

Cabinet – Supplementary agenda No.1

A meeting of the Cabinet will be held on:

Date: 16 December 2014

Time: 3.00pm

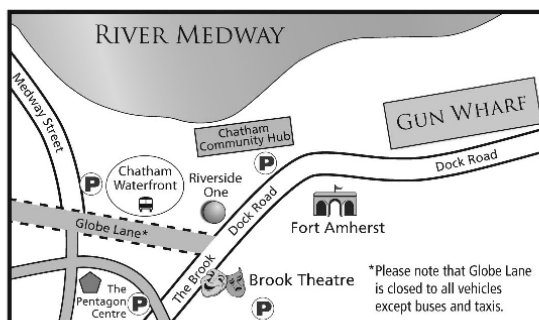
Venue: Meeting Room 2 - Level 3, Gun Wharf, Dock Road, Chatham ME4 4TR

Items

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|-----------|---|----------------------------------|
| 6. | Chatham Dockyard and its Defences Planning Policy Document
Appendices 1-5 | (Pages
3 - 120) |
| 7. | Local Plan: Authority Monitoring Report
Appendices 1-3 | (Pages
121 -
274) |

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Date: 8 December 2014



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Chatham Dockyard and its Defences Planning Policy Document

Adopted December 2014



Foreword

4



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.

Chatham Dockyard and its Defences Planning Policy Document



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

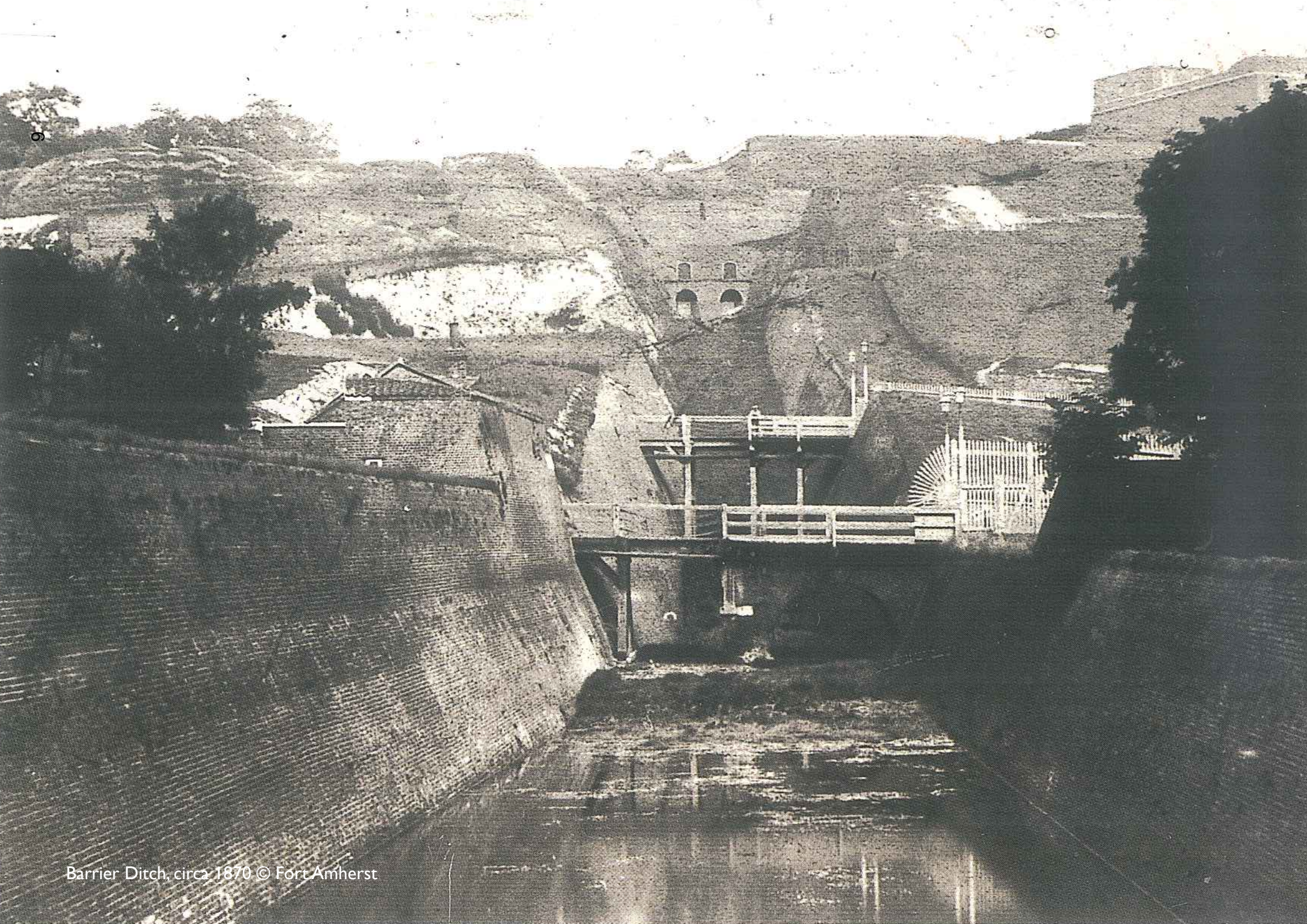
Medway, “the place”, is both new and old. Born at the end of the twentieth century from local government reform, but founded on the great history and cultural identity of the towns that make it.

