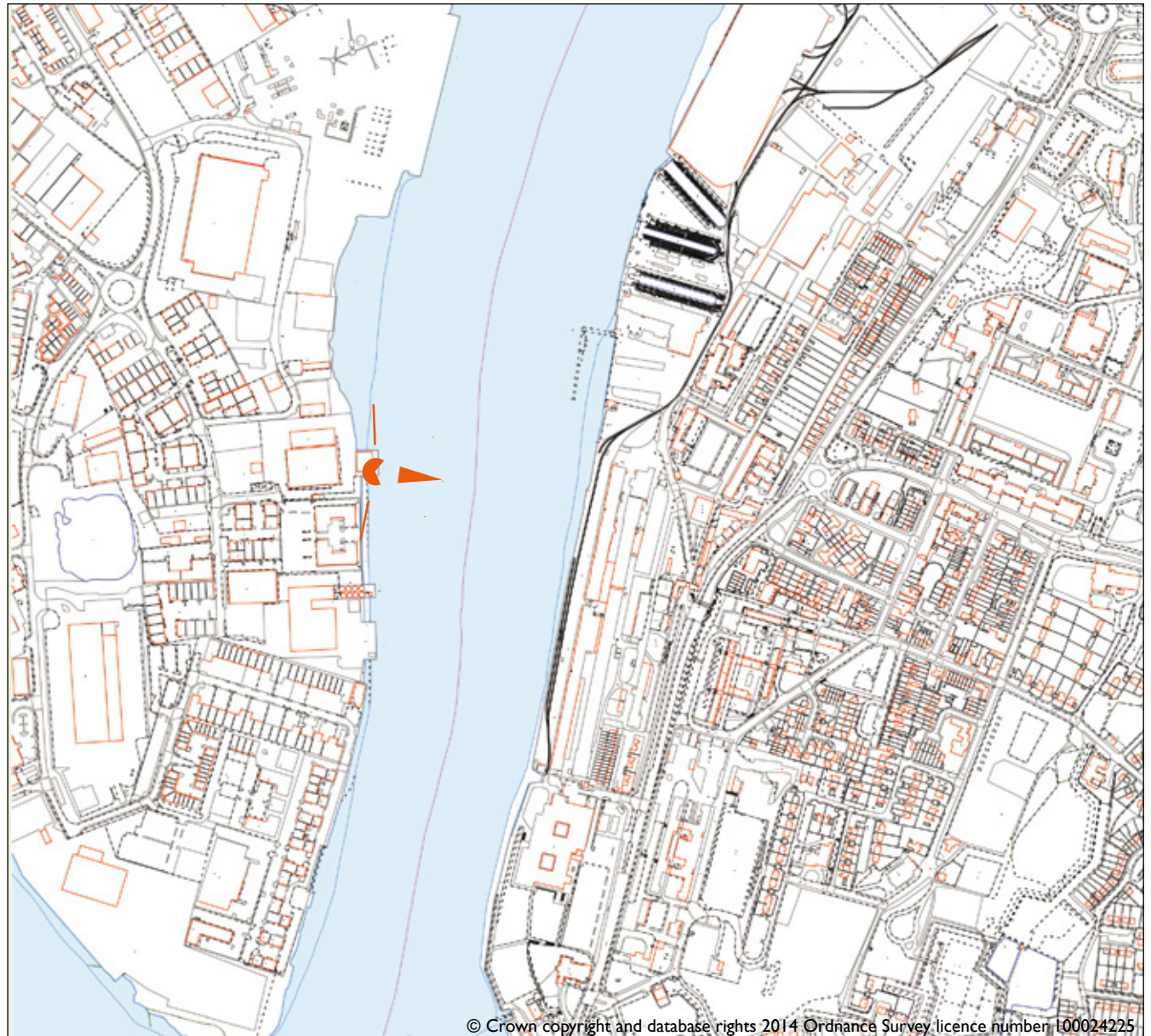
The Frindsbury peninsula was undeveloped riverside marshland during the age of sail and early age of steam. Numerous historic images of Chatham Dockyard are drawn from the west, presumably from viewing locations on the riverbank of what is now the Medway City Estate. Examples of significant topographical paintings include that below by Elias Martin (1774).

Although now developed for office and industrial uses, the river front remains accessible providing unobstructed views to the east to the Historic Dockyard and the Chatham Lines. Medway City Estate is recognised as providing key views of the dockyard within the Brompton Lines Conservation Area Appraisal and the chosen viewing location described here is considered the best vantage point from which to appreciate the integrity and authenticity of the dockyard.

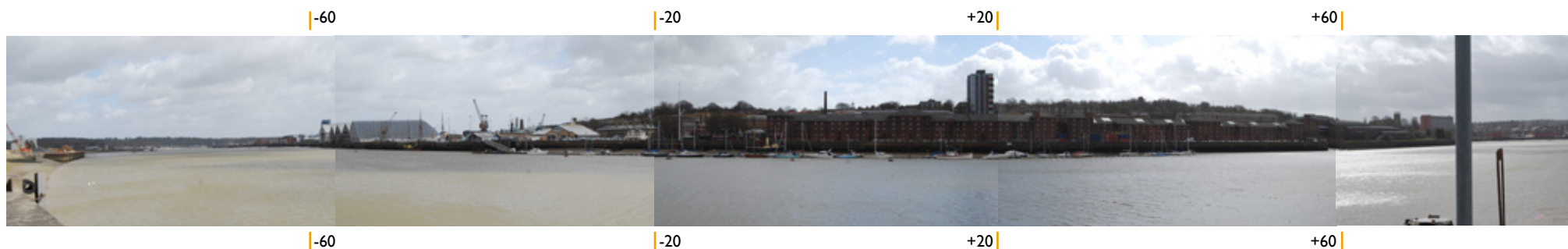
Multiple alternative viewing locations exist on Medway City Estate although few currently have unrestricted public access.



A view of Chatham Dockyard c.1774. A painting by Elias Martin. © Chatham Historic Dockyard Trust.



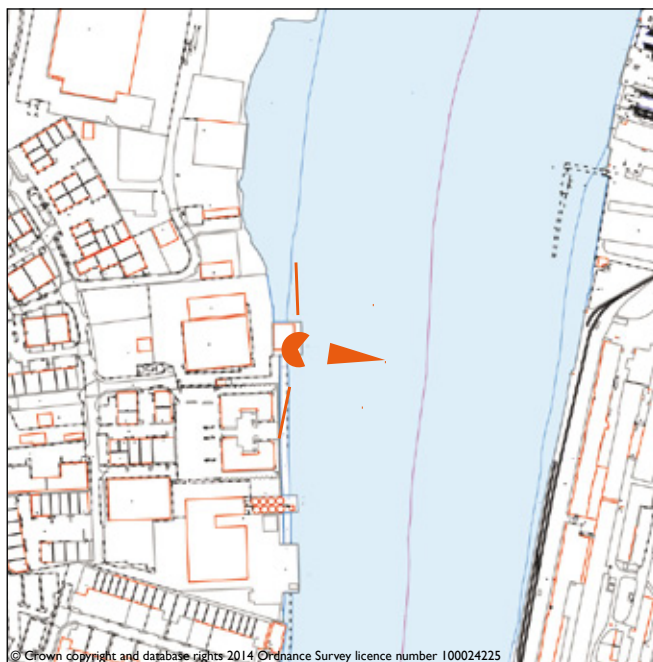
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Panorama from Viewing Point 3

Viewing Location 3

From Medway City Estate looking east across the river to the Historic Dockyard
OS co-ordinates: 575507, 169026



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Summary: Viewing Location 3

Attributes demonstrated:

- Fort Amherst and the Chatham Lines occupy the high ground to defend the dockyard.
- Location next to river.
- Juxtaposition of high ground adjacent to river.
- Demonstrates the spatial inter-relationship of the dockyard and its defences.

Notable features of the view:

- Upnor Castle.
- Significant assemblage of dockyard buildings.

Intrusive features:

- Mounbatten House.
- Victoria Tower breaks the escarpment ridgeline.

Description of the View

This view stretches from Upnor and the Covered Slips on its left hand side to an impressive view of the Anchor Wharf Storehouses on its right, with numerous other structures arrayed between them. It offers a view of the most complete assemblage of dockyard buildings with the defensive lines behind and is therefore the best place from which to appreciate the integrity and authenticity of the dockyard.

From this point on the Frindsbury Peninsula the view of the Historic Dockyard is dominated from its centre to the far right by the Scheduled and Grade I Listed Anchor Wharf Storehouses. Built from 1773-1805, towards the latter part of the age of sail, these are the largest storehouses ever built for the navy.

The southern building (right), Store House No 3, was built from 1773-83 as a 'lay apart store'; a store for equipment from vessels under repair. The northern building (left), Store House No 2, 1793-1805 was built as a Fitted Rigging House and general storehouse for equipment to fit out newly built ships. It is nearly 700 feet (210 metres) in length.

The Storehouses obscure the buildings of the Ropeyard (Ropery, Hemp and Tarring Houses) arranged in parallel rows behind them. As noted in the Historic Dockyard Chatham Conservation Management Plan, the impression that the storehouses create is of “a visually strong rectangular block of brick construction overlooking the River Medway. The sheer size, height and length of these buildings provides a dramatic appearance to the waterfront”. The unobstructed nature of this view, with the river occupying the foreground, heightens the sense of the monumental scale of these structures.

Further to the south of Anchor Wharf is the late 1970s Medway Council offices, formerly the Lloyd’s headquarters Building, by Arup Associates. This is generally considered a building of some architectural merit due to the way that, despite its size, its materials and horizontal emphasis relate to the important heritage assets of Anchor Wharf. Beyond this to the south, but increasingly less significant as elements of the view, are the tower of St Mary’s Church and the buildings of central Chatham.

The green ridgeline marking the dockyard’s defences is visible behind Anchor Wharf and is largely unbroken other than by the particularly incongruous and visually intrusive 1960s Victoria Tower. The upper two storeys of the four storey Khartoum Building within Kitchener Barracks can be seen above Store House No 3.

To the north of Store House No 2 the Historic Dockyard is more open in character and a varied collection of low-lying important buildings are visible positioned on the sloping ground between the river on the western boundary and dockyard wall to the east. The majority of these buildings were built for administrative and domestic purposes. The heritage assets in this centre left portion of the view are largely unaffected by visual intrusion from modern development and the ridgeline marking the defences can be

clearly perceived behind them dropping from view behind the chimney of the Scheduled and Grade I Listed Brunel Saw Mill that occupies high ground adjacent to the eastern boundary towards the northern end of the dockyard.

The Scheduled and Grade I Listed Covered Slips towards the far left of the view mark the industrial and manufacturing area of the dockyard. These structures provide a solid edge to the waterfront and one of the most distinctive and imposing skylines on the river. Beyond it to the north is the low-lying development of St Mary’s Island and facing it on the opposite bank of the river is Upnor Castle. Due to its defensive and ordnance functions, Upnor Castle is a highly significant and integral part of the dockyard complex.

Visual Management Guidance

Foreground and Middle Ground

The fore and middle ground of the panorama is not susceptible to new development as the foreground is dominated by the river and the middle ground is controlled in line with policies in the The Historic Dockyard Chatham Conservation Management Plan.

Consideration could be given to the visual intrusion of car parking on Anchor Wharf.

Background

This area is subject to control by policies in the Brompton Lines Conservation Area Appraisal.

Opportunities should be explored to remove or otherwise mitigate the visual impact of Victoria Tower in any future redevelopment proposals for this site.

Future redevelopment proposals for the Kitchener barracks site should not break the ridgeline. A development/design brief will need to be agreed for the site to assist in the practical application of this guidance. All proposals must respond positively to the special character of the Brompton Lines Conservation Area including the contribution made by the undesignated military buildings that now make up the barracks.

The removal of trees and hedges that encroach upon the open spaces of the Inner Lines and Great Lines should be considered where they are not an important element of setting. The exception to this is where trees on the ridgeline screen existing development that would be more harmful to an appreciation of the historic function of the Lines.

Management of the Viewing Location

Due to the historic significance of this viewing location and the fact that it is the best vantage point from which to appreciate the integrity and authenticity of the dockyard, opportunities should be explored to improve public access in the future. This could take the form of the inclusion of a riverside walk within any future development briefs with interpretation plaques where these would help to enhance the viewing experience.

Early-stage pre-application discussions with Medway Council and English Heritage are recommended for all relevant proposals.

4 Thunderbolt Pier

Thunderbolt Pier is located on the waterfront at a mid point within the Historic Dockyard. This viewpoint is important in illustrating the connection of the dockyard to the river.

The precise viewpoint location was determined in consultation with Chatham Historic Dockyard Trust. There are two viewing directions, one looking upstream and the other downstream.

- Viewpoint 4A is the upstream view. Immediately to the south of Thunderbolt Pier are the Queen's Stairs – the 17th and 18th century ceremonial landing point to the dockyard and therefore a key historical location in the context of the dockyard's relationship with the river.
- Viewpoint 4B is the downstream view and illustrates the historic and functional relationship between the dockyard and Upnor Castle.

The dockyard itself is a Conservation Area and contains an outstanding collection of highly graded Listed buildings and Scheduled Monuments. The view from its river edge needs consideration, including its relationship to the long views to Rochester, its castle keep and cathedral.



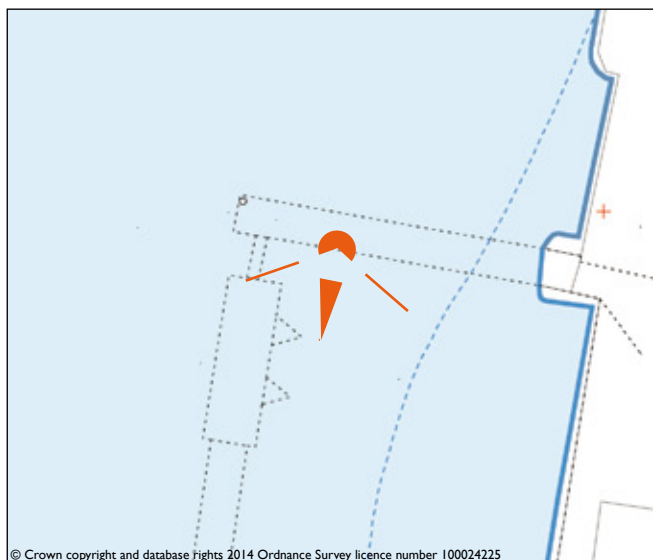
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Panorama from Viewing Point 4A

Viewing Location 4A Upstream from Thunderbolt Pier

OS co-ordinates: 575764, 169193



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Summary: Viewing Location 4A

Attributes demonstrated:

- The river is key to the location of the dockyard, Upnor Ordnance Depot and Gun Wharf.
- Location next to river.

Notable features of the view:

- Commissioner's House.
- Assistant Queen's Harbourmaster's Office and Queen's stairs.
- Anchor Wharf Storehouses and Ropery complex.
- Industrial waterfront uses.

Intrusive features:

- Staples building and Anchorage House.
- Victoria Tower.

Description of the View

This is a broad river view that includes the southern part of the Historic Dockyard and the Chatham Reach of the River Medway with dense urban development and wooded backdrop to the skyline. The development along the Lower Chatham High Street merges into the commercial buildings that front the shoreline on the opposite bank of the river at Medway City Estate. A contemporary sailing craft landing stage is prominent in the foreground of this view.

Significant buildings within the dockyard that appear within this view are the Commissioner's House (to the far left), the Assistant Queen's Harbourmaster's Office (the white building in foreground) and the Queen's Stairs. Beyond this and lining the waterfront are the Anchor Wharf Storehouse buildings Nos 2 & 3. These buildings, including those largely obscured by trees - the Ropery, Hemp Houses, Spinning Room and Ropery Offices, Hatchelling House and Engine Room (whose chimney appears above the trees) - all belong to the 'heyday of the age of sail period' (1700-1820)

and have historic significance in terms of overall survival and completeness. This view also illustrates the historic relationship of the dockyard to the river – particularly at the Queen's Stairs, which was the ceremonial point of access to the dockyard during the age of sail. The bell tower of the Royal Dockyard Church (1820) is visible above the trees to the left of the Ropery. This section of the dockyard is particularly related to manufacturing and administrative functions, including newly developing forms of manufacturing technology.

This viewpoint location and other serial views from along the waterfront and from within the interior of the dockyard are highly sensitive to all new development proposals.

A major adverse feature of this view is Victoria Tower, which although situated to the south of Dock Road, nevertheless looms over the dockyard building complex in a discordant manner. Beyond Storehouse No 3, the protruding roofscape of Medway Council's headquarters is visible but does not disrupt the historic character of this section of waterfront – evidence that a carefully conceived and detailed contemporary building design can successfully enhance the character of the Historic Dockyard building complex and waterfront. The concrete flood defence wall that tops the earlier brick revetted river wall and the area of car parking in front of the Commissioner's House are less sympathetic to the historic character of the area.

Visible in the foreground is a 20th century tug and a contemporary landing stage lined with sailing craft. Although not of historic significance, they represent some of the character of a bustling river, evident in contemporary illustrations from the age of sail. (See R Dodd's 1789 view of the Royal Dockyard from Upnor [Key View 1A].)

The backdrop to this view is a fairly nondescript assemblage of buildings that make up the urban areas of Chatham

and Rochester. Adverse elements within this assemblage, somewhat masked by boats in the foreground, include the Staples building and Anchorage House. The riverfront area in the vicinity of the Staples building is known as Chatham Waterfront and is subject to a 2011 planning permission for extensive redevelopment. This prominent riverfront site is vital to the continued regeneration of central Chatham and its careful design will help mitigate the adverse waterfront features. Beyond Anchorage House sits the main Star Hill to Sun Pier Conservation Area, where the characteristics of a more traditional and historic river frontage come to the fore. Above this area on the ridgeline sits the University for the Creative Arts. It breaks the line of the wooded ridge uncomfortably but has historic significance as the site of a fort that formed part of the landward defences of the dockyard.

From the promontory of the Medway City Estate Peninsula at Chatham Ness sits a line of relatively low-rise office buildings that allow open views of Jackson's Field and the wooded ridge beyond. Beyond these office buildings, industrial uses of the waterfront are increasingly in evidence.