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.



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.

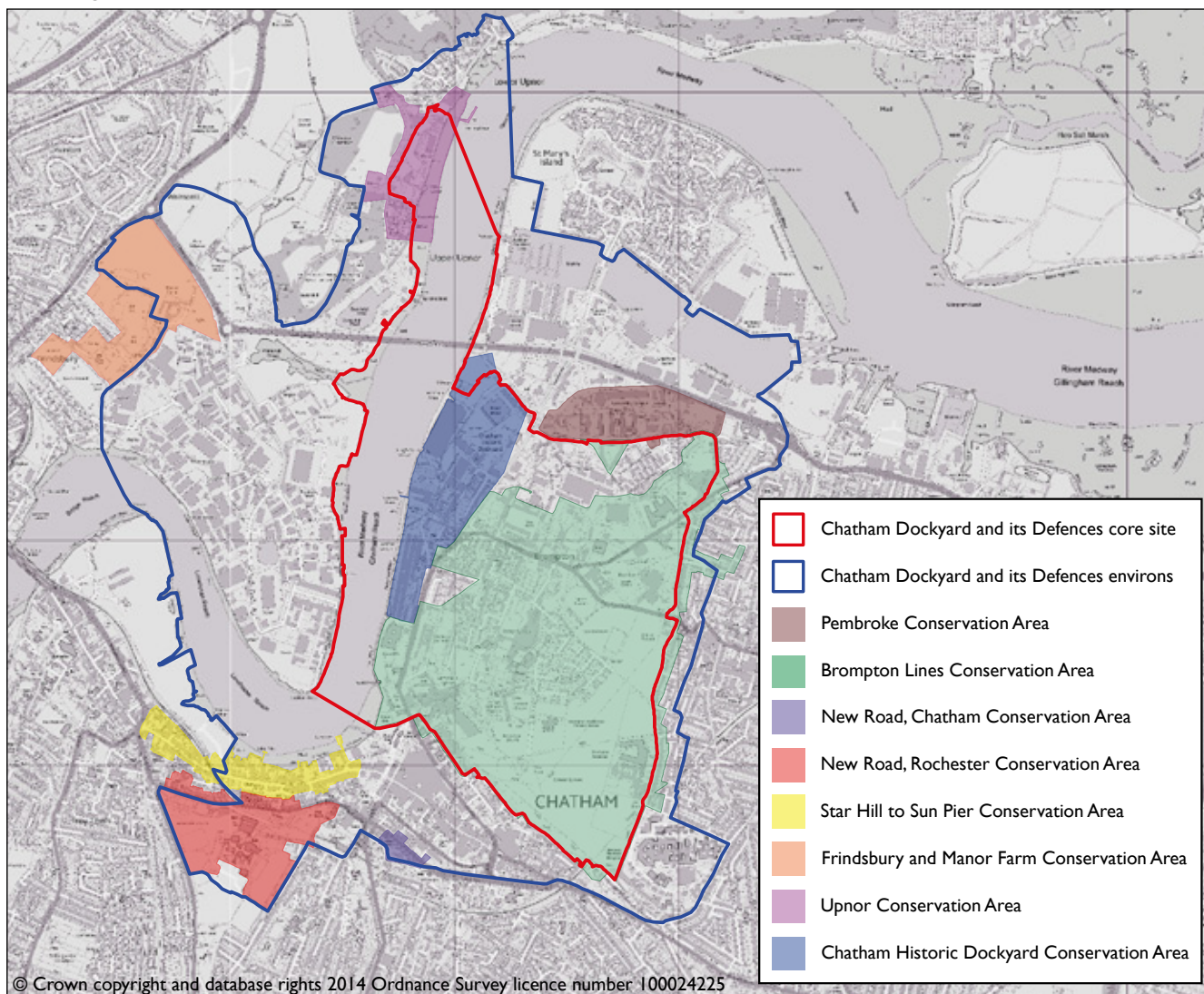
As part of this work, the group – with the support of external experts – researched and analysed in detail which specific elements of the site best convey this international significance, and how this should best be preserved.

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.

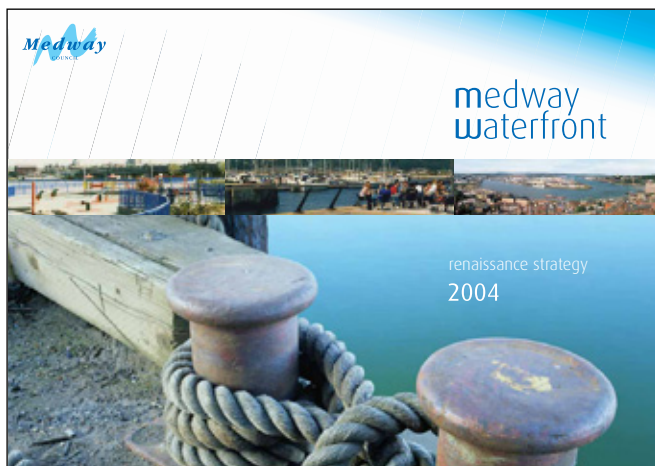
In 2007 several policies of the Medway Local Plan 2003 were saved until a new Local Plan is adopted, so that they could be retained for use. The 'saved policies' of the Medway Local Plan 2003 included: development allocations for housing and employment, and policies covering design, transport, environment,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

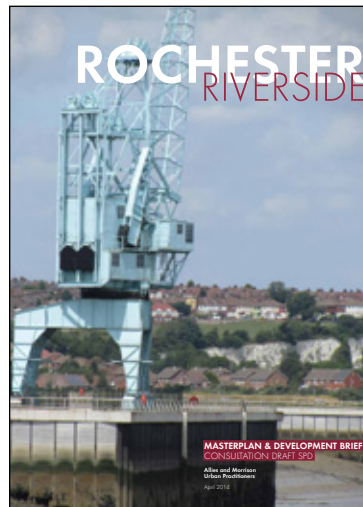


The Star Hill to Sun Pier Planning and Design Strategy was adopted in May 2004 with the aim of providing guidelines and policies for the long-term management and development of the area. The Star Hill to Sun Pier area falls within the environs of Chatham Dockyard and its Defences. Sun Pier provides one 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.

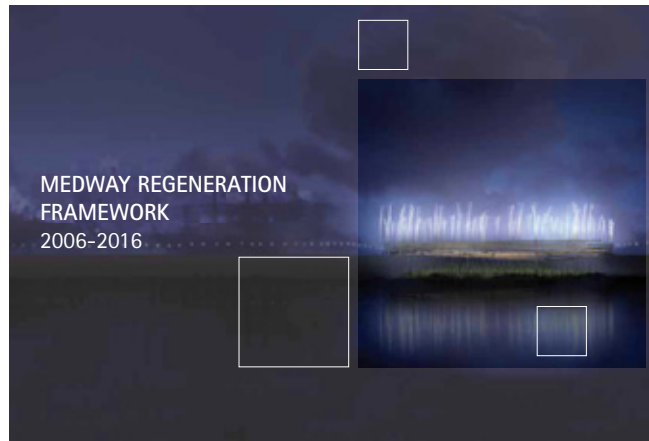
The Star Hill to Sun Pier area is currently a run down and undervalued riverside hinterland between the commercial cores of Rochester and Chatham. Despite this it is a Conservation Area of real historic importance as a part of the civilian industrial and commercial infrastructure associated with the 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."

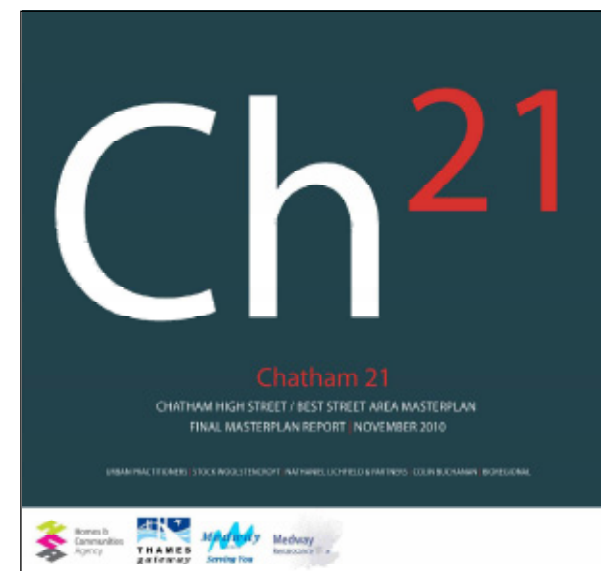
When referring to the Interface Land in paragraph 3.10 it suggests that there may be justification for "...carefully designed and placed higher buildings" to reinforce a new leisure and tourism role. However, tall buildings are not considered appropriate within the core area of the dockyard.

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.



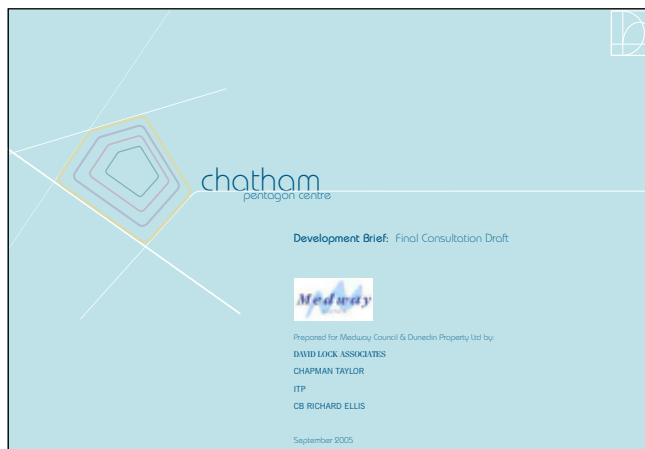
The Chatham Centre and Waterfront Development Brief covers three areas within the environs of Chatham Dockyard and its Defences - the Waterfront, Station Gateway and the Brook (note: the Waterfront Area is the same as that covered in the subsequent and more detailed Gun Wharf Masterplan).