Visual Management Guidance

New development in the setting of Chatham Dockyard and its Defences should be of appropriate height, scale, massing and materials and should respect the setting of the dockyard. This area is subject to control by policies in The Historic Dockyard Chatham Conservation Management Plan.

Foreground and middle ground

This panorama, taken from the heart of the Historic Dockyard, is sensitive to development within the dockyard, and this is tightly controlled by policies within The Historic Dockyard Chatham Conservation Management

Plan. Preserving and enhancing the setting of the Historic Dockyard is equally important and development at the scale of Victoria Tower in such close proximity will not be permitted. It would be difficult to visually mitigate the impact of such a large building when viewed from within the dockyard, and a longer term aspiration for the removal of this building is therefore supported. Buildings of the quality, scale and careful design detailing of the Medway Council headquarters will be encouraged.

New development to the west of the river on Medway City Estate should be carefully controlled to ensure open views of the wooded ridgeline are retained and therefore an appreciation of the military significance of higher ground for landward defence of the dockyard is possible.

Background

Chatham Town Centre has been identified as a potential location for tall buildings and planning approval has been given for extensive redevelopment at the Chatham Waterfront site. Although there is a reasonable distance between the dockyard and the centre of Chatham, this area is sensitive to development impacts from this viewpoint. This document should be studied in conjunction with other guidance documents including particularly the Gun Wharf Masterplan and A Building Height Policy. Whilst well-designed and carefully detailed tall buildings may be acceptable in this location, the impact of such buildings on the skyline and wooded backdrop should be given careful consideration within all new development proposals.

Anchorage House with its monolithic slab form and poor detailing should not be viewed as a good example of a tall building and neither should the heavy massing and poor detailing of the Staples Store. The lower rise historic development along the Lower High Street (Star Hill to Sun Pier) that fronts onto the river provides an appropriate and

sensitive backdrop in views from this viewpoint and the scale of this development is considered appropriate.

Management of the Viewing Location

This pier is used for recreational sailing craft. The location provides visitors with a good understanding of the integrity of the Historic Dockyard and its relationship with the river. Access to this area for visitors should be encouraged in order to appreciate the significance of this viewpoint.

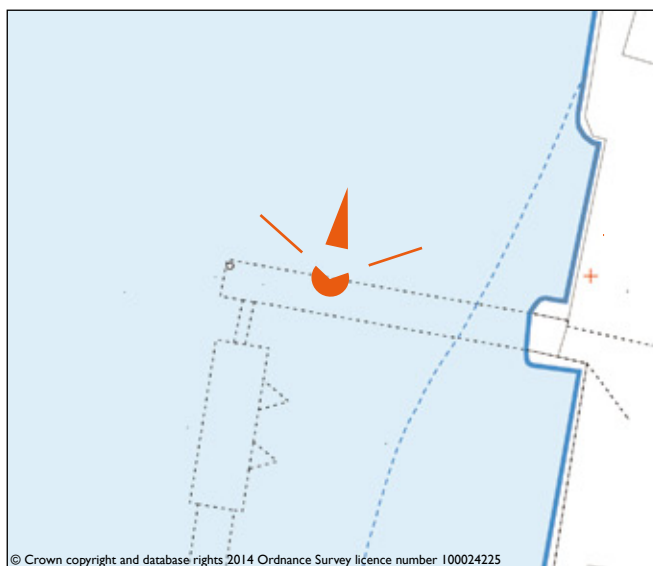
Early-stage pre-application discussions with Medway Council and English Heritage are recommended for all relevant proposals.



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Panorama from Viewing Point 4B

Viewing Location 4B Downstream from Thunderbolt Pier

OS co-ordinates: 575764, 169196



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Summary: Viewing Location 4B

Attributes demonstrated:

- The river is key to the location of the dockyard, Upnor Ordnance Depot and Gun Wharf.
- Location next to river.

Notable features of the view:

- Upnor Castle Ordnance Depot.
- Clear unobstructed visual relation between the dockyard and Upnor.
- No.3 Covered Slip.
- Wooded ridge backdrop to Upnor.
- Industrial waterfront uses.

Description of the View

This view is important due to its functional and historic relationship to Upnor Castle. It is one of the few places in the dockyard where the visual relationship is clear and unobstructed and would have been so historically. It also illustrates the connection of the dockyard to the river.

This viewpoint, looking north towards Upnor Reach, provides a broad sweeping view of the river that includes foreground views of the northern edge of the Historic Dockyard. The remainder of this view opens out towards the estuary with the wooded backdrop of Cockham Farm Ridge and the Upnors and Upnor Castle nestling along the shoreline below. Military and industrial land uses predominate on the western embankment around Whitewall Creek.

Significant buildings within the dockyard that appear within this view include the Scheduled and Grade I Listed No.3 Covered Slip – the largest surviving timber slip built for

the Royal Navy. In the immediate foreground sits the Listed No 1 Workhouse with Scheduled and Listed Nos 2, 3 and 4 Dry Dock. Although not clearly in view, these docks are evidenced by cranes, the masts of HMS Gannet and the caisson of No 2 Dry Dock (the current berth of HMS Cavalier). These structures are all historically significant, particularly in relation to the development of engineering and shipbuilding technology.

The woodland ridge should be considered an integral and significant component within this view. The implications are that this viewpoint location and other serial views from along the waterfront and from within the interior of the dockyard are highly sensitive to all new development proposals.

This view illustrates some of the bustling industrial character that would have been in evidence within this part of the dockyard during the period of international significance, and although the berthed ships and moored tug are not contemporary with this period, they help to reinforce the historic character of the area. With the tide out, the brick revetted river wall with timber bulwarks is a strong and evocative feature. Less sympathetic to the character of this area are the section of galvanised guard rail and concrete flood defence wall that tops the brick revetted wall.

Beyond the edge of the dockyard the background view takes on a more rural and tranquil character with the Blue Crane on St Mary's Island (see Viewpoint 2) on the eastern shore of the river merging into the wooded backdrop of Cockham Farm Ridge. Along the shoreline and towards the centre of the view, Lower Upnor, Upnor Castle and Upper Upnor nestle comfortably into the landscape. Beyond this the landscape remains soft and tranquil with the continuation of the strong wooded ridge, but with scattered utilitarian Ministry of Defence buildings introducing a discordant note. At the southern mouth of Whitewall Creek, the industrial

uses of the sand and gravel works are the most intrusive within this overall view. Although they represent the sort of industrial activities that have characterised the river in more recent times, illustrative evidence suggests that this area was still open marshland in the early part of the nineteenth century.

Visual Management Guidance

New development in the setting of Chatham Dockyard and its Defences should be of appropriate height, scale, massing and materials. This area is subject to control by policies in The Historic Dockyard Chatham Conservation Management Plan.

Foreground and middle ground

This panorama, taken from the heart of the Historic Dockyard, is sensitive to development within the dockyard and this is tightly controlled by policies within The Historic Dockyard Chatham Conservation Management Plan. Preserving and enhancing the setting of the Historic Dockyard and its defences is equally important, and the area of land behind the Covered Slips, known as the Interface Land is the subject of an SPD. Development of the Interface Land should pay regard to existing planning policy guidance, and the impact on views of this area from this viewpoint (although largely screened by the mass of the Covered Slips and No 1 Workbase) should be assessed as part of any planning application.

The sand and gravel works on the adjacent bank of the river have been assessed as unsympathetic to the historic character and setting of the dockyard. However this area will not return to historic marshland and the current land use has planning approval. A longer term aspiration would be to see a land use on this site that is more sympathetic to the character of the adjacent bank of the river and its historical

context. A public open space with a river walk would be the highest aspiration.

The central part of the fore and middle ground within this view is taken up by water. No permanent structures would therefore be anticipated within this area. An aspiration for more frequent and varied water based activities would further enhance this view and increase respect for its historic character as a vibrant river of the age of sail.

Background

The background area of this view already has a high level of protection. Upper Upnor is a Conservation Area and includes a number of important Listed Buildings. Upnor Castle is Scheduled and Grade I Listed. The woodland ridge (Tower Hill to Cockham Wood) has national protection as a Site of Special Scientific Interest and is locally protected as countryside (see Medway Landscape Character Assessment 2011). The Ministry of Defence land to the south of Upnor is redundant and in need of a sensitive reuse. Preserving the green and open character of this landscape should be considered in future development proposals. Softening and screening modern Ministry of Defence buildings in this area should be an aspiration.

Management of the Viewing Location

This pier is used for recreational sailing craft. The location provides visitors with a good understanding of the integrity of the Historic Dockyard and its relationship with the river. Access to this area for visitors should be encouraged in order to appreciate the significance of this viewpoint.

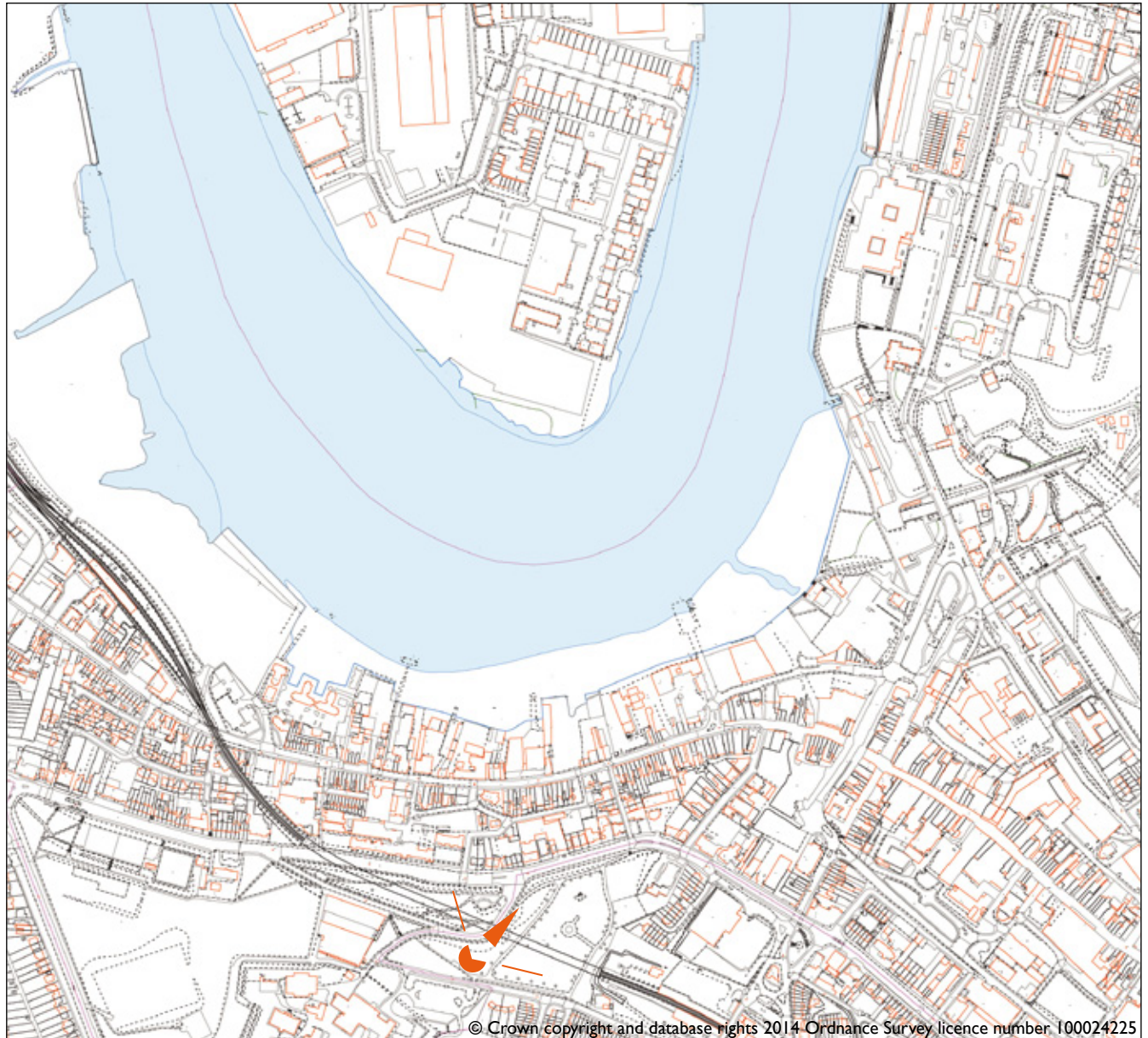
Early-stage pre-application discussions with Medway Council and English Heritage are recommended for all relevant proposals.

5 Fort Pitt Hill

Fort Pitt was constructed during the Napoleonic wars at the start of the 19th century as part of the fortifications intended to protect the dockyard from landward attack. From this location on the high ground marking the boundary between Chatham and Rochester, it could co-ordinate its fire with Fort Amherst and deny an invading army this strategic vantage point.

Although completed in 1819, it had already come to be used as a hospital for invalid soldiers by 1828 and was no longer in defensive use. With the majority of its buildings now demolished, it does not have the required degree of integrity or authenticity to be considered a core element of the Chatham Dockyard and its Defences site. It is a Scheduled Monument.

There is one viewing location at Fort Pitt Hill, from Victoria Gardens looking north east. This is a popular and well-used public space that allows a broad panoramic view providing a means of understanding the spatial relationship and visual connections between key elements of the dockyard complex and the historic settlements that supported it. This is also identified as a key view in the Brompton Lines Conservation Area Appraisal.

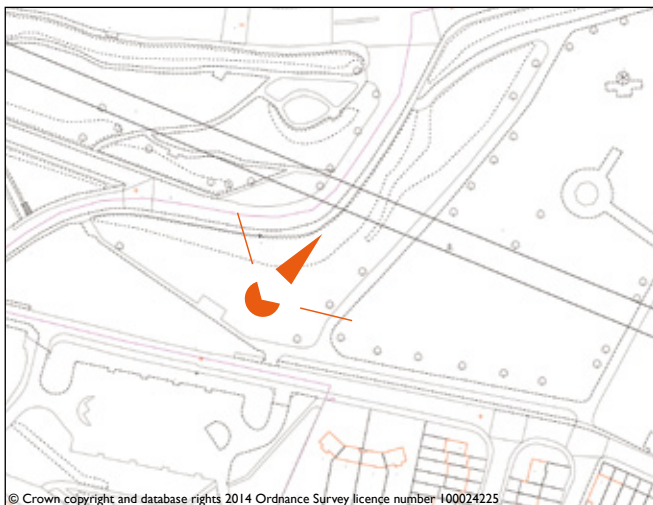




Panorama from Viewing Point 5

Viewing Location 5 From Fort Pitt Hill/Victoria Gardens looking north east.

OS co-ordinates: 575222, 167699



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Summary: Viewing Location 5

Attributes demonstrated:

- The river is key to the location of the dockyard, Upnor Ordnance Depot and Gun Wharf.
- Location next to the river.
- Juxtaposition of high ground adjacent to river.
- Fort Amherst and the Chatham Lines occupy the high ground to defend the dockyard.

Notable features of the view:

- Natural topography underpinning historic significance.
- Grade I Listed Covered Slips, Ropery and the Anchor Wharf Storehouses on the river edge of the dockyard.
- Fort Amherst and the Great Lines Field of Fire.

Intrusive features:

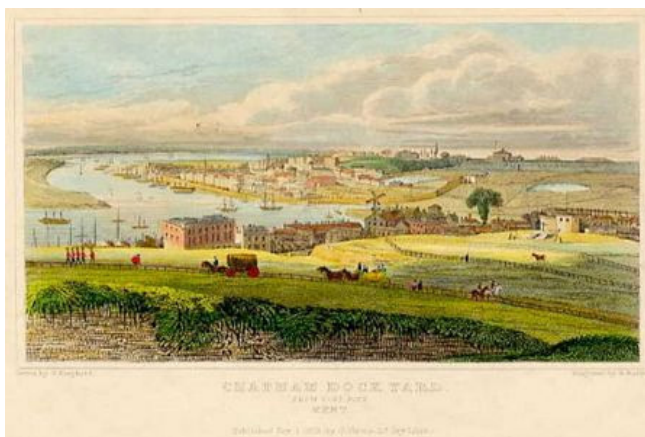
- Anchorage House.
- Mountbatten House.
- Victoria Tower.
- CCTV columns.

Description of the View

From this viewing point it is possible to see the river, Upnor, the dockyard, Brompton, the former Chatham infantry barracks (now Kitchener Barracks), Fort Amherst and the Great Lines. This view shows the scale and variety of surviving historic fabric and their spatial inter-relationships and best exemplifies the importance of the natural topography of this part of the Medway valley in underpinning historic significance.

The centre of this view is occupied by the buildings on the north side of New Road facing Fort Pitt Hill. Whilst these occupy high ground they are predominantly three storeys high so do not obstruct the appreciation of the significance of key elements of the view beyond. To the left of centre in the middle distance the Grade I Listed Covered Slips are the northernmost dockyard buildings visible on the river frontage. In front of these are the Anchor Wharf Storehouses. Moving further to the right the tall slab block of Anchorage House located on Chatham Waterfront breaks the visual connection between the dockyard and the barracks, the civilian settlement of Brompton and the Great Lines. The visual intrusion of Victoria Tower also detracts from this section of the view.

Visible immediately behind and to the left of the tallest and most intrusive element of the Anchorage House building is the tower of the Grade II Listed St Mary's church, an important landmark on the high ground overlooking Gun Wharf. It was founded before AD 905, and repeatedly rebuilt. It remains a significant reminder of the pre-military origins of Chatham. (In the 18th century land was compulsorily purchased to build the Chatham Lines and the demolition of many buildings resulted in Chatham town centre moving southwards.)



Roffe 1829 'Chatham Dockyard from Fort Pitt'. (c) Medway Archives. Note Barrier Ditch and openness of landscape of Lines.

To the left of St Mary's Church, the four storey 1930s Kitchener Barracks block provides a foreground to the view of Brompton. The barracks were originally constructed in 1757 and whilst the original plan form of the site survives, most of the original buildings have been demolished. From this point moving to the left, it is relatively easy to appreciate the steeply rising topography up to the highest points of Fort Amherst and the open Field of Fire above the rooftops of Chatham. The brick revetments of Prince William's and Belvedere Batteries are clearly visible at the highest point of Fort Amherst as is 20th century military housing development that encroaches on the open space of the Inner Lines behind the Fort.