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.

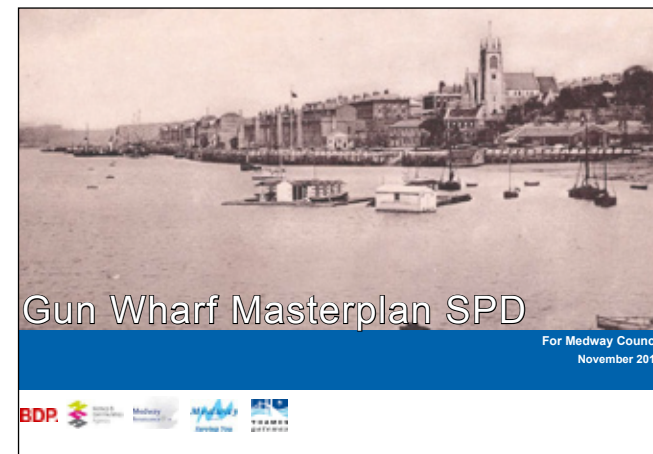
The brief specifically references the 'green backdrop' of the defences as a unique feature that forms a part of Chatham's setting. Building heights are to be controlled so as to retain this setting and to retain key views. The reinstatement of the defences (the Barrier Ditch) is a key part of the waterfront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



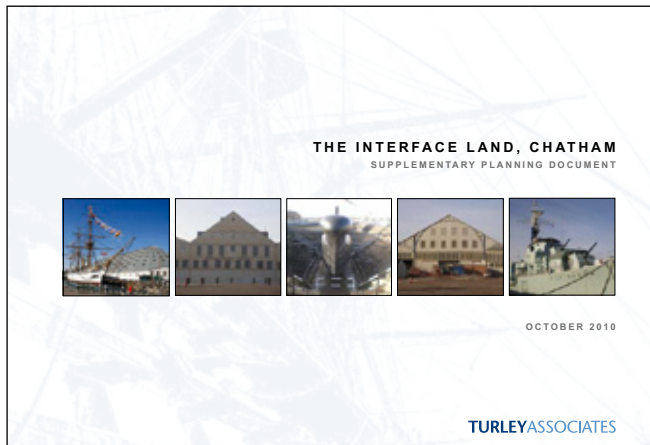
The Gun Wharf Masterplan was adopted in September 2010 and includes a small section of Chatham Dockyard and its Defences, along the River Medway. It includes the Riverside One Council Offices, Riverside surface car park, Chatham Library and The Command House pub (the former Storekeeper's House), which 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.

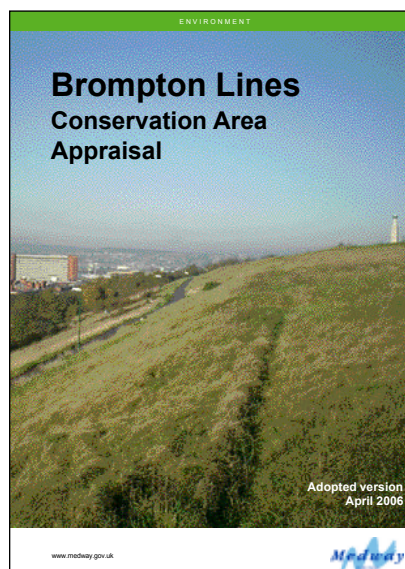
Amherst Hill, Brompton Design Brief

OCTOBER 2010



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

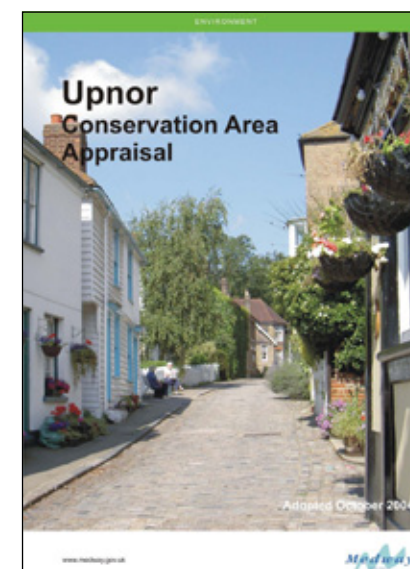
These character areas are described in detail in relation to the characteristics of the area, history, architecture, topography, landscape, townscape, streetscape and Article 4 Direction areas. These character areas form 'The Defences' of Chatham Dockyard.

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.

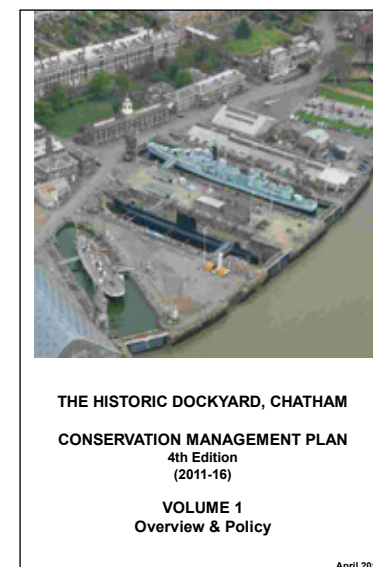
Upnor Castle also provides the viewing location of Key Views 1A and 1B, both up and down stream of the River Medway. The panorama looking upstream provides a means of understanding the spatial relationship and visual connections between key elements of the dockyard. The view downstream is towards the 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.

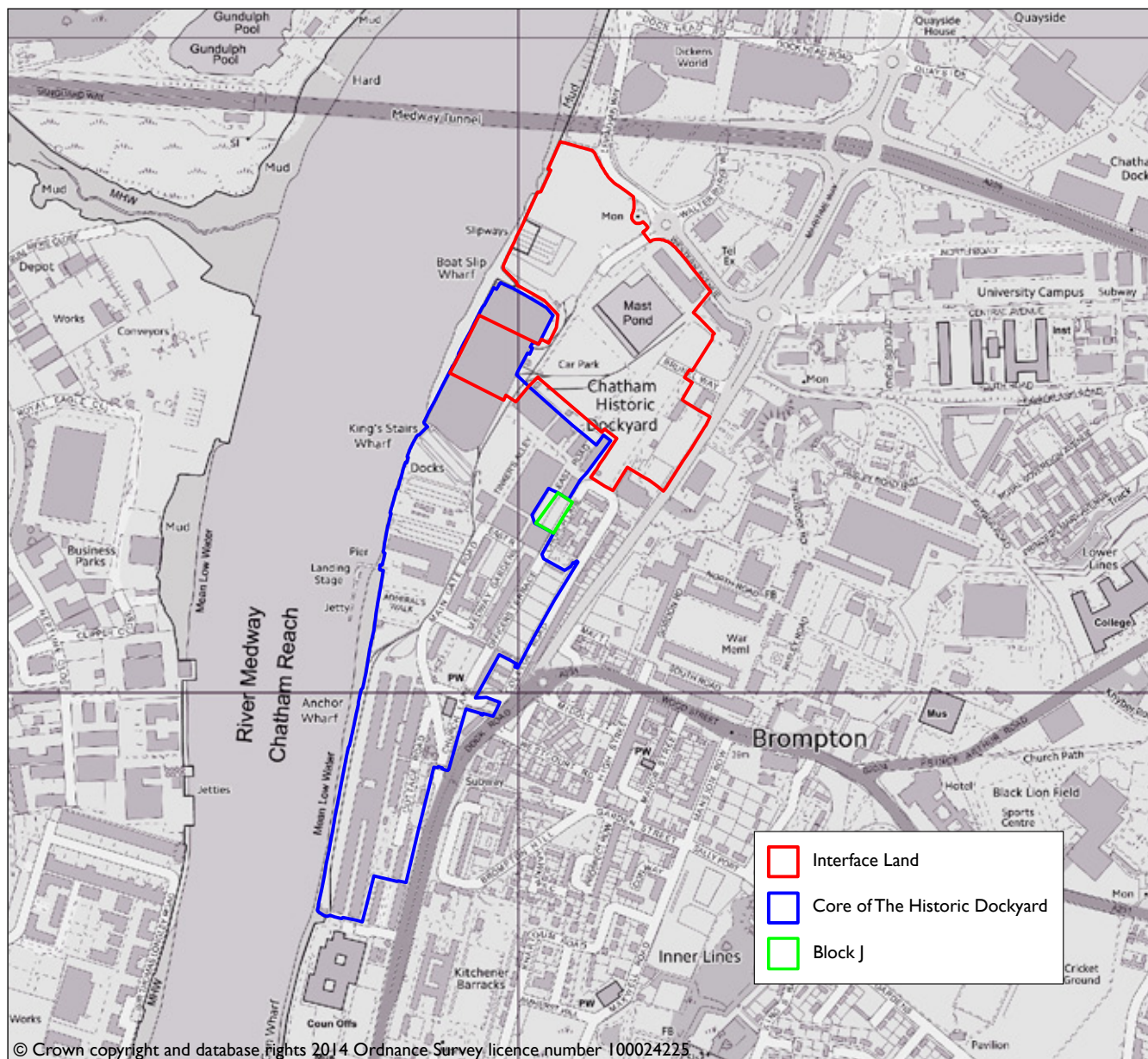
Principally the policies focus on the preservation and enhancement of the site to protect its international heritage significance. Policy P8, however, relates to New Build Development. Policy 8.1 states that there is a presumption against the introduction of any significant new-build structures within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