The wide expanse of the Great Lines can be well appreciated in this view in spite of the visual intrusion of Mountbatten House, the slab block that rises above the Pentagon Centre in central Chatham, and some mature trees in the foreground. The view of the river and the low lying nature of development on the Frindsbury peninsula are

important aspects of the setting of the dockyard that are visible in the left hand side of the view.

Visual Management Guidance

Foreground and Middle Ground

This panorama is sensitive to development in the foreground and middle ground. The fringes of Victoria Gardens immediately in front of the viewing location are marked by a number of tall posts supporting lighting, CCTV and other equipment that creates visual clutter. Future consideration should be given to rationalising the number of posts or re-locating them.

It might be appropriate to consider the long term removal of trees in Victoria Gardens that obstruct the view to the Chatham Naval Memorial on the ridgeline.

Any re-development of buildings on New Road should not exceed three storeys. Opportunities should be explored to remove or otherwise mitigate the visual impact of Anchorage House and Mountbatten House in any future redevelopment proposals for these sites.

Background

To the left side of the view the height of buildings on Medway City Estate should not exceed that of existing buildings.

Opportunities should be explored to remove or otherwise mitigate the visual impact of Victoria Tower in any future redevelopment proposals for this site.

The eastern riverbank is subject to control policies in the Brompton Lines Conservation Area Appraisal.

Future redevelopment proposals for the Kitchener Barracks site should not break the ridgeline. Any proposals must respond positively to the special character of the Brompton Lines Conservation Area and the contribution that unlisted buildings make to this. The removal of trees and hedges that encroach upon the open spaces of the Inner Lines and Great Lines should be considered where they are not an important element of setting. The exception to this is where trees on the ridgeline screen existing development that would be more harmful to an appreciation of the historic function of the Lines.

Management of the Viewing Location

The viewing location is well managed. An up-to-date plaque could enhance the viewing experience.

Early-stage pre-application discussions with Medway Council and English Heritage are recommended for all relevant proposals.

6 Sun Pier

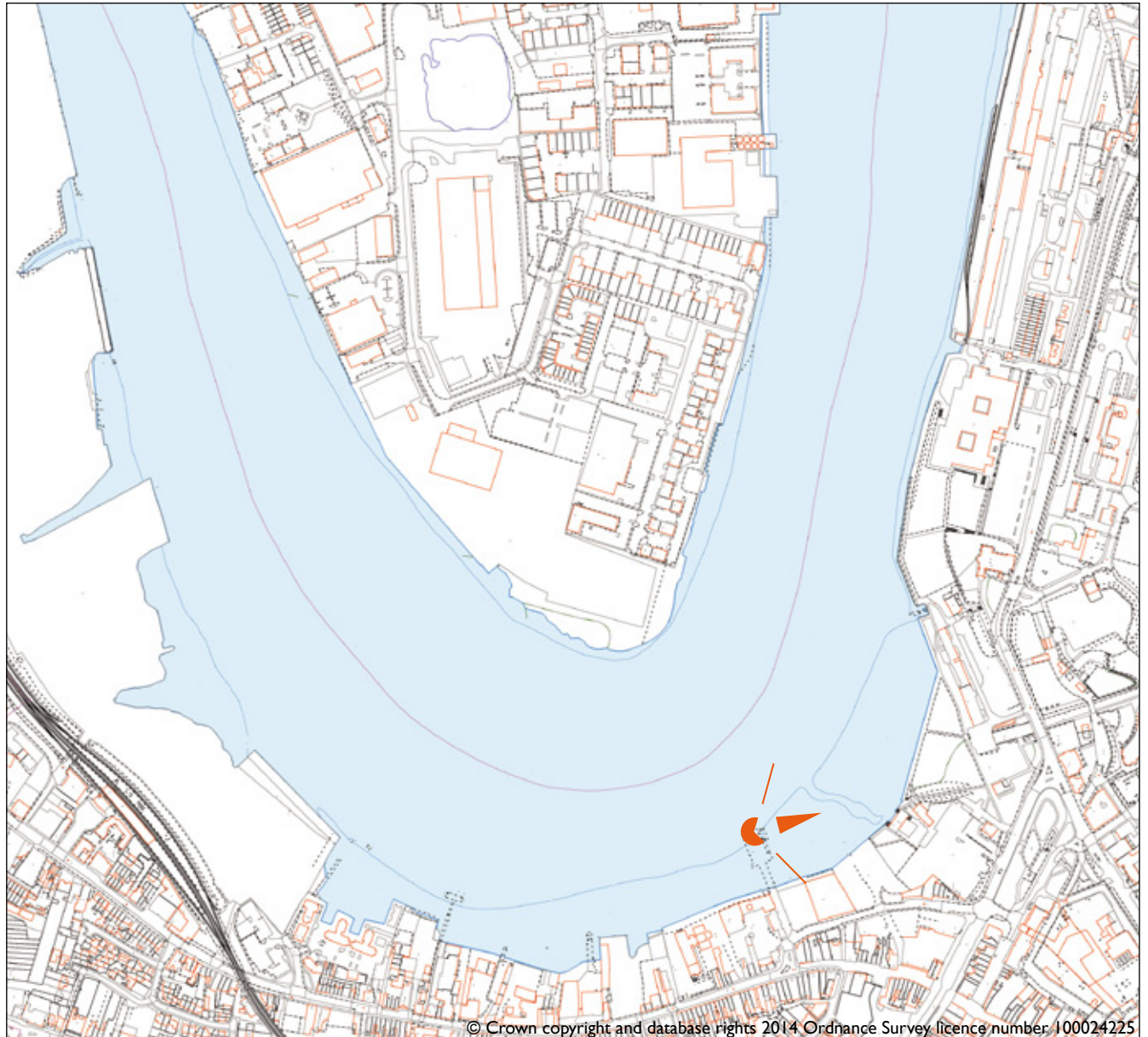
The present Sun Pier structure does not date from the period of international significance but there would have been a number of piers and jetties along the river bank in active commercial and civil use at that time, many more than in the present day. Newspaper accounts exist of a disaster at Sun Pier on 26th July, 1885 when part of the pier collapsed causing 70 or 80 people who were waiting to board a steamboat to fall into the river.

This historic event points both to the very well-used and public nature of the pier and the fact that there is likely to have been a pier or jetty structure in place at this point on the river bank during the period of international significance. A view from the river itself, is also characteristic of views from the many ships that would have been moored in Chatham Reach during the period. It also represents an historically important connection to the active commercial and civil use of the river.

Sun Pier is a popular public place because of the access to the riverfront and views that it affords. There is one viewing location at Sun Pier.



Illustrated Police News 1885 © British Library.



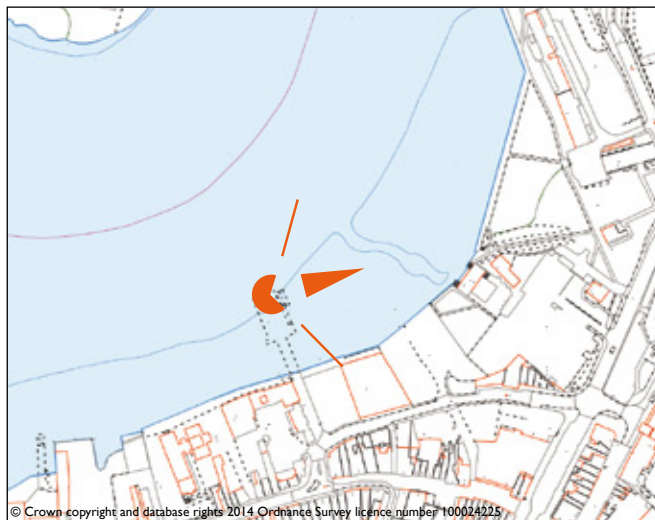
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Panorama from Viewing Point 6

Viewing Location 6 From Sun Pier looking east towards Fort Amherst and the Chatham Lines.

OS co-ordinates: 575481, 168124



Summary: Viewing Location 6

Attributes demonstrated:

- The river is key to the location of the dockyard, Upnor Ordnance Depot and Gun Wharf.
- Location next to the river.
- Juxtaposition of high ground adjacent to river.
- Fort Amherst and the Chatham Lines occupy the high ground to defend the dockyard.

Notable features of the view:

- Wooded ridgeline backdrop.
- Fort Amherst.
- Old Gun Wharf.
- St Mary's Church.
- Rising landform from river level.

Intrusive features of the view:

- Rat's Bay Pumping Station.
- Mountbatten House.
- Victoria Tower.

Description of the View

This view from river level demonstrates the spatial relationship between the river and waterfront location of the dockyard, the civilian settlement of Chatham in the narrow valley between two ridgelines and the sharply rising topography behind these that provided the ideal location for the dockyard's defences. It is important to developing an appreciation of how the natural setting of the dockyard contributed to its historic significance that its location can be clearly perceived in relation to the river, the town and the green escarpment behind it.

Fort Amherst and Old Gun Wharf occupy the centre of this view. The perception of the scale and role of the dockyard's defences depends on being able to see the landform from which they rise from river level. The low lying nature of the Gun Wharf complex with St Mary's Church above and the green backdrop of the Chatham Lines is a key characteristic.

The ridgeline is sculpted and defined by the fortifications of Fort Amherst. The brick revetments of Belvedere Battery are clearly visible at its highest point before the line of the fortifications drops down to its left in this view to be terminated visually by the chalk cliff beneath Cornwallis Battery.

Below the Fort, the buildings of Old Gun Wharf in the Riverside Gardens area are highly significant historic features of the view. This is the location of the original Tudor Dockyard marking the early origins of naval shipbuilding in Medway. Its surviving significance is as a partially complete 18th and 19th century ordnance complex where cannons and other ordnance were stored. The principal surviving buildings are the Carpenter's Shop, the Machine Shop (now Chatham Library) and the Former Storekeeper's House (now the Command House pub) visible on the riverfront just below the landmark of St Mary's Church.

The tower of the Grade II Listed St Mary's Church is an important landmark on the high ground overlooking Gun Wharf. It was founded before AD 905, last rebuilt between 1884-1903, and remains a significant reminder of the pre-military origins of Chatham. (In the 18th century land was compulsorily purchased to build the Chatham Lines and the demolition of many buildings resulted in Chatham town centre moving southwards).

In this view, the ridgeline of trees marking the Chatham Lines is broken only by the tower of St Mary's Church and the 1960s Victoria Tower. This is a particularly incongruous element of the view, positioned directly between Old Gun Wharf, New Gun Wharf and the dockyard. The late

1970s Medway Council headquarters, formerly the Lloyd's headquarters Building, by Arup Associates is considered a sympathetic twentieth century building due to the way that its scale, materials and horizontal emphasis relate to the important heritage assets of Anchor Wharf at the southern end of the dockyard. In the far left of the view the buildings of Anchor Wharf and the Covered Slips are visible and, in the distance on the opposite side of the river, Upnor Castle. Whilst small and not very distinct in this view, this is highly significant in the way that it allows an appreciation of the spatial relationships between many key elements of Chatham Dockyard and its Defences.



View of Chatham from Sun Pier circa 1864 © National Maritime Museum.

To the right of Fort Amherst the appearance of the scarp slope and ridge is softened by tree cover before the large modern slab block of Mountbatten House in central Chatham looms into view. In height and scale this is an incongruous element within this urban landscape. On the ridgeline to the left of Mountbatten House the column of the Chatham Naval Memorial is visible, erected on the Great Lines in 1922.

Between Mountbatten House and the riverfront the roof of the carefully designed new bus interchange is visible to the right of the red brick Rats Bay Pumping Station that dominates the centre right of the view. There is potential for this to be replaced by a smaller and more efficient structure with much less visual impact on the important spatial relationships that can be appreciated in this view. The culturally significant landmark of the Grade II Listed Brook Theatre/Town Hall can be glimpsed just above the pumping station.

The riverfront site to the right of the pumping station as far as the right hand side of this view is known as Chatham Waterfront and is subject to a 2011 planning permission for extensive redevelopment. This prominent riverfront site is vital to the continued regeneration of central Chatham.

Visual Management Guidance

Foreground and Middle Ground

This panorama is not particularly sensitive to development in the foreground as this is largely occupied by the river.

When considering development within the zone between Fort Amherst and the river a clear historic constraint on the height of any new proposed structures is the designed fields of fire onto the river from the gun batteries of the Fort. These have informed the current consented proposals

for Chatham Waterfront and should also guide any future development proposals in this area. The opportunity to replace the Rats Bay Pumping Station with a structure more appropriate to its setting should be pursued as a long-term aspiration.

Background

Opportunities should be explored to remove or otherwise mitigate the visual impact of Mountbatten House and Victoria Tower in any future redevelopment proposals for these sites. The buildings occupying the Kitchener Barracks site are not currently visible in this view. Future redevelopment proposals for the site should not break the ridgeline.

Parts of the area are subject to control by policies in the Brompton Lines Conservation Area Appraisal.

All proposals within and around the Brompton Lines Conservation Area must respond positively to its special character. The removal of trees and hedges that encroach upon the open spaces of the Inner Lines and Great Lines should be considered where they are not an important element of setting. The exception to this is where trees on the ridgeline screen existing development that would be more harmful to an appreciation of the historic function of the Lines.

Management of the Viewing Location

Public access to Sun Pier should be maintained. An interpretation panel could enhance the viewing experience.

Early-stage pre-application discussions with Medway Council and English Heritage are recommended for all relevant proposals.

7 Fort Amherst

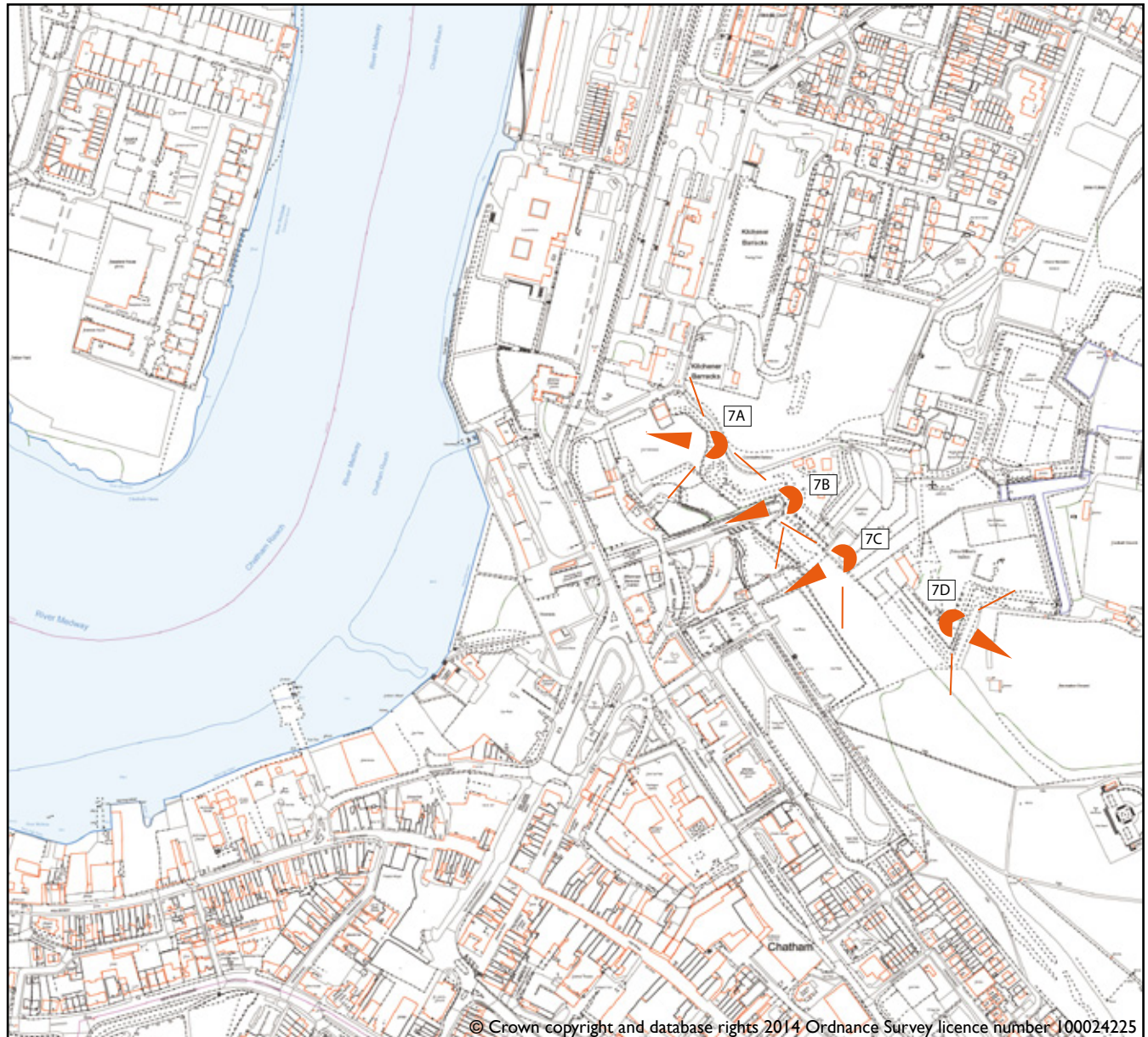
Fort Amherst is a Scheduled Monument within the Brompton Lines Conservation Area and is the most complete Napoleonic fortification in Britain. It occupies a highly prominent position at the southern end of the defensive lines on the escarpment that rises high above Chatham and the Chatham Reach bend of the river Medway. Its primary purpose was the defence of the naval dockyard and it was developed as a stronghold to command the river and the approach from the south.

The significance of the views from Fort Amherst has been identified in the Brompton Lines Conservation Area Appraisal. The heritage significance of these views lies in the fact that they relate to historic gun positions and lines of fire, allowing an appreciation of how the Fort was designed to work. They also now offer well-appreciated panoramic viewpoints across the river Medway to historic Rochester and over Chatham, which grew up in conjunction with the dockyard.