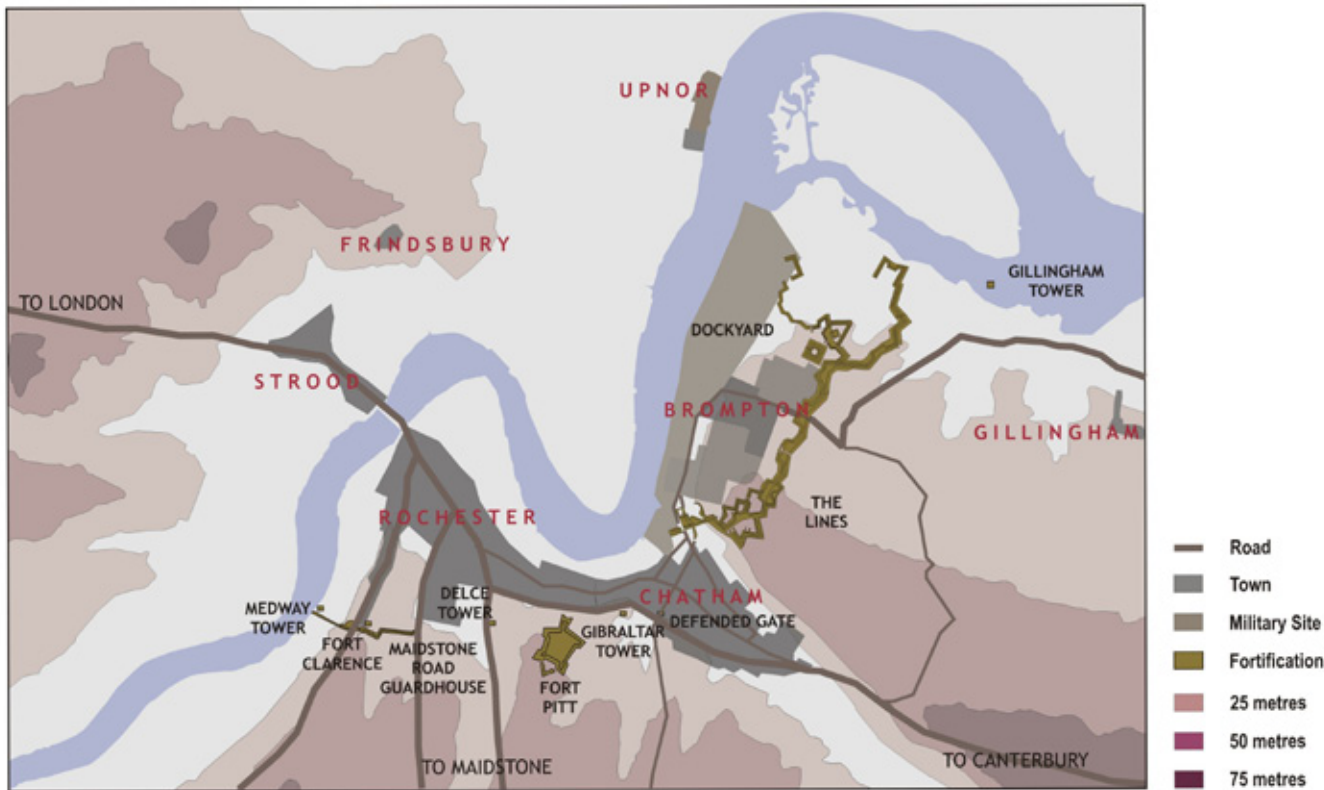
Summary of Policy Guidance

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

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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