There are four viewing locations at Fort Amherst:

- 7A From Cornwallis Battery to Rochester and the former site of Fort Pitt;
- 7B From Cornwallis Battery down the Barrier Ditch;
- 7C From Belvedere Battery to Fort Pitt;
- 7D From Prince William's Battery to the Great Lines.

It should be noted that while the four viewing locations selected at Fort Amherst are intended to provide an overview of the key views that are possible from the Fort, in some cases additional viewpoints might need to be considered to reflect the complexity of the Fort and its multiple gun positions which each had a designed field of fire.



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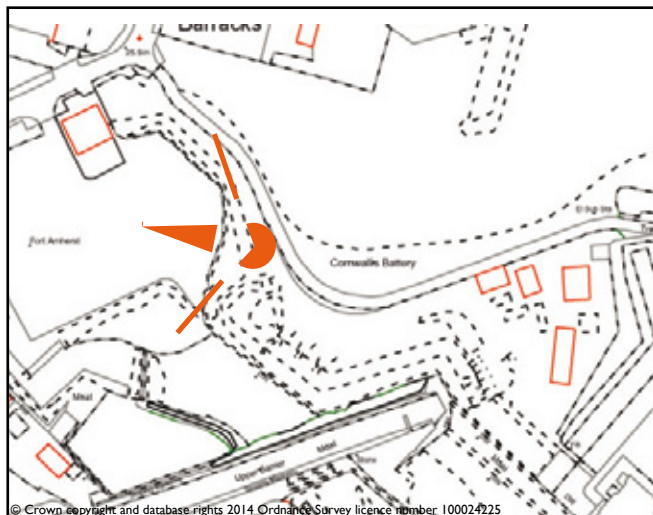
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Panorama from Viewing Point 7A

Viewing Location 7A

Fort Amherst: From Cornwallis Battery to Rochester and the former site of Fort Pitt.

OS co-ordinates: 575902, 168330



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Summary: Viewing Location 7A

Attributes demonstrated:

- The river is key to the location of the dockyard, Upnor Ordnance Depot and Gun Wharf.
- Location next to the river.

Notable features of the view:

- Lines of fire towards the two drop bridges.
- Grade II Listed St Mary's Church, site of medieval Chatham.
- Rochester Castle and Cathedral.
- Visual connection between the defences, Gun Wharf and Chatham Reach bend of river.
- Roofs of Grade I Listed Ropery and Anchor Wharf Storehouses at the dockyard.
- Kitchener Barracks and in particular its Grade II Listed Ordnance Store.



Chatham, viewed from the heights of Fort Amherst. 1832 J.M.W. Turner. © Tate London, 2013.

Description of the View

The Upper Cornwallis Battery is the eastern section of Fort Amherst. It runs from the head of the Barrier Ditch down the modern access track towards the entrance of Kitchener Barracks. The gun batteries positioned on it were intended to fire across the ditch - i.e. over the coveyard - towards the drop bridges.

JMW Turner's study of 1832 shows Cornwallis Battery and the view westwards from it after the final phase of improvement to the Chatham Lines in the 1820s.

In the centre foreground of the present day view is the car park at the main public entrance to the Fort. Just above this is the tower of the Grade II Listed St Mary's Church – an important landmark on the high ground overlooking Gun Wharf. It was founded before AD 905, and rebuilt several times most recently between 1884-1903. It remains a significant reminder of the pre-military origins of Chatham. (In the 18th century land was compulsorily purchased to build the Chatham Lines requiring the demolition of many

buildings and causing Chatham to move southwards to its present location.)

To the left of the church is the great bend of the River Medway at Chatham Reach with Rochester and the Frindsbury peninsula on either bank. The view to Rochester Castle on the higher ground and the Cathedral immediately to the east of the High Street is important.

On the river bank below Rochester the cleared land of Rochester Riverside is clearly visible. This first phase of the redevelopment of this area is conspicuous as the buildings are predominantly finished in a pale render that contrasts with the trees and more earthy tones of the building materials that characterise its backdrop. The redevelopment of this area is subject to a development brief that controls the height and scale of buildings in a manner that safeguards views from the Fort to Rochester's key landmarks.

In Turner's sketch, as is typical of paintings of the river from the 18th and 19th century, a number of large ships are very prominent, in contrast with the less active use of the river today. The Frindsbury peninsula is depicted as riverside marshland. It is now developed for office and industrial uses. Late 19th and early 20th century images of the Frindsbury Peninsula show that the area was industrialised, including tall structures such as chimneys. The buildings of Medway City Estate that currently occupy this area are relatively low rise allowing views across to the river behind and Rochester beyond. This low-lying character is closer to that of the peninsula during the period of international significance.

Much of the view of the river edge at Chatham and Old Gun Wharf is obscured by a large tree from this viewing point. It also blocks the important sight line to Fort Pitt and the view of the large modern development of Anchorage House. To the right of St Mary's Church lies the site of New Gun Wharf now occupied by the late 1970s Medway Council

headquarters. This is generally considered one of the more sympathetic of Chatham's twentieth century buildings due mainly to the way that it relates to the important heritage assets of Anchor Wharf at the southern end of the historic dockyard.

There is an important visual connection from this point of the Fort to the roofs of the Anchor Wharf Storehouses and Ropery at the southern end of the dockyard. This is an exceptionally important collection of Grade I Listed Buildings. The background to this is the river and beyond that the silos and other light industrial buildings of Medway City Estate. In the foreground some large trees are present within the grounds of Fort Amherst.

In front of the Anchor Wharf Storehouses the hipped roof of the main Kitchener Barracks block is visible, constructed in the mid 20th century. The 1806 Grade II Listed Ordnance Store at Kitchener Barracks and sections of its boundary wall reflect the period of international significance.

Visual Management Guidance

The spatial relationship between the Fort, Fort Pitt and historic buildings in the view, and the quality of design is of particular importance when considering the likely impact a development proposal will have on views out from the defences.

New development should respect the setting of the Fort and should not be to the further detriment of its original unobstructed field of fire.

Foreground and Middle Ground

The panorama is sensitive to large-scale development in the foreground and middle ground. The broad sweep of the river should be visible in the panorama. The height of

buildings on Medway City Estate should not exceed that of existing buildings. It is important to be able to see the bend of the river beyond the Frindsbury peninsula.

Early-stage pre-application discussions with Medway Council and English Heritage are recommended for all relevant proposals.

The cars and materials of the car park at the entrance to the Fort detract from an understanding of its historic significance. Suitable new uses should be found for St Mary's Church and the Ordnance Store at Kitchener Barracks, as these important historic buildings are currently empty.

While the tree belt between the Fort and Amherst Hill has evolved to be an important element of setting, other individual trees are not and their removal should be given consideration to allow a greater appreciation of the historic function of the Fort. This is a good example of how significance may be enhanced through re-introducing historic views and fields of fire.

Background

Future phases of development of Rochester Riverside should give greater consideration to the selection of materials to ensure a more harmonious relationship with its historic backdrop. Development should preserve or enhance the viewer's ability to recognise Rochester Castle and Cathedral and appreciate their historic significance.

Management of the Viewing Location

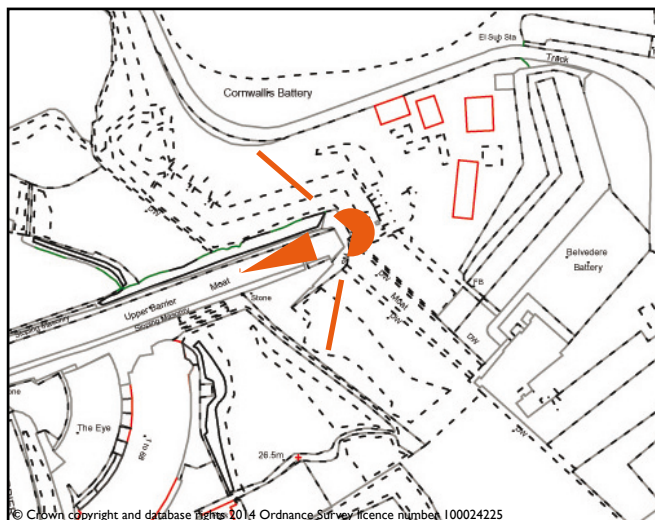
The brick revetments should be conserved and maintained free of any vegetation. Invasive vegetation growth detracts from the aesthetic quality of the brickwork and damages it, reduces the monumental element of the structures and obstructs views out from the Fort that allow an appreciation of its historic function. Tree growth in the immediate foreground of the view has the potential to reduce the quality of the view, and should be managed to ensure visibility.



Panorama from Viewing Point 7B

Viewing Location 7B Fort Amherst: From Cornwallis Battery Down Great Barrier Ditch

OS co-ordinates: 575977, 168311



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Summary: Viewing Location 7B

Attributes demonstrated:

- Fort Amherst and the Chatham Lines occupy the high ground to defend the dockyard.

Notable features of the view:

- Impressive scale of the high brick revetments and two bridges on either side of ditch.
- The designed fields of fire onto the river, over the roofs of the Ordnance Buildings at Gun Wharf.
- 18th and 19th century ordnance complex with former Machine Shop visible.

Intrusive features:

- Riverside One constructed in the ditch wall.

Description of the View

This view looks down the Barrier Ditch from the gun emplacements at its head on Cornwallis Battery.

The present Barrier Ditch was the result of major re-planning of the fort in 1803. It was developed to control the roads leading to the dockyard. It is a brick revetted ditch in the upper areas of the fort and this became a water-filled ditch at Gun Wharf.

The impressive scale of the high brick revetments on either side of the ditch are important in giving a sense of the intent of the military architecture. The visual connection between the defences and the river is an important feature of this view in allowing an appreciation of its historic function. Guns sited at Fort Amherst had designed fields of fire onto the river, over the roofs of the Ordnance Buildings at Gun Wharf. This was a clear constraint on the height of structures on Gun Wharf.

Beyond the Dock Road bridge the Council-owned Riverside One building is constructed in the former ditch wall. This is a highly intrusive and harmful structure that detracts from the appreciation of the historic function of the ditch and its designed sight line and field of fire.

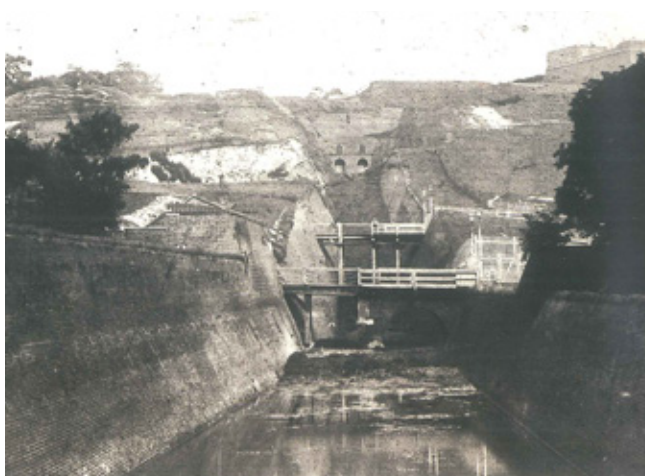
Beyond this is the site of Old Gun Wharf, the location of the original Tudor Dockyard. Much of its visible significance lies in the remains of the 18th and 19th century ordnance complex where cannons and other ordnance were stored. The long low white, grey roofed building to the right of Riverside One is the former Machine Shop (now Chatham Library). The below ground archaeology is of national significance due to its combination of the location of medieval Chatham, the site of the first Tudor Dockyard and its ordnance use.

To the left of the ditch, The Eye, a modern residential development protrudes into the view, detracting from the impressive sense of scale of the ditch and, through the introduction of alien materials and detailing, diluting its character.

Visual Management Guidance

The spatial relationship between the ditch and the river in the view and the quality of design is of particular importance when considering the likely impact a development proposal will have on views of the ditch and the river and the viewer's ability to appreciate the site's international significance.

New development should respect the setting of the Barrier Ditch and its designed field of fire. Proposals must respect the policies of both the Gun Wharf Masterplan and the Brompton Lines Conservation Area Appraisal.



Barrier Ditch, circa 1870 © Fort Amherst.

Foreground and Middle Ground

The Council-owned Riverside One building is constructed in the former ditch wall but as the Brompton Conservation Area Appraisal (p56-57) notes, the wall remains substantially intact and capable of reinstatement. Discussions are progressing to remove the Riverside One building (replacing its functions elsewhere) and to restore those portions of the ditch that have been built over. This provides an excellent opportunity to transform the visitor experience, placing an understanding of the area's globally significant heritage at the centre of this important riverside area at the heart of Chatham.

When considering the future of the Gun Wharf area a clear historic constraint on the height of any new proposed structures is the designed fields of fire onto the river from the gun batteries at the top of the Barrier Ditch and elsewhere within the fort.

It is not practical to propose the removal of The Eye residential development in the short to medium term but opportunities might be explored to reduce the visual impact of the development in line with routine maintenance and upgrading of the building – in particular to the form and materials of its roof.

Background

The river should continue to form the background to this view and no development should be allowed in the riverfront area that might impinge on this important visual relationship.

Management of the Viewing Location

The brick revetments should be conserved and maintained free of any vegetation. Invasive vegetation growth detracts from the aesthetic quality of the brickwork and damages it, reduces the monumental element of the structures and obstructs views out from the fort that allow an appreciation of its historic function.

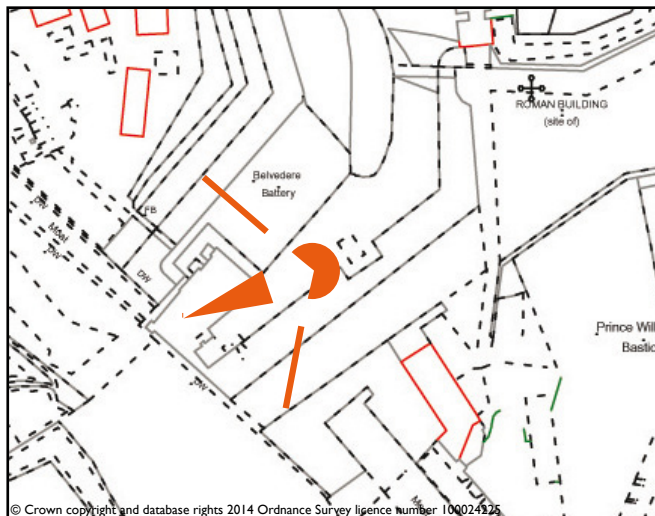
Early-stage pre-application discussions with Medway Council and English Heritage are recommended for all relevant proposals.



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Panorama from Viewing Point 7C

Viewing Location 7C Fort Amherst: From Belvedere Battery to Fort Pitt

OS co-ordinates 576009, 168257



Summary: Viewing Location 7C

Attributes demonstrated:

- Fort Amherst and the Chatham Lines occupy the high ground to defend the dockyard.
- Juxtaposition of high ground adjacent to river.

Notable features of the view:

- Visual connection to Fort Pitt.
- Rochester Castle and Cathedral.
- Civilian settlement in valley bottom as defences occupy higher ground.
- Grade II* Listed church of St John the Divine.
- River edge and site of Old Gun Wharf.
- Visual connection between the defences and Chatham Reach bend of river.
- The tower of the Grade II Listed Town Hall (now the Brook Theatre).

Intrusive features:

- Mountbatten House.
- Anchorage House.



Chatham View c1860, © Royal Engineers Museum, Library and Archive.

Description of the View

The name 'Belvedere' Battery indicates the reasons for its selection for military purposes as a good viewing point. By comparison with other viewpoints from Fort Amherst this position gives the most unobstructed panorama combined with an impressive sense of the Fort's dominance of the river and town below.

In the middle ground at the centre of the view is The Paddock area of central Chatham whilst Fort Pitt Hill occupies the high ground in the background. From this high point the green ridgeline drops down to the Rochester river crossing close to which Rochester Castle keep and Cathedral are important landmarks. The river occupies all of the centre right of the view.

To the left of centre Chatham extends in to the distance demonstrating the historic expansion of the civilian settlement in the valley bottom once military uses had



Chatham & Rochester c1860. © Royal Engineers Museum, Library and Archive.

come to dominate the higher ground. The incongruous scale and development form of the modern slab blocks of Mountbatten House (left of centre) and to a lesser degree Anchorage House (right of centre) are particularly apparent in this view.

The most significant structure (seen in the first c1860 photograph of Chatham from what is likely to be a similar viewpoint to this) is the Grade II* Listed church of St John the Divine. This forms a distinctive landmark in Chatham on the axis of Military Road.

In this view the church is dwarfed by the 12 storey brick and concrete slab of Mountbatten House (1971-6). The Pentagon Centre extends from beneath this block along The Brook, where an array of columns support the now defunct bus terminal with surface parking above and a large multi-storey car park behind.

The new bus terminal close to the waterfront is more sympathetic to the prevailing scale of Chatham and its open riverside setting. Behind this, Anchorage House looms above the riverfront in stark contrast to the fine grained character of the Star Hill to Sun Pier Conservation Area in which it lies. The quality of the townscape between the bus interchange and Anchorage House is poor, comprising a utilitarian pumping station, a retail warehouse and surface car parking.

Sun Pier indicates the historically important connection to the active use of the river front that is so apparent in the varied range of piers and jetties in the second c1860 photograph. This photo also illustrates that the Frindsbury Peninsula remained undeveloped marshland until late in the nineteenth century.

A final landmark of note in the foreground of this view is the green domed tall tower of the Grade II Listed Town Hall (now the Brook Theatre) constructed from 1898-9 at the northern end of Military Road.

Visual Management Guidance

New development should respect the setting of the Fort and should not be to the further detriment of its original unobstructed fields of fire.

Foreground and Middle Ground

The panorama is sensitive to large-scale development in the foreground and middle ground. The river should remain visible in the panorama. Opportunities should be explored to remove or otherwise mitigate the visual impact of the slab block of Mountbatten House in any future redevelopment of the Pentagon site.

Background

Development should preserve or enhance the viewer's ability to see Fort Pitt and appreciate its historic significance. Opportunities should be explored to remove or otherwise mitigate the visual impact of the slab block of Anchorage House in any future redevelopment of this site.

Management of the Viewing Location

The brick revetments should be conserved and maintained free of any vegetation. Invasive vegetation growth obstructs views out from the Fort that allow an appreciation of its historic function. An up-to-date plaque could enhance the viewing experience.

Early-stage pre-application discussions with Medway Council and English Heritage are recommended for all relevant proposals.

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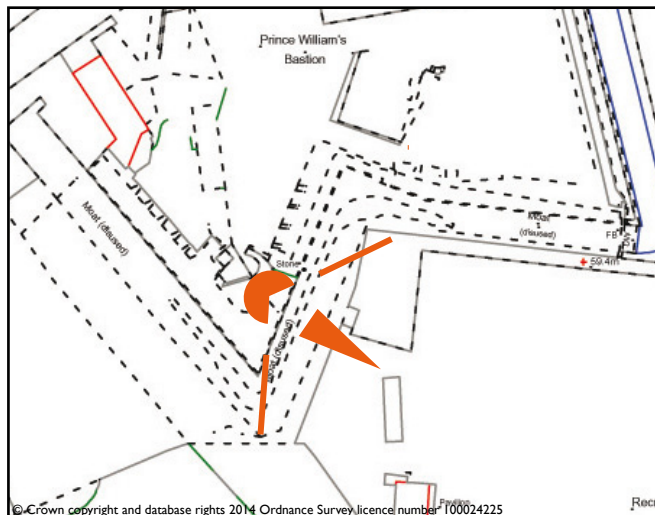
+20

+60

Panorama from Viewing Point 7D

Viewing Location 7D Fort Amherst: From Prince William's Bastion to the Great Lines

OS co-ordinates: 576127, 168193



Summary: Viewing Location 7D

Attributes demonstrated:

- Fort Amherst and the Chatham Lines relate to the exterior open areas of the Great Lines.

Key features of the view:

- Open character of the Field of Fire, allowing the function of the defences to be understood.
- Chatham Naval Memorial.

Description of the View

Prince William's Bastion and specifically the Saluting Battery forms the highest part of Fort Amherst. It is not publicly accessible at present but there are plans to continue the expansion of public access to this part of the fort. Access is for the time being by prior arrangement through the fort's visitor centre.

Whilst some of the fort's original unobstructed field of fire has been obscured, certain views remain relatively open, allowing its function to be clearly understood. This viewing location on Prince William's Battery is a view that retains a greater degree of openness.

An open recreation ground occupies the fore and middle ground of the view. This is enclosed by a hedge beyond which distant views are largely obscured by tree growth. Buildings and structures visible in the middle ground are few and include single storey sports pavilions, the school hall of

Brompton Westbrook Primary (left of centre) and to the south-east (right of centre) the columnar Chatham Naval Memorial, erected on the Great Lines in 1922.

Gaps in the tree belt, particularly to the centre right of the panorama, allow glimpses of the built edge of the Great Lines. As the Royal Navy Dockyard expanded in the 19th century and the associated demand for worker housing grew, Gillingham was substantially developed on the far side of the open area of the Great Lines. Therefore development in the background of this view, on the far side of the open space, and including the Medway Maritime Hospital does not affect the historic significance of this open space.

Visual Management Guidance

Further development in this view could detract from the significance of the fort and therefore early pre-application discussions with Medway Council (and particularly English Heritage) are recommended for all proposals seeking to re-develop the existing buildings and structures.

Proposals for new buildings and structures within the foreground and middle ground of the view will not be permitted.

Foreground and Middle Ground

It is likely that any development in the open area of the Great Lines would cause harm to its significance by failing to preserve its character and historic relationship with the fort.

The removal of trees and hedges that encroach upon and fragment the open space of the Great Lines should be considered as in most cases they are not an important element of setting. The exception to this is where tree belts screen existing development, the revealing of which

would be more harmful to an appreciation of the historic function of the fort. Opportunities should be explored to replace utilitarian fences and boundaries with more visually permeable alternatives.

Background

New buildings in the background of the view must respect historic significance. Change may occur in this backdrop if it is carefully designed and of small scale.

Management of the Viewing Location

Future development proposals should ensure the creation of public access to this viewing location. Tree growth in the immediate foreground of the view has the potential to reduce the quality of the view, and should be managed appropriately.

Early-stage pre-application discussions with Medway Council and English Heritage are recommended for all relevant proposals.



Part III - Assessment of Development Proposals

Introduction

Part III focuses on the assessment of the impact of a specific development proposal on the key views identified and described in Part II. It is concerned with assessing how a development may affect the ability to appreciate the international significance of Chatham Dockyard and its Defences.

Responsibility for undertaking this assessment lies with the developer. They should nonetheless consult at an early stage with Medway Council and, potentially, English Heritage to agree the scope of the assessment. This assessment method applies equally to any views that are considered to be important in relation to any specific development proposal, in addition to the key views.

This five step approach illustrated in the diagram opposite is based upon the English Heritage guidance set out in *Seeing History in The View* (May 2011). This in turn follows Landscape Institute Guidelines on Landscape and Visual Impact Assessment (GLVIA) – the recognised method for formal views analysis where there are complex issues involving views in the assessment of setting.

It should be noted that *Seeing History in The View* is currently being revised to reflect changes resulting from the introduction of the National Planning Policy Framework (NPPF) and other Government initiatives and to incorporate new information and advice based on recent case law and Inquiry decisions. A third edition of the Landscape Institute Guidelines on Landscape and Visual Impact Assessment has also been released (2013) which modifies the recognised method for formal views analysis. Therefore, the assessment method described

here will also be subject to review following the publication of the revised English Heritage guidance.

Links with Environmental Impact Assessment

Whilst there is currently no formal guidance on how to assess effects on cultural heritage within Environmental Impact Assessments (EIA), in Landscape Visual Impact Assessment the two principal criteria used are scale or magnitude of impact and the sensitivity of the receptor. The receptor in this case may be taken to mean individual heritage assets or the view as a whole. These two criteria are combined in step 4 to come to a judgement about significance of effect.

This assessment method is linked to the EIA procedure that will also apply to some development proposals. The information generated should be incorporated into a broader heritage impact assessment if required as part of an EIA.

Medway Council will determine whether an EIA is necessary. Circumstances in which it is deemed necessary may relate to the physical scale or complexity of the proposal, visual intrusion and/or impact on heritage or if the development is in, or partly in Chatham Dockyard and its Defences or its environs.

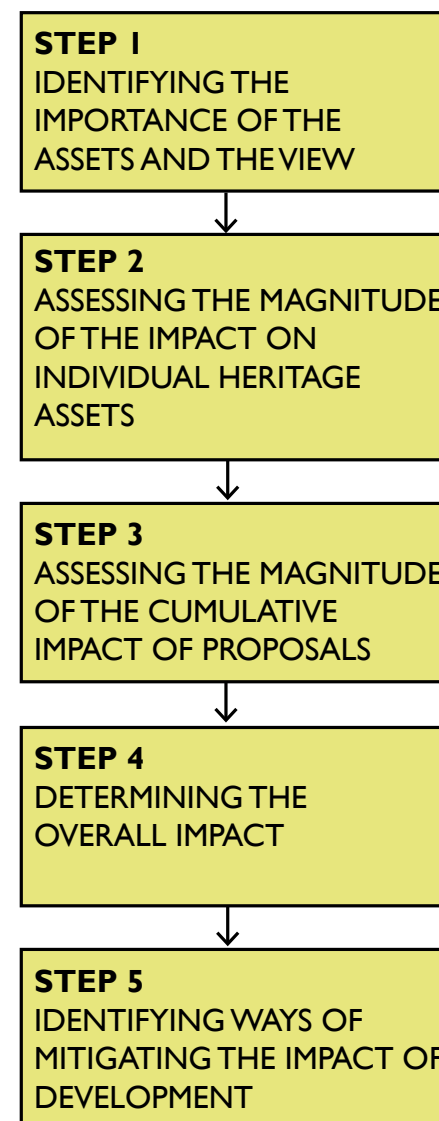


Diagram showing steps in assessing the impact of a specific development proposal on key views

STEP 1

Identifying the importance of the assets and the view

The assessor must first identify the resource or receptor that may be affected by the proposed development. The two types of resource or receptor are the individual heritage assets identified within the view and the value of the view as a whole. This means that the assessor must establish an understanding of the zone of visual influence of the development in order to identify which heritage assets are likely to be affected and which key views are of relevance.

Table 1 in Appendix 6 explains how both the value of the individual heritage assets identified within the view may be determined and the value of the view as a whole. However, in most cases the asset identified in the key views in section 2 will be of international significance and the viewing places are identified as the best places from which to view the asset. Therefore the value and importance in all cases will be high. Where additional views are to be assessed the importance of assets and the view as a whole should be identified by reference to Table 1.

STEP 2

Assessing the magnitude of the impact on individual heritage assets

Table 2 in Appendix 6 sets out a seven point scale, from high beneficial to high adverse, to assist in assessing the magnitude of impact of a proposal on individual heritage assets. The assessor is tasked with considering the extent to which the identified heritage significance may be changed or affected by the location or design of the proposed development. Specific aspects of design such as scale, mass, silhouette, and reflectivity may be particularly relevant.

Impacts may be beneficial, if the proposed changes will enhance heritage values or the ability to appreciate them, or adverse, if they fail to sustain heritage values or impair their appreciation. Occasionally, a development may involve the removal of an existing building that interferes with a heritage asset resulting in a beneficial impact. Use of the seven point scale to assess the level of impact helps to ensure a degree of reasoned justification of the assessment.

In assessing the magnitude of impact it may sometimes be important to consider a view as it would be experienced by a person moving through the viewing area, or to take account of seasonal differences, or how the view at night will be affected as well as by day.

The box on the right provides a (non-exhaustive) check-list of the potential aspects of a development affecting setting. They help to elucidate the implications of the development for the significance of the heritage asset. Only a limited selection of these is likely to be important in relation to any particular development.

STEP 3

Assessing the magnitude of the cumulative impact of proposals on heritage

The purpose of cumulative assessment, as required under the EU Directive on Environmental Impact Assessments, is to identify impacts that are the result of introducing the development into the view in combination with other existing and proposed developments. The combined impact may be more or less than the sum of the individual developments and its magnitude should be described according to Table 3 in Appendix 6.

CHECKLIST OF POTENTIAL ASPECTS OF A DEVELOPMENT AFFECTING SETTING

Location and siting of development

- Proximity to asset
- Extent
- Position in relation to landform
- Degree to which location will physically or visually isolate asset
- Position in relation to key views

The form and appearance of the development

- Prominence, dominance or conspicuousness
- Competition with or distraction from the asset
- Dimensions, scale and massing
- Proportions
- Visual permeability (extent to which it can be seen through)
- Materials (texture, colour, reflectiveness, etc)
- Architectural style or design
- Introduction of movement or activity
- Diurnal or seasonal change

Other effects of the development

- Change to built surroundings and spaces
- Change to skyline
- Noise, odour, vibration, dust, etc
- Lighting effects and 'light spill'
- Change to general character (e.g. suburbanising or industrialising)
- Changes to public access, use or amenity
- Changes to land use, land cover, tree cover

- Changes to archaeological context, soil chemistry, or hydrology
- Changes to communications/accessibility/permeability

Permanence of the development

- Anticipated lifetime/temporariness
- Recurrence
- Reversibility

Longer term or consequential effects of the development

- Changes to ownership arrangements
- Economic and social viability
- Communal use and social viability

(Adapted from The Setting of Heritage Assets. English Heritage Guidance, p21).

RIGHT:TABLE - criteria for determining magnitude of impact against value/sensitivity of the heritage asset (From p25 Seeing The History In The View Published May 2011. English Heritage)

STEP 4

Determining the overall impact

At this stage, the two principal criteria, magnitude of impact and the sensitivity of the receptor are combined to come to a judgement about significance of effect. The table below sets out how this may be achieved. 'Value' in the sense used here refers to sensitivity of the heritage asset or view.

'Acceptability' is a judgement above and beyond that of significance and is about the overall balance of benefits and harm from the proposals as viewed or weighted by national policy and development plan policies.

	HIGH VALUE	MEDIUM VALUE	LOW VALUE
With high magnitude of impact	Major effect	Major effect	Moderate effect
With medium magnitude of impact	Major effect	Moderate effect	Minor effect
With low magnitude of impact	Moderate effect	Minor effect	Negligible effect
Negligible/ neutral impact	Negligible effect	Negligible effect	Negligible effect

STEP 5

Identifying ways of mitigating the impact of development

The developer should show how the results of the previous assessment have been considered in the design process to mitigate harm to heritage significance within the view. The Design and Access Statement should record the iterative process of impact assessment and design development.

Pages 20-22 of the English Heritage Guidance, The Setting of Heritage Assets sets out options for reducing the harm arising from development. These include the relocation of a development or its elements, changes to its design, the creation of effective long-term visual or acoustic screening, or management measures secured by planning conditions or legal agreements. It notes that for some developments affecting setting, the design of a development may not be capable of sufficient adjustment to avoid or significantly reduce the harm, for example where impacts are caused by fundamental issues such as the proximity, location, scale, prominence or noisiness of a development. In other cases, good design may reduce or remove the harm, or provide enhancement, and design quality may be the main consideration in determining the balance of harm and benefit.



Appendix I Proposed Site Attributes

Attribute 1

The Site exhibits, in terms of overall survival and completeness, the world's best preserved example of a Dockyard and its Defences from the age of sail and early age of steam (1700-1865).

Attribute 2

The completeness of individual site components explains the scale and complexity of the operational and defence requirements of a major dockyard and its associated defences and barracks in the age of sail and the early age of steam. Included in this are:

(i) The dockyard as a multi-phase site containing examples of each of the principal building types needed to construct, equip and repair a major naval fleet:

- Dry docks No.s 2, 3 and 4;
- Covered Slips No.s 3 – 7;
- The Ropeyard Complex (The Ropery, Hemp Houses, Spinning Room and Ropery Offices, Hatchelling House and Engine Room, and the Tarred Yarn Store);
- Mast Ponds;
- Storehouses – the Anchor Wharf complex and the Clocktower Building;
- The dockyard wall, tower houses and main gate for security;
- Buildings associated with ship manufacture, in particular, the Sail and Colour Loft, Timber Seasoning Sheds, Mast House and Mould Loft, Pumping Station, Lead and Paint Mill, No. 1 Smithery, the Wheelwrights Shop and the Ship's Timbers, Joiners' Shop, No. 1 Workbase, Former House Carpenters' Workshop and the Lower Boathouse;
- Residential and domestic facilities – in particular Officers' Terrace and Commissioner's House, Admiral's

Offices, Officers' Reading Room and Admirals' Conference Room, the Royal Dockyard Church, Stables and Cashier's Office;

- Ancillary features (Assistant Queen's Harbourmaster Office and Queen's Stairs, Muster Bell).

(ii) The Chatham Lines as the artillery fortifications created in three main phases for the defence of the dockyard:

- Fort Amherst;
- 18th century central bastions;
- Lower Lines;
- The Field of Fire (Great Lines);
- The Inner Lines.

(iii) Barracks required to house the troops needed to defend the dockyard by manning the fortifications and to act as recruiting and invaliding centres for troops going to or coming from overseas service:

- Kitchener Barracks (layout and design);
- Brompton Barracks (including Barrack Square, Barrack Blocks [North, South and Officers], Crimean War Memorial, School House and Lecture Theatre, Garrison Church of St Barbara, and Garrison Gymnasium);
- Upnor Barracks.

(iv) Ordnance facilities for the supply of artillery, small arms and gunpowder for sea and land service:

- Chatham Gun Wharf (Former Storekeeper's House, Former Ordnance Store);
- Upnor Ordnance Depot (magazine use of 16th century castle, B Magazine, No. 2 Shell Store).

(v) Civilian settlements that grew up to service naval and military establishments, principally Brompton Village but also Upnor:

- Upnor High Street;
- 1-20 Prospect Row, 2- 12a & 14&15 Mansion Row, 18 High Street, 22&24 Garden Street, Second House 6 Garden Street;
- St Mary's Church.

Attribute 3

A series of important inter-relationships between Site components explain the scale and complexity of the operational and defence requirements of a major defended dockyard of the age of sail and early age of steam, in particular:

- The river is key to the location of the dockyard, Upnor Ordnance Depot and Gun Wharf.
- Fort Amherst and the Chatham Lines occupy the high ground to defend the dockyard.
- Fort Amherst and the Chatham Lines relate to the exterior open area of the Great Lines and the interior space of the Inner Lines.
- Kitchener and Brompton Barracks are located within, and so as to serve, the Chatham Lines.
- Brompton Village is situated within the defences so as to serve the dockyard, and Kitchener and Brompton Barracks.

Attribute 4

The Site is a showcase for architectural, technological and engineering innovation, in particular:

- Timber Seasoning Sheds;
- Anchor Wharf Storehouses;
- No 3 Dry Dock and Pumping Station;
- Brunel Saw Mill;
- Lead and Paint Mill;
- Nos. 3 – 7 Covered Slips;

-
- The Ropery (forming machines);
 - The Hemp House (hatchelling and spinning machines).

Attribute 5

The Site's geographical location and topographical qualities explain Chatham's rise as a major defended dockyard of the age of sail, in particular:

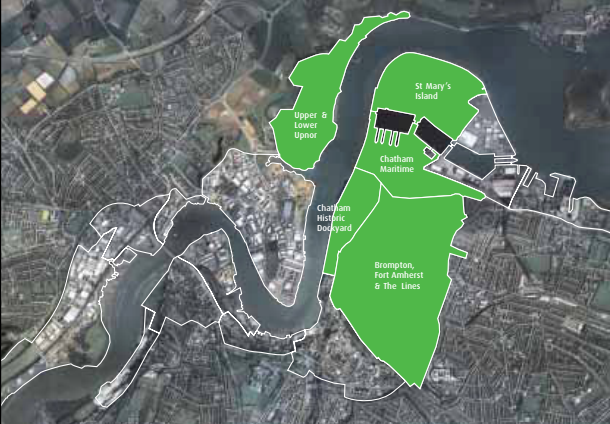
- (i) Location next to the River.
- (ii) Location in relation to the continent and foreseen routes of enemy attack.
- (iii) Juxtaposition of high ground adjacent to river.