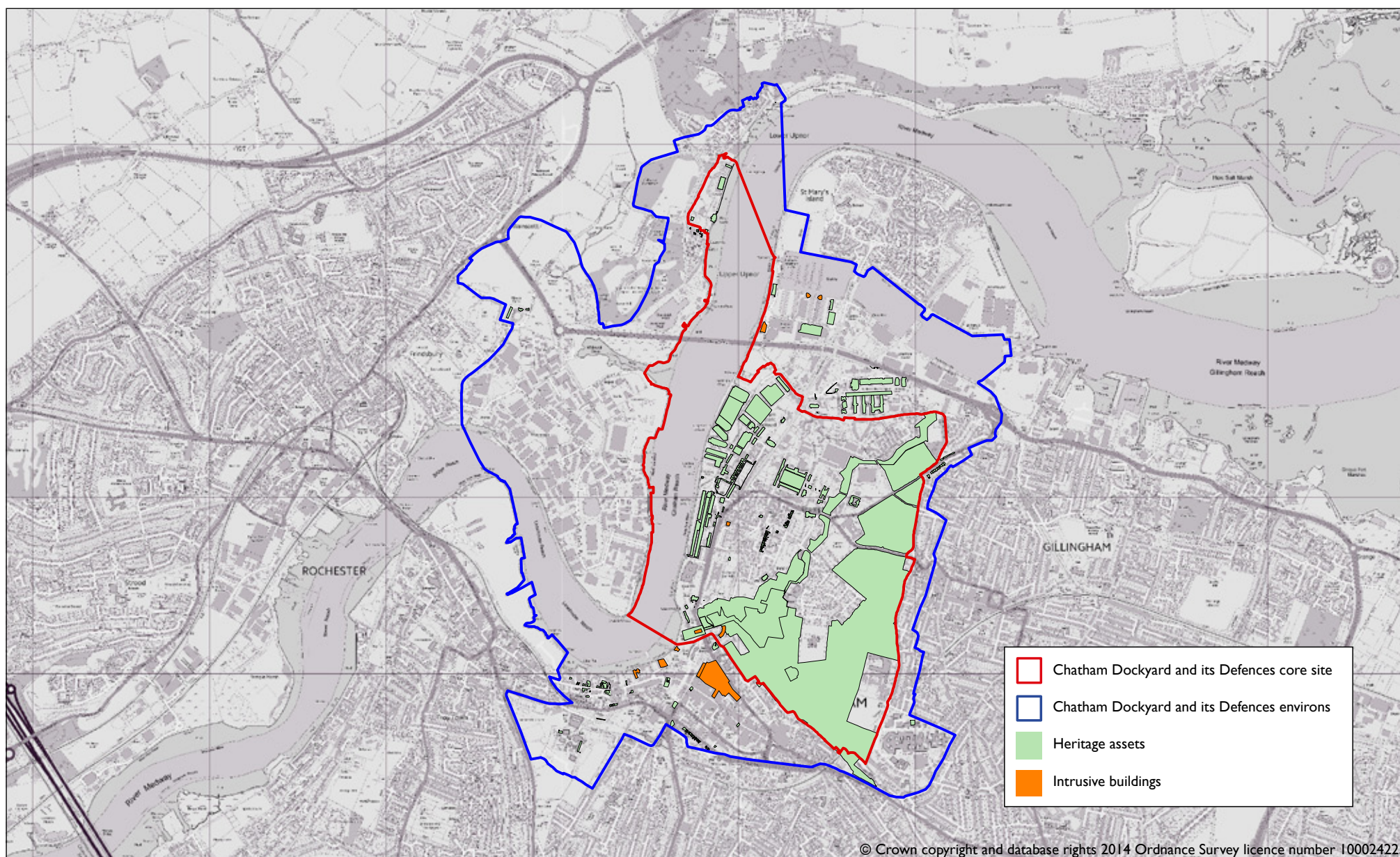
The following table, and map opposite, lists buildings and structures that are prominent in key views to or from

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 mars 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.