Appendix 2 University and College Quarter

Extract from the Medway Waterfront Renaissance Strategy 2004

medway
waterfront

university and college quarter



development summary

new dwellings (approx)	1,640-2,050
new jobs (approx)	720-1750
development period	2004-2024

The council will be working closely with its partners – SEEDA, the Historic Dockyard Trust, Greenwich and Kent Universities, Mid-Kent College, and the RSME – on the further development of residential development, commercial and special uses in this area. These will complement the role of Chatham Centre and waterfront as the heart of the city of Medway.

regeneration priorities are:

- develop a university and college quarter to include the relocation of an expanded Mid-Kent College
- continue to celebrate Chatham Historic Dockyard as a unique naval heritage attraction with innovative business and tourism activities
- continue to develop Chatham Maritime as a leisure destination which complements the universities and Chatham Centre and waterfront
- enable sensitive small-scale village development at Upper and Lower Upnor
- investigate World Heritage status

Appendix 3 Accurate Visual Representations

The following pages are extracted from the London View Management Framework (Mayor of London, March 2012). The extract is Appendix C: Accurate Visual Representations

The London View Management Framework has pioneered the approach followed in this document including the concept of view management plans.

Developers are expected to follow and document this approach.

⁴⁶² Under the View Management Framework proposed by the London Plan, the primary tool for the protection and enhancement of key views of London is by visual assessment and analysis of impact. This process involves the assessment of both positive and negative effects of proposed development on views designated by the London Plan, with reference to a series of visual management principles – some general and some site specific. The assessment of the visual impact of new development will be based on a variety of materials submitted by the proposer of the development and by others who may have interest in the project. This material may include architectural drawings, physical models, reference photography of completed developments and images of various types, generated either by hand or using computer software.

⁴⁶³ Throughout this SPG, reference is made to the term ‘Accurate Visual Representation’ (abbreviated as AVR). An AVR is a static or moving image that shows the location of a proposed development as accurately as possible; it may also illustrate the degree to which the development will be visible, its detailed form or the proposed use of materials. An AVR must be prepared following a well-defined and verifiable procedure so that it can be relied upon by assessors to represent fairly the selected visual properties of a proposed development. AVRs are produced by accurately combining images of the proposed building (typically created from a three-dimensional computer model) with a representation of its context; this usually being a photograph, a video sequence, or an image created from a second computer model built from survey data. AVRs can be presented in a number of different ways, as either still or moving images, in a variety of digital or printed formats.

⁴⁶⁴ It is recommended that AVR positions should be selected on site and that wherever possible, formal assessment of an AVR should take place in the field.

⁴⁶⁵ This Appendix covers three topics:

- Selection of an appropriate field of view for each AVR
- Defining the visual properties that are shown by a specific AVR
- Documenting each AVR, to reassure assessors as to the usefulness and veracity of the visual information they are reviewing, and if required, to allow replication

Selecting an appropriate field of view

466 Creators and users of AVRs need to be aware of issues that arise from the inevitable approximations between the rich human perception of the environment and the relatively low resolution, generally static media used to represent buildings in their context. Many of these limitations are shared with photography and cinematography and arise from the need to approximate the three-dimensional environment that surrounds the viewer using the flat rectangle of a perspective drawing, photograph or screen.

467 As we experience a scene, our perception is built from a sophisticated visual process that allows us to focus onto individual areas with remarkable clarity whilst remaining aware of a wider overall context. When recording a scene as a photograph or video sequence much more finite decisions must be taken to depict a specific area of interest. In selecting this area of interest, a choice must therefore be made between showing the detail of the proposal in the greatest clarity and placing it into a meaningful context.

HFOV	66°	40°	13°
35mm	28mm	50mm	150mm
6x6cm	43mm	75mm	225mm
5x4in	94mm	165mm	500mm

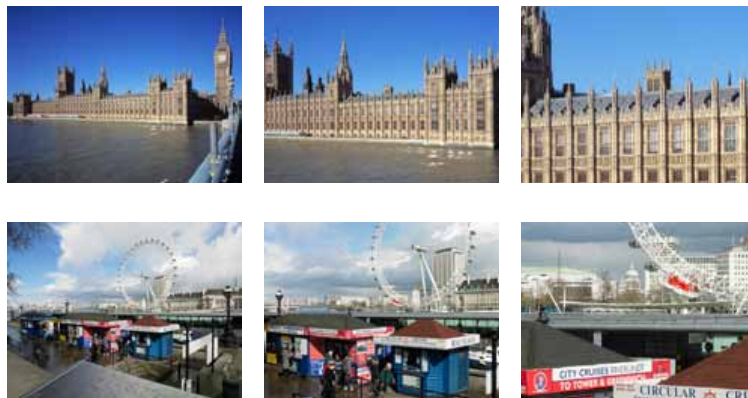
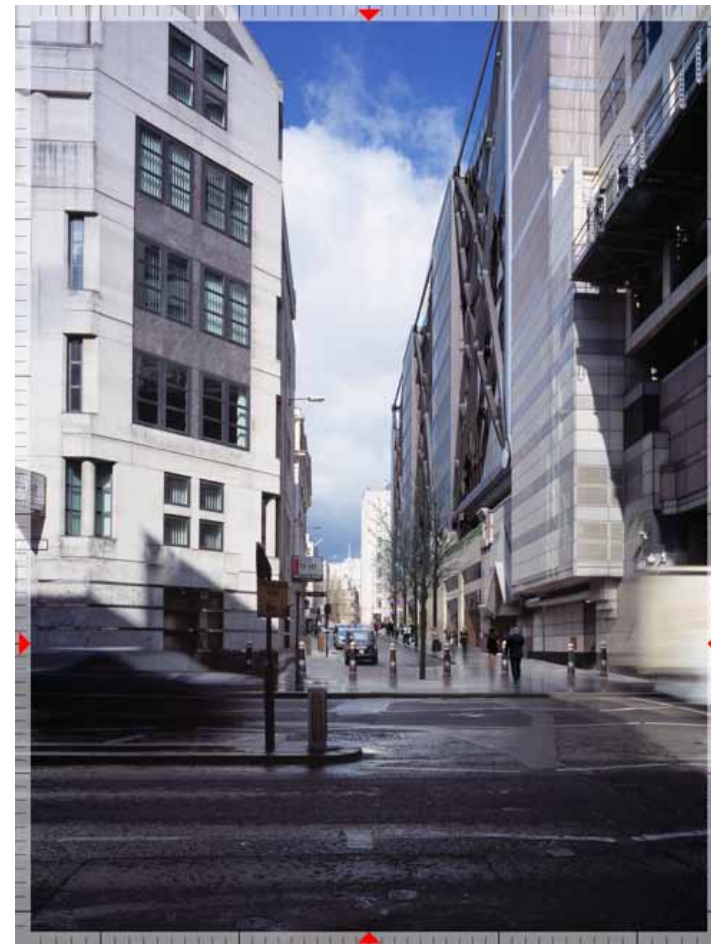


Table comparing Horizontal Field of View (HFOV) with lens sizes for three common camera formats, illustrating the choice to be made between level of detail and amount of context to be included.

468

469 The selection of an area of interest is defined by the choice of lens and any subsequent cropping of the image. To make clear the process that has been followed, an AVR should clearly indicate the original centre of view (more accurately the “Optical Axis”) and the resulting field of view. This can be defined numerically by angular dimensions on each side of the Optical Axis or graphically by suitable annotations to the perimeter of the image.



AVR image annotated to show a 50° Horizontal Field of View. By indicating the optical axis the author also makes clear that vertical rise has been used by the photographer to include the relevant context whilst avoiding converging verticals

470 Creators of AVRs should make clear in their method statements the criteria used to select appropriate fields of view for a particular study. In addition, for each AVR clear information must be provided to explain the resulting field of view used, in order to permit sensible comparison between AVRs, both within a single study and across studies.

471 Users of AVRs should be aware that photographic or computer images most closely match our perception of shape at the optical axis this being the line that passes from the eye point to the target or look-at point, or in photographic terms the centreline of the lens. As angular distances increase away from this line, while the relative positions of objects remains correct, their perceived shape may be less familiar than when we look directly toward them. For this reason, the representation of the proposed development should ideally occur close to the optical axis, i.e. towards the centre of the image.

472 Where a proposal needs to be shown in a broad context choices must be made between using wide angle photography, which may give rise to less natural perspective at the edges of the images or by combining additional images taken from the same position. Where this latter technique has been used AVRs should include additional annotation to indicate how images have been combined.



AVR image annotated to show that a wider field of view has been used to include a relevant townscape context. The proposal and the existing tower at 30 St Mary's Axe lie within the central area of the image and thereby avoid obvious distortion

Defining the purpose of an AVR

473 By accurately combining an image of a proposed development with a representation of its existing context, all AVRs explain the location and massing of a proposed development. They may also illustrate additional properties including the degree of visibility, architectural form or choice of materials selected. In their most sophisticated form they give a very useful impression of how a completed development would look in its environment under specific lighting and weather conditions. When complex AVRs are requested, more time is required and therefore costs rise. For this reason the assessors of a project should be careful to only request AVRs of a type which show the properties which need to be assessed from a specific location.

474 To assist agreement between all parties prior to AVR preparation, the following classification types are presented to broadly define the purpose of an AVR in terms of the visual properties it represents. This classification is a cumulative scale in which each level incorporates all the properties of the previous level.

AVR Level 0	Location and size of proposal
AVR Level 1	Location, size and degree of visibility of proposal
AVR Level 2	As level 1 + description of architectural form
AVR Level 3	As level 2 + use of materials



AVR0
Showing Location and Size (in this case as a toned area superimposed on photograph)



AVR1
Confirming degree of visibility (in this case as an occluded 'wireline' image)



AVR2
Explaining architectural form (in this case as a simply shaded render in a uniform opaque material)



AVR3
Confirming the use of materials (in this case using a 'photorealistic' rendering technique)

Information required: Annotation and Method Statements

475 Within the broad classifications by purpose and angle of view mentioned above, there remains a wide variety of potential production techniques, graphical styles and delivery formats available for AVRs. Indeed the range of options continues to increase as new technologies become available and new practitioners propose more subtle or sophisticated ways to transpose such an intrinsically complex visual experience as observing a city into convenient, durable and portable media.

476 This being the case it is important that each set of AVRs prepared to assist the Qualitative Visual Assessment of a new proposal should be accompanied by a well written, helpful statement confirming the techniques employed and the decisions made. This 'method statement' should contain sufficient detail to allow assessors to understand the documents presented, conduct reliable comparisons between AVRs within the same set and allow AVRs prepared under one methodology to be compared with others prepared using another. Method statements should be expressed in non-specialist terminology which is comprehensible to the wide range of professional disciplines likely to be involved in Qualitative Visual Assessment.

477 As a minimum, a method statement should contain:

- The name and contact details of the company preparing the AVRs
- The process used to select the viewpoints for inclusion in the study and to determine the representation type to be used
- Any general policies applied with regard to angle of view, cropping or use of multiple images
- Descriptions of the procedures used to accurately determine the size and location of the proposals and any comments on the accuracy of this process
- Descriptions of the processes used to determine the degree to which the proposals are actually visible in the view (AVR Level 1 and above) and notes on how occluded parts of the proposal are shown
- Descriptions of the processes used to add architectural detail to the representation (AVR Level 2) and how this has been represented graphically

-
- Descriptions of the processes used to represent the appearance of the proposed materials (AVR Level 3) and notes on the limitations of the techniques used

478 For each individual AVR the following information should be provided:

- Unique identification code
- Textual description of viewpoint location and direction of view
- Time of day and date for any source photography or video
- Map and site photography showing location of camera position
- Co-ordinates of camera position
- Peripheral annotation to the image to confirm the direction of view in the original photography (the optical axis)
- Definition of the field of view depicted each side of the optical axis, either in the form of peripheral annotation, textual description or more sophisticated maps
- AVR type i.e. which visual properties are shown

479 Where an AVR has used more than a single base image to represent the existing context, e.g. a moving sequence or a “stitched” Panorama, then the requirements above should be adapted to convey the key data required to explain the construction of the AVR and where necessary to verify its accuracy.

480 In addition to the minimum specifications listed above, it is recommended that companies preparing AVRs should include as much information as may be required to allow full confidence in the processes used in the study.



Appendix 4 Other Views of Chatham Dockyard and its Defences

A Building Height Policy for Medway (2006), Brompton Lines Conservation Area Appraisal (2006), and The Historic Dockyard Chatham Conservation Management Plan lay down view management policies on a number of views to and from Chatham Dockyard and its Defences.

of Chatham Dockyard and its Defences and its environs are tabulated below. The wording within the tables is a summary of that within the source documents and reference to the original documents is recommended.

These views were selected because they are:

1. Key strategic landscape views, generally from public spaces, that define much of Medway's landscape and townscape character (Building Height Policy);
2. Of historic significance, but not necessarily viewpoints of historic significance in themselves or the optimum viewpoints from which to understand the attributes that illustrate the precise significance of Chatham Dockyard and its Defences (Brompton Lines Conservation Area Appraisal), or;
3. Townscape views of particular character (The Historic Dockyard Chatham Conservation Management Plan).

Whilst there is some overlap with the View Management Guidance in part II of this document the views selected in the other documents are, as one might expect, rather more wide ranging. The guidance on these views is generally more strategic and less detailed than in this present document. Nevertheless, the Council regards adherence to the guidance as important in maintaining the unique and significant key characteristics of Medway whilst allowing for regeneration.

It is not believed that the guidance in A Building Height Policy for Medway, the Brompton Lines Conservation Area Appraisal, or The Historic Dockyard Chatham Conservation Management Plan contradicts the guidance in this document. Where a conflict may be perceived, the more detailed guidance in this document is to be followed.

For ease of reference the views that incorporate elements

A Building Height Policy for Medway, Appendix to Part 2- View Management

The document features wide panoramic views from publicly accessible and/or popular spaces. They show Medway's particular landscape and river setting of an estuarine flood plane backed by steep escarpments and hanging valleys of the North Downs. Development is in general confined to the valley bottoms and flood planes. The tops

of escarpments were historically kept clear for military defence purposes and are generally used as parks and open space today. This provides a distinctive green backdrop of trees and open space to much of the urban townscape. The views described within the document that are relevant to Chatham Dockyard and its Defences are summarised below. Each view is analysed by viewpoint, view description, and view management policies.

Building Height Policy Viewpoint	View Description	Management Strategy
<p>1. Fort Amherst</p> <p>Popular visitor attraction and important historic elevated open space:</p> <p>Looking upstream over the River Medway from Fort Amherst to Rochester.</p>	<ul style="list-style-type: none"> The slab form of Anchorage House is dominant (partially obscuring Fort Pitt Hill) and out of keeping with the fine grained townscape of the Star Hill - Sun Pier Conservation Area. The regeneration site of Rochester Riverside currently forms a flat plane in the foreground of historic Rochester. The ridge from Fort Pitt slopes down to follow the curve of the river to meet Rochester Castle and Cathedral grouped together. Cobham Woods provides the distant green backdrop to historic Rochester. 	<ul style="list-style-type: none"> Protect skyline formed by Fort Pitt Hill and Cobham Woods. Protect ridgeline that drops to meet the castle and cathedral. Protect view to castle and cathedral through careful siting and development at Rochester Riverside and Medway City Estate. Protect open view of the curve of the river (development at Chatham centre and Medway City Estate should respect this). Long-term replacement of Anchorage House.
<p>4. Fort Pitt</p> <p>A popular open space on high ground.</p> <p>Sweeping view looking east towards the Great Lines.</p>	<ul style="list-style-type: none"> Green backdrop to Chatham formed by the Great Lines and Fort Amherst. Naval War Memorial on the Great Lines is an important landmark visible over a wide area. Isolated modern block of Victoria Tower is prominent as it rises above the green ridgeline and is at variance with the character of the area. The huge slab form of the 1970s Mountbatten House is a dominant feature, blocking views to large areas of Fort Amherst. 	<ul style="list-style-type: none"> Protect view of Naval War Memorial and the Great Lines through careful siting and design of higher building proposals on Chatham Centre and Waterfront. Protect green ridgeline formed by Fort Amherst and the Lines through sensitive development within Chatham Centre. Victoria Tower does not justify further tall buildings in this area and should, in the long-term, be removed.

Building Height Policy Viewpoint	View Description	Management Strategy
<p>5. Doust Way</p> <p>Riverside open space adjacent to entrance of major regeneration area of Rochester Riverside within the proposed development of Rochester Riverside.</p> <p>View downstream to Chatham centre, and to Chatham Dockyard's defences.</p>	<ul style="list-style-type: none"> • Naval War Memorial, St Mary's Church and Brook Theatre are key landmarks. • Fort Amherst, the Great Lines and Fort Pitt form important green ridgelines. • Low lying peninsula and industrial buildings of Medway City Estate project into the middle ground. 	<ul style="list-style-type: none"> • Protect views to landmarks- St Mary's Church, Gun Wharf and Fort Amherst, and the Brook Theatre. • Protect green ridgeline created by Fort Amherst. • New higher buildings could create a cluster in Chatham centre that mitigates the bulk of Mountbatten House.
<p>6. Bath Hard Wharf</p> <p>A proposed public space within the development of Rochester Riverside.</p> <p>View downstream to Chatham centre, and to Chatham Dockyard's defences.</p>	<ul style="list-style-type: none"> • View of Chatham centre and the Great Lines. • Fort Amherst creates a dramatic backdrop. • Key landmarks of St Mary's Church and the Brook Theatre nestled into the hillside. • Grouping of historic buildings associated with Gun Wharf is of importance. • Mountbatten House and Anchorage House have a major impact on views and skyline. • Naval War Memorial, St Mary's Church and Brook Theatre are key buildings. 	<ul style="list-style-type: none"> • Protect green ridgeline formed by Fort Amherst and the Great Lines- future development should not break the skyline. • Protect views to important landmarks. • New higher buildings in Chatham centre and Waterfront could create a valley bottom cluster and reduce the visual impact of Mountbatten House. • Higher buildings on the tip of Medway City Estate would block views of landmarks and topographical features and should be avoided.
<p>8. Great Lines</p> <p>An important historic elevated space</p> <p>View across Chatham valley</p>	<ul style="list-style-type: none"> • View across Chatham in its river valley to Fort Pitt opposite. • Demonstrates importance of Fort Pitt Hill and the Great Lines as topographical features. • Castle and cathedral form a landmark group in the distance. 	<ul style="list-style-type: none"> • Protect view to green backdrop formed by Fort Pitt Hill. • New development should continue to allow views across the valley- from Great Lines to Fort Pitt, and vice versa. • Protect view to Rochester Castle and Cathedral. • New high buildings in Chatham centre could create a cluster with Mountbatten House.
<p>12. Upnor Castle</p> <p>An important visitor attraction</p> <p>View east of surrounding river and landscape</p>	<ul style="list-style-type: none"> • Recent low housing development on St Mary's Island. • Broad flat panorama of former marshland subsequently utilised for the steam navy. • Large Covered Slips set against tree lined ridge. • Dockside Centre (large scale Grade II* Listed former boiler shop for the steam navy). • Undeveloped interface land between Dockside Centre and the Historic Dockyard. 	<ul style="list-style-type: none"> • Protect view to landmark buildings in the Historic Dockyard. • Protect views to green backdrop above dockyard and the interface land. • Higher building development in interface land should allow for views through to ridge above dockyard.

Building Height Policy Viewpoint	View Description	Management Strategy
<p>13. Hoo Common</p> <p>A popular informal open space on high ground overlooking the river, dockyard and Chatham centre.</p>	<ul style="list-style-type: none"> • View south to Chatham Maritime and centre. • Landmark buildings in the dockyard set against the tree-lined ridge lead the eye to Chatham centre. • Core urban areas on river plane, surround by elevated ground. 	<ul style="list-style-type: none"> • Protect view to important landmark buildings in the Historic Dockyard. • Protect green backdrop to dockyard. • Protect green backdrop of Fort Pitt Hill. • Long-term replacement of Anchorage House and Victoria Tower.
<p>15. Broom Hill</p> <p>Elevated and popular public open space in Strood looking east towards Chatham and Rochester.</p>	<ul style="list-style-type: none"> • Sweep of River Medway. • Fort Amherst, Great Lines and Fort Pitt Hill form an important green backdrop to the core urban area. • Rochester Castle and Cathedral are prominent landmark buildings. • Mountbatten House and Anchorage House dominate the central Chatham area. 	<ul style="list-style-type: none"> • Protect view to Rochester Castle and Cathedral • Protect green ridgelines formed by Fort Pitt Hill and Fort Amherst/ Great Lines. • Scope for a cluster of tall buildings in Chatham centre and water front (to mitigate Mountbatten House). • Long-term replacement of Anchorage House.
<p>Approach view B - A228 Hoo Common</p> <p>Series of kinetic views on approach to Medway Tunnel down the A228 through Hogmarsh Valley.</p>	<ul style="list-style-type: none"> • The Historic Dockyard and in the foreground industrial buildings of Medway City Estate from Whitewall Creek. • Dramatic front-on view of covered slips at dockyard. • Green backdrop (almost obscured) that emphasises size and form of the covered slips. 	<ul style="list-style-type: none"> • Protect views of important landmark buildings in Historic Dockyard. • Protect views to green backdrop above dockyard. • Protect green backdrop.

Brompton Conservation Area Appraisal

With regard to views and landscape setting in general the document states:

'Today, although much has changed, the military landscape of the dockyard on the flood plain, along with the defences and associated infrastructure of barracks on the hillside above remains substantially intact and readily comprehensible. This

is particularly the case in views of the area from Rochester, Frindsbury and the River, where the backdrop of the Lines rising above the Dockyard and Chatham is a distinctive and attractive feature...'

The document does not contain specific policies with regard to view management. However, the introduction to the document states that:

'...the appraisal will be of use in helping the Council and others in ensuring that the architectural and historical significance of the area is taken into account when considering future development proposals and schemes. The following pictures illustrate key views to the Conservation Area. Development proposals that impinge on these views will require careful assessment...'

Key View	View Description
1. From Rochester Riverside east towards Chatham centre, Fort Amherst and the Great Lines.	<p>Buildings – from left to right- Kitchener Barracks (extreme left side), spire of St Mary's Church, Command House, Gun Wharf, The Eye, spire of former Chatham Town Hall (Brook Theatre) rising above the red brick Rats Bay Pumping Station, tower blocks of Mountbatten House and Anchorage House. Fort Amherst straddles most of the hillside above the buildings.</p> <p>The low lying nature of the Gun Wharf Complex, with St Mary's Church above and the green backdrop provided by the trees on the Great Lines is a key characteristic of historical significance.</p> <p>Similar views are available from the green area of New Gun Wharf in central Chatham.</p>
2. From Fort Pitt towards the Great Lines.	<p>St John the Divine Church is prominent in the middle ground rising above houses. The escarpment of the Great Lines is a key visual feature. The Naval War Memorial is an obvious feature on the skyline.</p> <p>Similar views exist from various locations across the Chatham valley – especially in the vicinity of New Road.</p>
3. From Medway City Estate towards the Dockyard.	<p>Victoria Tower is prominent and impinges upon the tree-lined hillside of the Great Lines. The upper floors of Kitchener Barracks can be seen just above the dockyard in the middle of the picture, whilst the terraces of Gun Wharf (Medway Council's headquarters) are apparent immediately to the right of the dockyard. The spire of St Mary's Church, the tower block of Mountbatten House and the shoreline of Gun Wharf are key features on the right of the picture.</p> <p>There are several viewpoints along the north bank of the Medway where similar views can be obtained</p>
4. From Chatham Centre- Whiffen's Avenue (adjacent to the Brook Theatre)	The Brook Theatre (Old Town Hall) with the ramparts of Fort Amherst rising behind.

The Historic Dockyard Chatham Conservation Management Plan. 4th Edition.

The document notes that the dockyard is not apparent from the centre of Chatham, obscured by the high ground of Fort Amherst and Brompton Hill. It notes that the

dockyard is visible from high vantage points including Broom Hill in Strood and Jackson's recreation ground in Rochester. Townscapes, including focal points and key spaces, within the dockyard are analysed and are summarised below.

Key vistas within the dockyard	<ul style="list-style-type: none"> • Through Main Gate to Royal Dockyard Church. • Narrow views up and down confined streets and alleyways in a formal street pattern. • Vista of Timber Seasoning Sheds, Mould Loft, Mast Houses and Brunel Saw Mill from main car park (the former mast pond area) and from key open space defined by No.1 Smithery and the Covered Slips. • North/ south axis separating domestic and administrative functions to the east from the industrial ship building area to the west.
Landmark/ focal point buildings	<ul style="list-style-type: none"> • Covered Slips. • Anchor Wharf. • Main Gate. • Assistant Queen's Harbourmaster's office. • No.1 Smithery. • Brunel Saw Mill and chimney. • Mast Houses and Mould Loft. • Lower Boat House.
Other features	<ul style="list-style-type: none"> • Formal grid of streets. • Division between intimate townscape of domestic and administrative buildings and the industrial buildings towards the river edge. • Perimeter wall forming imposing eastern boundary at Dock Road. • Skyline formed by Covered Slips. • Mast pond. • Cranes, flag and bell masts. • Interlinked open spaces. • Open dry docks, now occupied by historic ships.

Policy P2.1 states... 'The visual character of the Historic Dockyard reflects its development for naval purposes over a 370 year period. Care should be taken to retain and

reinforce this character and atmosphere in any future work. The site has a strong identity and a sense of place that is based on strong architectural character, historic relevance

and the relationships of key buildings and structures and the adjoining sites and riverfront...'

Appendix 5 View Selection Methodology

Objective

The principal purpose of this document is to establish an understanding of the baseline views to be used when monitoring the condition of Chatham Dockyard and its Defences. This methodology statement sets out an exercise in identifying views of particular importance to help in the process of designating those views.

It follows guidance on the method used by English Heritage in analysing the content and importance of a view when making decisions in relation to development affecting views (Seeing The History In The View, May 2011. English Heritage). It is a qualitative method which has been applied, in this case, with the principal objective of identifying the views that best display the heritage significance of Chatham Dockyard and its Defences.

Consideration was also given to views with other cultural values for Medway, for example non-historic landmarks. In this sense this process has built on work previously undertaken in identifying strategic views in Appendix A of A Building Height Policy for Medway adopted by Medway Council in May 2006.

The greatest weight in assessing the overall value of a view is given to heritage values of international importance. A secondary, broad objective of this process is to support an increased understanding and recognition of the contribution that Medway's rich historic environment makes to the character and sense of place of the area as a whole.

Step 1

An initial survey was conducted of authoritative documentary sources to identify views already recognised as being important and potentially worthy of protection. The key sources were: Chatham Dockyard and its Defences Management Plan 2009; Brompton Lines Conservation Area Appraisal (2006); The Historic Dockyard Chatham

Conservation Plan 4th edition (2011); and Great Lines City Park Design Preparation Report (2008). This survey was supplemented by views suggested by individuals representing English Heritage, Chatham Historic Dockyard Trust and Medway Council.

The result of this was a list of approximately 40 important views. All of these were thought to at least partially capture the varied attributes of Chatham Dockyard and its Defences. In this sense they were all potentially of medium to high value according to the definition set out in the English Heritage guidance.

Step 2

Site visits to the viewing places revealed that some of the potentially important views were no longer obtainable due to twentieth century development and/or tree growth and were not likely to be recoverable. These views were therefore excluded from further detailed analysis. Table 2 records all of the views that were not selected for further analysis and gives the reasons for their exclusion.

Step 3

The next step was to set criteria for evaluating the relative importance of views through analysis of their content. The objective of this was to identify the most important views within the remainder of the list of potential views. A workshop was held to begin a process of testing these criteria. The workshop was attended by landowners and stakeholders including representatives of English Heritage, Chatham Historic Dockyard Trust and Medway Council.

Participants worked in three groups to analyse a selection of photographs of potentially important views. Each group included individuals with expertise in understanding the historic environment and planning as well as individuals representing other expertise and local interests. They considered a series of questions that, following the English

Heritage guidance, allowed a structured and objective assessment of the relative importance of the views:

- What do you see in the view? Referring principally to buildings and other features and characteristics of Chatham Dockyard and its Defences.
- What is it about the attributes that it is important you are able to see or appreciate?
- Is this the best place from which to appreciate that?
- What spatial relationships are visible between different elements of the view? Does the view gain extra significance as a consequence of being able to see these relationships? Is this the best place from which to appreciate these?
- Is the viewing place a well-used and accessible place for the public?
- Does the view have other cultural values for Medway that it is important to consider?



Photo: Workshop in progress, 21st February 2013

Appendix 7 shows a sample worksheet capturing feedback from this first exercise. The groups were also asked to undertake a second exercise to consider management of the view - a sample worksheet is again included in Appendix 7.

In relation to the criteria, 'Is the viewing place a well-used and accessible place for the public?', it should be noted that:

Although, the contribution that setting makes to significance does not depend on there being public access to experience that setting, as this varies over time and circumstance, proper evaluation of the effect of change within the setting of a heritage asset will need to consider the implications for public appreciation of its significance.

(The Setting of Heritage Assets, p6, English Heritage 2011).

Step 4

Most of the views considered in Step 3 are highly complex so the qualitative process of decision-making and judging their relative importance is not a straightforward task. The workshop proved to be a useful exercise in testing the selection criteria and ensuring that the initial survey was sufficiently extensive.

Subsequently in combination with workshop feedback sheets, further consultation with key individuals and research by the project officer (including cross-mapping of the identified views and site attributes) a shortlist of views was identified that were assessed to be of highest overall importance. These are set out in Table 1 along with the reasons for this assessment.

Table 2 records viewpoints that were not taken forward for further analysis with the reasons for this. Typically reasons include:

- The view is of value in terms of historic significance and

the heritage assets visible within it, but it is considered that other viewpoints provide a better appreciation of those heritage assets and the spatial and visual inter-relationships between them.

- The viewpoint is not considered to be of relevance to an appreciation of the international significance of Chatham Dockyard and its Defences although different values may be attached to them that fall outside the principal selection criteria for this exercise.
- The view is no longer obtainable due to twentieth century development and/or tree growth and is not likely to be recoverable.

Table 1 Included Viewpoints

Viewpoint	Source	Initial Assessment of Overall Value/Importance of View
1A: From Upnor Castle water bastion upstream towards the Historic Dockyard waterfront.	Identified in Chatham Dockyard and its Defences Management Plan	An integral part of the Royal Dockyard complex originally built in 1559-67 as a principal defensive structure but after the Dutch Raid and during the period of international significance it took on a new role as the main powder magazine for the Ordnance Board at Chatham. Covered Slips are imposing structures that provide one of the most distinctive skylines on the river. A highly distinctive setting that provides ambience and bolsters the sense of place of the site.
1B: From Upnor Castle water bastion downstream towards the former site of Cockham Wood Fort	Identified in Chatham Dockyard and its Defences Management Plan	Important due to functional and historic relationship of castle as the oldest defence of the dockyard and the seventeenth century defences designed by De Gomme to control the passage up Gillingham Reach. During the period of international significance its role was as the main powder magazine for the Ordnance Board at Chatham. A highly distinctive setting.
2: From Blue Crane to buildings at Upnor charting the development of ordnance facilities.	Identified as a public viewing point on masterplan.	A good viewpoint from which to appreciate Upnor. Whilst one of a possible series of views this will be an important node in the development of the final phase of St Mary's Island. Close to point of former defensive chain. Upnor Castle is a small structure that stands alone in this view and is clearly readable.
3: From Medway City Estate looking east across river to dockyard.	Numerous historic images are drawn from the west including those in the British Library Kings Collection.	The riverbank directly facing the dockyard is the best vantage point from which to appreciate its integrity. The selected viewpoint is relatively unobstructed as it is located on a short pier/jetty projecting forward of the river bank. The land is privately owned and is not a place much visited by the general public but access to this viewing point is relatively unrestricted.
4A: Upstream from Thunderbolt Pier	Identified in Chatham Dockyard and its Defences Management Plan - precise viewpoint location determined in consultation with Chatham Historic Dockyard Trust.	Important due to connection of dockyard to river. Just upstream from Thunderbolt Pier are the Queen's Stairs – the 17th and 18th century ceremonial landing point to the dockyard and therefore a key historical location in the context of the dockyard's relationship with the river.
4B: Downstream from Thunderbolt Pier	Identified in Chatham Dockyard and its Defences Management Plan - precise viewpoint location determined in consultation with Chatham Historic Dockyard Trust.	Important due to functional and historic relationship to Upnor Castle as the oldest defence of the dockyard. One of the few places in the dockyard where the visual relationship is clear and unobstructed and would have been so historically. Also connects the dockyard to the river.
5: From Fort Pitt Hill/Victoria Gardens looking north towards the dockyard and the Chatham Lines.	The Historic Dockyard Chatham Conservation Management Plan and Brompton Lines Conservation Area Appraisal.	A well appreciated and historically significant panoramic viewpoint that permits an understanding of the relationships between the river, the towns of Rochester and Chatham and the dockyard and its fortifications.

Viewpoint	Source	Initial Assessment of Overall Value/Importance of View
6: From Sun Pier back to Old Gun Wharf, Great Lines and Fort Amherst	Suggested by Senior Landscape Officer	A good vantage point from which to understand the visual and spatial inter-relationships between Old Gun Wharf and the dockyard and its defences with Fort Amherst placed at the centre of the view. Perception of scale and role of defences depends on being able to see the landform from which it rises from river level. The low lying nature of the Gun Wharf complex, with St Mary's Church above and the green backdrop provided by the trees on the Great Lines is a key characteristic of historical significance. The viewpoint is not of great historic significance but is in close proximity to Old Gun Wharf which is at the core of Chatham Dockyard and its Defences and can only provide views obstructed by trees. There would have been piers and jetties here as well as ships providing views from the river itself during the period of international significance.
7A: From Cornwallis Battery, Fort Amherst over old Gun Wharf to river, Rochester and former site of Fort Pitt.	Identified in Chatham Dockyard and its Defences Management Plan and Brompton Lines Conservation Area Appraisal. These views relate to historic gun positions and lines of fire.	An historically significant viewpoint which allows appreciation of how the defences were designed to work and now a well appreciated panoramic viewpoint. Note that all gun placements were strategically chosen, so 'micro views' are all significant.
7B: From Fort Amherst (Down Barrier Ditch)		Important for giving a sense of the intent of military architecture and the connection between the Fort and river.
7C: From Belvedere Battery, Fort Amherst to Fort Pitt		Most visible and impressive sense of the Fort's dominance of the river, and town below. Chosen by the military as a good viewpoint, hence 'Belvedere'.
7D: From Prince William's Battery, Fort Amherst to the Great Lines		A view linking the Fort to its Field of Fire which is the only remaining such view due to encroachment elsewhere by development and tree growth.

Table 2 Rejected Viewpoints

Viewpoint	Source	Initial Assessment of Overall Value/Importance of View
From urban fringe of Gillingham back towards Chatham.	Proposed by Chatham Historic Dockyard Trust.	This expansive view of open land is important in understanding how the fortifications were designed to work but there are now very few direct views to the bastions as per the original concept. A more appropriate means of protection of this area is as open space and via the Brompton Lines Conservation Area Appraisal.
From St Mary's Barracks 2/Demi Bastion relating to historic gun positions and lines of fire across the Great Lines towards the former site of Gillingham Fort.	Identified in Chatham Dockyard and its Defences Management Plan	Site visits revealed that the views towards the former field of fire across Lower Lines Park are no longer obtainable due to twentieth century development and tree growth and were not likely to be recoverable.
From the dockyard to the hill top position of the Brompton Barracks.	Brompton Lines Conservation Area Appraisal.	Site visit revealed that the view is no longer obtainable due to twentieth century development and tree growth and is not likely to be recoverable. The later buildings of the Royal School of Military Engineering are more visible in this view and are not relevant to the period of international significance.
From various points on Chatham Lines across Great Lines to Gillingham.	Borough Landscape Character Area Assessment and proposed by Chatham Historic Dockyard Trust.	Site visits revealed that the views were no longer obtainable. e.g. Mansion Row would have originally looked out over the Lines but the view that has been partially obscured by tree growth and Ministry of Defence housing.
From St Mary's Island to the hill top position of Brompton Barracks.	Brompton Lines Conservation Area Appraisal.	Site visit revealed that the view is no longer obtainable due to twentieth century development and tree growth and is not likely to be recoverable.
Prospect Row over river.	Brompton Lines Conservation Area Appraisal	Prospect Row would have originally had fine views over the river and it featured prominently in river views depicted in the 18th century. These views have been blocked by Victoria Tower.
Prince Frederick's Bastion north-east to river or former site of Gillingham Fort.	Proposed strategic view in 2007 draft management plan.	View no longer obtainable due to twentieth century development and tree growth and is not likely to be recoverable.
Prince Frederick's Bastion south-east across Medway Road.	Proposed strategic view in 2007 draft management plan.	View no longer obtainable due to twentieth century development and tree growth and is not likely to be recoverable.
From Rochester Riverside looking east towards Chatham Centre, Fort Amherst and the Lines.	The Historic Dockyard Chatham Conservation Management Plan and Brompton Lines Conservation Area Appraisal.	A good vantage point from which to understand the visual and spatial inter-relationships between Old Gun Wharf and the dockyard and its defences. The viewpoint is not of great historic significance and it was concluded that the same assets and relationships between them are better represented by the view from Sun Pier which also benefits from proximity to Old Gun Wharf.

Viewpoint	Source	Initial Assessment of Overall Value/Importance of View
From the Steeple of Frindsbury Church to the dockyard.	British Library Kings Collection Cartographic items Kings MS. 43. fol.8. 'A View of the River Medway from Rochester Bridge to Sheerness taken from the Steeple of Frindsbury Church opposite the Dock at Chatham shewing how ships of the Royal Navy are secured and moored unto the village of Gillingham together with the present number and names of them as per the tables thereof.' Delineated in September 1698.	Initially considered to be potentially important for reasons of historic significance but a site visit revealed that it is difficult to ascertain where the view is taken from and it is perhaps no longer obtainable. The image also pre-dates the period of international significance.
From Ordnance Street across Chatham to Fort Amherst and the Great Lines with distant views of the dockyard.	Proposed in workshop	Of some value in terms of the heritage assets visible but view from Fort Pitt Hill/Victoria Gardens looking north towards the dockyard and the Chatham Lines provides a better appreciation of those heritage assets and the spatial and visual inter-relationships between them.
From New Road car park to the escarpment of the Great Lines.	Proposed by Conservation Officer, Medway Council	Of some value in terms of capturing the character of the Great Lines but view from Fort Pitt Hill/Victoria Gardens looking north towards the dockyard and the Chatham Lines provides a better appreciation of those heritage assets and the spatial and visual inter-relationships between them.
From Fort Amherst (Prince William's Battery).	Identified in Chatham Dockyard and its Defences Management Plan and Brompton Lines Conservation Area Appraisal.	Of some value in that it relates to a historic gun position and line of fire but a better view is available from Belvedere Battery. This view does not give the same impression of height and the visual inter-relationship between the Fort and the river and civilian settlement below.
From No. 7 Covered Slip downstream to Upnor.	Proposed strategic view in 2007 draft management plan.	A better view is available downstream from Thunderbolt Pier
From Riverside Gardens east to Old Gun Wharf, Fort Amherst and the Great Lines.	Proposed by Senior Landscape Officer, Medway Council	A highly publicly accessible and well-used location. It is also historic but little of what can be seen today would have been visible historically. The view from Sun Pier, although not necessarily historic, provides a better appreciation of these heritage assets and the spatial and visual inter-relationships between them.
Up Barrier Ditch from Dock Road.	Proposed by Chatham Historic Dockyard Trust	Much of what is important about this view is better captured by the view down the Barrier Ditch from Fort Amherst. This alternative view also captures the relationship with the river.

Viewpoint	Source	Initial Assessment of Overall Value/Importance of View
From No. 7 Covered Slip directly across the river to Whitewall Creek.	Proposed strategic view in 2007 draft management plan.	No historic functional relationship between the dockyard and the creek so not considered to be of relevance to an appreciation of its significance.
Hoo Common to Brompton Barracks.	Proposed strategic view in 2007 draft management plan.	Does not apply specifically to an appreciation of the significance of Chatham Dockyard and its Defences in terms of the approach to Medway from this direction.
Hoo Common to Upnor Castle.	Proposed strategic view in 2007 draft management plan.	Does not apply specifically to an appreciation of the significance of Chatham Dockyard and its Defences in terms of the approach to Medway from this direction.
Naval War Memorial on Great Lines to Rochester and Chatham.	Proposed strategic view in 2007 draft management plan.	Not considered to be of relevance to an appreciation of the significance of Chatham Dockyard and its Defences although different values may be attached to these views that fall outside the principal selection criteria for this exercise.
Broom Hill in Strood to Rochester and Chatham.	The Historic Dockyard Chatham Conservation Management Plan.	The roof lines of the Covered Slips and Anchor Wharf are visible, as indeed they are from a number of Medway's southern approaches, but the viewpoint is not considered to be of relevance to an appreciation of the significance of Chatham Dockyard and its Defences and is too distant.
From Brunel Saw Mill back to mast pond down the hill.	The Historic Dockyard Chatham Conservation Management Plan.	This view is appreciated by many but does not have major historic significance save for the visual connection between the Saw Mill and former mast pond that reinforces their functional relationship.
Dock Road to Main Gate.	The Historic Dockyard Chatham Conservation Management Plan.	Impressive entrance and the high dockyard wall demonstrates the enclosed, defensive character of the dockyard. However the elevated infantry barracks which form a substantial part of the view today are not relevant to the period of international significance.
Rochester Rail Bridge or Strood Riverside across Medway City Estate to covered slips.	Proposed by English Heritage.	Views from the rail bridge are largely obscured by its structure, The roof lines of the Covered Slips and Anchor Wharf are visible from various points on the riverside but the viewpoint is not considered to be of relevance to an appreciation of the significance of Chatham Dockyard and its Defences
From Ministry of Defence land at Tower Hill across the river.	Proposed by Chatham Historic Dockyard Trust.	Historically significant as the link from the Admiral to Government via telegraph. Guns were sited here for a short time to defend the dockyard and the land was subsequently part of the first training ground for siege warfare at Upnor before this moved to the Lower Lines. No public access although this may change in the future. The view from Upnor provides a better appreciation of the same heritage assets and the visual inter-relationships between them.
From Sans Pareil roundabout/western approaches to the Medway Tunnel.	Proposed by Senior Landscape Officer, Medway Council.	Not historically significant and the view from Medway City Estate provides a better appreciation of these heritage assets and the spatial and visual inter-relationships between them.

Viewpoint	Source	Initial Assessment of Overall Value/Importance of View
From The Paddock in Chatham to the Brook Theatre (Old Town Hall) with ramparts of Fort Amherst rising beyond and the scarp of the Great Lines.	Brompton Lines Conservation Area Appraisal.	Best place to appreciate the scale of the fortification and its dominating presence above the town in the valley bottom. View from Military Road is an intentional military view and an historic approach route to the site. A viewpoint almost at river level gives greatest impression of sheer bulk of Fort above, but other views better capture this relationship.
South-west down Tinkers Alley from the entrance ramp to No.1 Smithery.	Identified in Chatham Dockyard and its Defences Management Plan - precise viewpoint location determined in consultation with Chatham Historic Dockyard Trust.	Captures both the longitudinal axis of the dockyard towards the Ropery and the view across the dry docks towards Rochester Castle and Cathedral. Captures the strong sense of place of the Georgian buildings and skyline, but alternative viewpoints provide a better appreciation.
North-east from the entrance ramp to No.1 Smithery.	Suggested in workshops testing the assessment of recent planning applications.	Captures the south elevation of the Upper Mast House/Mould Loft but does not specifically demonstrate site attributes as well as other viewing locations.
From Mast Ponds to south and east.	Suggested by Senior Landscape Officer, Medway Council.	Oblique view of the landward end of the Covered Slips, north elevation of the Upper Mast House /Mould Loft/Wheelwrights Shop, the Timber Seasoning Sheds, Galvanising Shop, Brunel Saw Mill, Brompton Barracks and the Chatham Lines in the background. Captures the character of this northern section of the dockyard and important in a contemporary sense (because it is the first view experienced by the majority of visitors to the dockyard), although not a historical/functional one.

Appendix 6 Tables Relating to Assessment of Impact

VALUE/ IMPORTANCE	DEFINITION - INDIVIDUAL HERITAGE ASSETS	DEFINITION - THE VIEW AS A WHOLE
HIGH	The asset will normally be a World Heritage Site, grade I or II* Listed Building, Scheduled Monument, grade I or II* historic park or garden or historic battlefield which is a central focus of the view and whose significance is well represented in the view. The Viewing Place (and/or Assessment Point) is a good place to view the asset or the only place from which to view that particular asset.	The view is likely to be a nationally or regionally important view and/or contain heritage assets such as World Heritage Sites, grade I or II* Listed buildings, Scheduled Monuments, grade I or II* historic parks and gardens or historic battlefields whose heritage significance is well represented in the view and which benefit from being seen in combination with each other.
MEDIUM	The asset will normally be a grade II Listed Building, grade II historic park or garden, conservation area, Locally Listed Building or other locally identified heritage resource which is a central focus of the view and whose significance is well represented in the view. The Viewing Place (and/or Assessment Point) is a good place to view the asset or the only place from which to view that particular asset. The asset may also be a World Heritage Site, grade I or II* Listed Building, scheduled monument, grade I or II* historic park or garden or historic battlefield which does not form the main focus of the view but whose significance is still well represented in the view. In this case the Viewing Place (and/or Assessment Point) may be a good, but not the best or only place to view the heritage asset.	The view is likely to be of importance at the county, borough or district level and/or contain heritage assets such as grade II Listed Buildings, grade II historic parks or gardens, conservation areas, Locally Listed Buildings or other locally identified heritage resources whose heritage significance is well represented in the view and which benefit from being seen in combination with each other. It may also be a view that contains heritage assets such as World Heritage Sites, grade I or II* Listed Buildings, Scheduled Monuments, grade I or II* historic parks or gardens or historic battlefields whose heritage significance is clearly readable, but not best represented, in this particular view.
LOW	The asset may be a grade II Listed Building, grade II historic park or garden, conservation area, Locally Listed Building or other locally identified heritage resource which does not form a main focus of the view but whose significance is still well represented in the view. In this case the Viewing Place (and/or Assessment Point) may not be the best or only place to view the heritage asset.	The view is likely to be a locally valued view and contain heritage assets such as grade II Listed Buildings, grade II historic parks or gardens, conservation areas, locally Listed Buildings or other locally identified heritage resources whose heritage significance is clearly readable, but not best represented, in this particular view.

TABLE 1 - how both the value and importance of the individual heritage assets identified within the view may be determined and the value and importance of the view as a whole. (Adapted from p19 & 20 'Seeing The History In The View' May 2011. English Heritage)

MAGNITUDE OF IMPACT	DEFINITION
High beneficial	The development considerably enhances the heritage assets in the view, or the view as a whole, or the ability to appreciate those values.
Medium beneficial	The development enhances to a clearly discernible extent the heritage values of the heritage assets in the view, or the view as a whole, or the ability to appreciate those values.
Low beneficial	The development enhances to a minor extent the heritage values of the heritage assets in the view, or the view as a whole, or the ability to appreciate those values.
Imperceptible/None	The development does not affect the heritage values of the heritage assets in the view, or the view as a whole, or the ability to appreciate those values.
Low adverse	The development erodes to a minor extent the heritage values of the heritage assets in the view, or the view as a whole, or the ability to appreciate those values.
Medium adverse	The development erodes to a clearly discernible extent the heritage values of the heritage assets in the view, or the view as a whole, or the ability to appreciate those values.
High adverse	The development severely erodes the heritage assets in the view, or the view as a whole, or the ability to appreciate those values.

LEFT: TABLE 2 - criteria for determining magnitude of impact on heritage significance within a view. (p22 'Seeing The History In The View' May 2011. English Heritage)

RIGHT: TABLE 3 - criteria for determining magnitude of the cumulative impact of proposals on heritage significance within a view. (p24 'Seeing The History In The View' May 2011. English Heritage)

MAGNITUDE OF IMPACT	DEFINITION
High beneficial	The development, in conjunction with other changes, considerably enhances the heritage assets in the view, or the view as a whole, or the ability to appreciate those values.
Medium beneficial	The development, in conjunction with other changes, enhances to a clearly discernible extent the heritage values of the heritage assets in the view, or the view as a whole, or the ability to appreciate those values.
Low beneficial	The development, in conjunction with other changes, enhances to a minor extent the heritage values of the heritage assets in the view, or the view as a whole, or the ability to appreciate those values.
Imperceptible/None	The development, in conjunction with other changes, does not change the heritage values of the heritage assets in the view, or the view as a whole, or the ability to appreciate those values.
Low adverse	The development, in conjunction with other changes, erodes to a minor extent the heritage values of the heritage assets in the view, or the view as a whole, or the ability to appreciate those values.
Medium adverse	The development, in conjunction with other changes, erodes to a clearly discernible extent the heritage values of the heritage assets in the view, or the view as a whole, or the ability to appreciate those values.
High adverse	The development, in conjunction with other changes, substantially affects the heritage assets in the view, or the view as a whole, or the ability to appreciate those values.

Appendix 7 Sample Worksheets

Sample feedback sheets from first workshop.

Table 1 - View selection criteria

View: 2 Upnor to covered slips

1	What do you see in the view? Refer to the list of attributes which includes buildings and other features and characteristics of the site and setting. What else do you see – other elements of the townscape or landscape? Describe the view.
	<p>RIVER!</p> <p>Covered slips. These obscure views to rest of dockyard (no masthouse etc). Lower boathouse.</p> <p>Barracks but obscured to some degree by trees.</p> <p>Backdrop of tree'd ridge – attractive setting (but not really lines themselves).</p> <p>Victoria tower spoils view. Twin towers.</p> <p>Chatham Maritime Buildings important in foreground – relatively low lying (below ridge line). MHS stands out because of bright/shiny finishes.</p> <p>'Gap' of interface land was developed in the past.</p> <p>View thro' to Barracks – there is a view from Officer's mess to river – (How significant is this?)</p>
2	What is it about the attribute that it is important you are able to see or appreciate? The Site Gazetteer may help here. Is this the best place from which to appreciate that?
	<p>Iconic covered slips.</p> <p>Undeveloped ridgeline – relationship of dockyard to landscape, topography.</p> <p>Nature of this due has changed due to trees.</p> <p>.</p>
3	What spatial relationships are visible between different elements of the view? Does the view gain extra significance as a consequence of being able to see these relationships? Is this the best place from which to appreciate these?
	<p>Relationship of river to dockyard. Topography to dockyard.</p> <p>Relationship Officer's mess to river?</p> <p>- also might be appreciated from the river subject to tree removal.</p>
4	Is the viewing place a well-used and accessible place for the public?
	Yes (but less historically significant that nearby Upnor Castle – which is less publicly accessible).
5	Does the view have other cultural value for Medway that it is important to consider – not just in relation to international heritage significance?
	<p>Yes – aesthetic – river and landscape and foreground – attractive.</p> <p>-symbol of new – twin towers – regeneration.</p>

Other notes?

Table 2 - Visual management guidance

View: 2 – Towards covered slips

Note: It could help here to think of the view as having a foreground, middle ground and background and how development could be managed within each of the three zones.

1	What elements of the view detract from appreciation of significance? Might future development allow the effects of these to be reduced?
	<p>Victoria Tower.</p> <p>Broadside House does not interrupt view but is unduly prominent – more muted colours would have been better.</p>
2	What might be the positive/negative effects of future development within the view? How could it be designed to enhance rather than detract?
	<p>Important that ridge line is not obscured.</p> <p>Flank of covered slips is prominent. – development not likely to obscure this.</p> <p>Development close to / on water's edge will have more of an effect on dockyard / ridgeline relationship.</p> <p>Bellmast gives a sense of scale against which development can be measured.</p>
3	Does vegetation or other landscape aspects require management?
	<p>Trees/vegetation obscure views to Officer's mess. Trees give quite different effect as opposed to hard hillside that would have existed. However they still allow a partial understanding of landscape dockyard relationship.</p>
4	Should access to the viewing place be improved? What else could be done to enhance the viewing place?
	<p>Upnor Castle – not publicly accessible at all times. However, the shorefront at Upnor is accessible. Inter-tidal zone (reeds etc) is unaltered by flood defences and is most attractive.</p>

Appendix 8 Notes on Photography

Our approach followed advice in 'Photography and photomontage in landscape and visual impact assessment', Landscape Institute Advice Note 01/11. Its aim is to represent the urban landscape under consideration as accurately as is practical.

Most of the selected views require representation by a panoramic field of view. The reference standard of 35mm film and a 50mm focal length standard lens was used to give a horizontal field of view of approximately 40 degrees. This is recommended (by the LI Advice Note) because it most closely approximates to the human eye. A 120 degree panoramic view was constructed by horizontally aligning a series of three 40 degree single frame photographs.

The photographs were taken using a zoom lens on a digital camera (see specification below). The 35mm equivalent focal length is a field of information stored in the camera data for each image. This data, combined with information on the camera sensor size, allows a field of view of approximately 40 degrees for each single frame photograph to be set.

The focal length data recorded is not recorded with sufficient accuracy for a precise field of view calculation so the 40 degree figure is an approximation. A standard fixed 50mm lens was also used to calibrate the field of view by eye.

In all cases the camera was mounted on a tripod at 1.6m above ground level. Date, time, weather, lighting conditions, direction of view and OS grid coordinates are also recorded for each view.

Camera for viewpoint 4: Sony Alpha A390
Sensor size = 23.5 x 15.7 mm; pixels 14.20 million
Lens: Minolta AF 35-70mm F4
Focal length set to: 35mm

Camera for all other viewpoints: Nikon D40X
Sensor size = 23.6 x 15.8 mm; pixels 10.75 million
Lens: AF-S DX Zoom-Nikkor, 18-55mm F3.5-5.6 ED
Focal length set to: 32-34mm

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- Royal Engineers Museum, Library and Archive
- Royal School of Military Engineering
- Universities at Medway
- Local residents



Fort Amherst © Medway Council



HMS Achilles under construction © Chatham Historic Dockyard Trust



Upnor Castle © Medway Council