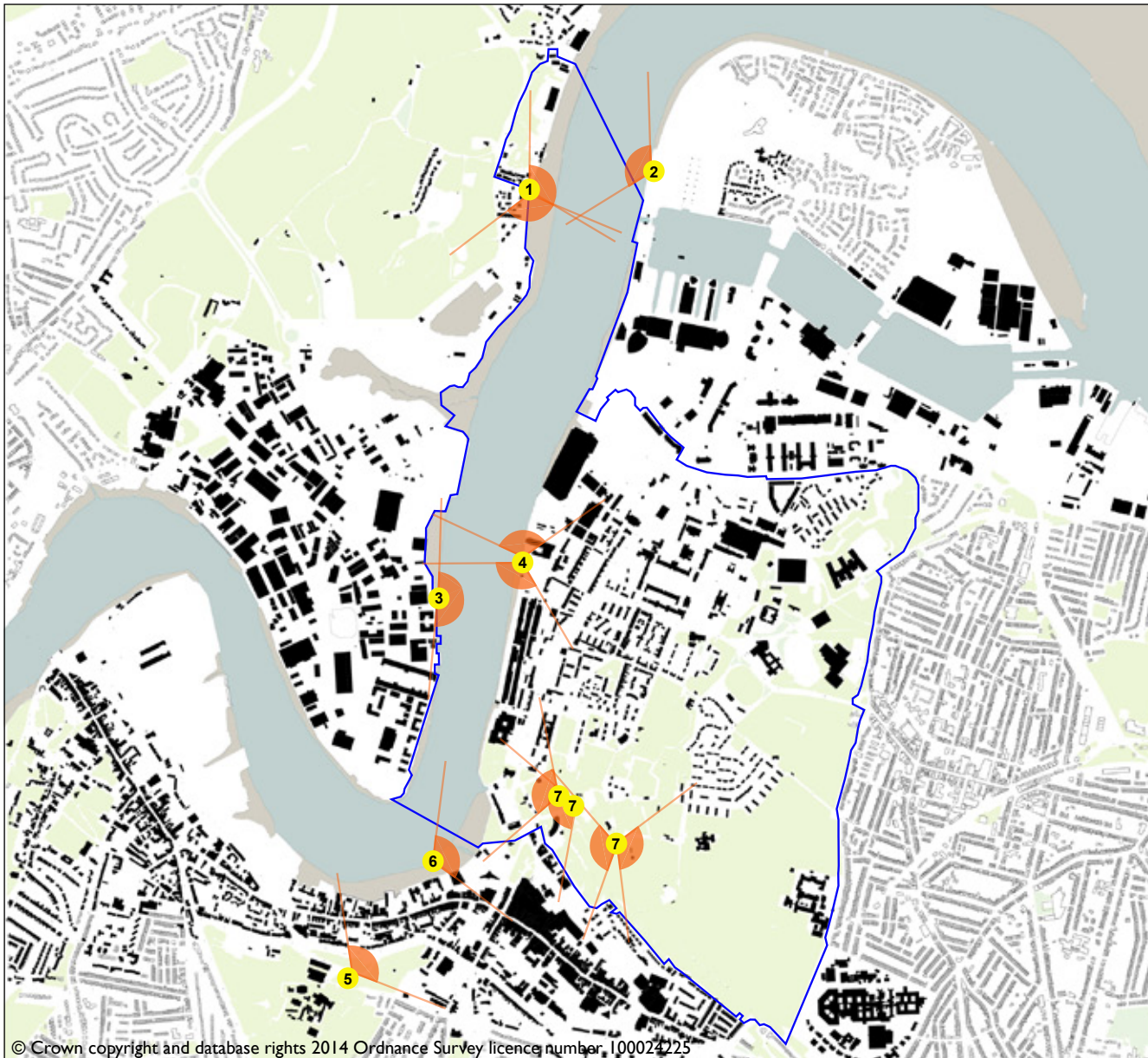




MAP SHOWING VIEWING LOCATIONS

- 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.

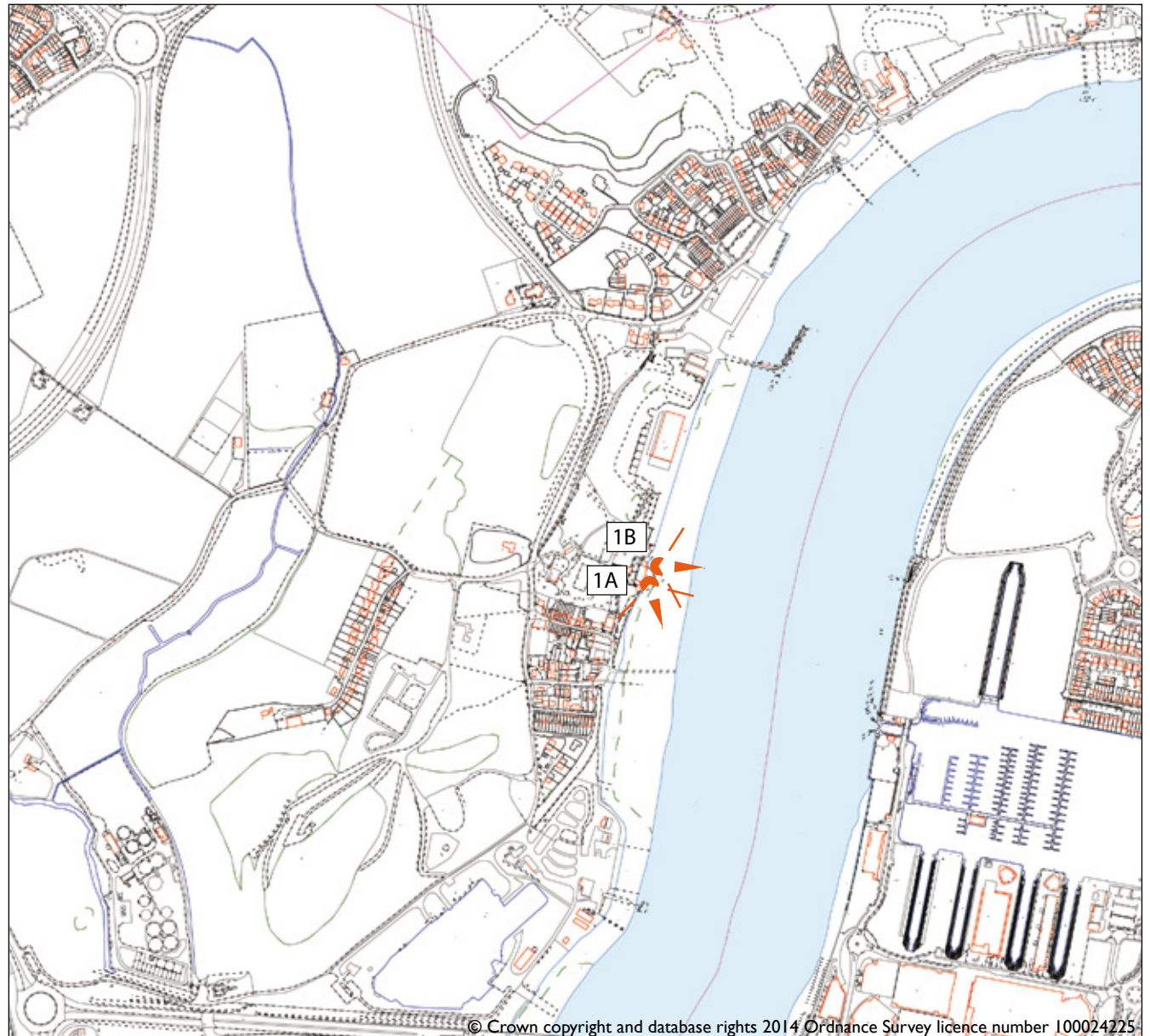
I Upnor Castle

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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.



-60

-20

+20

+60



-60

-20

+20

+60

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. 16.42-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.



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.



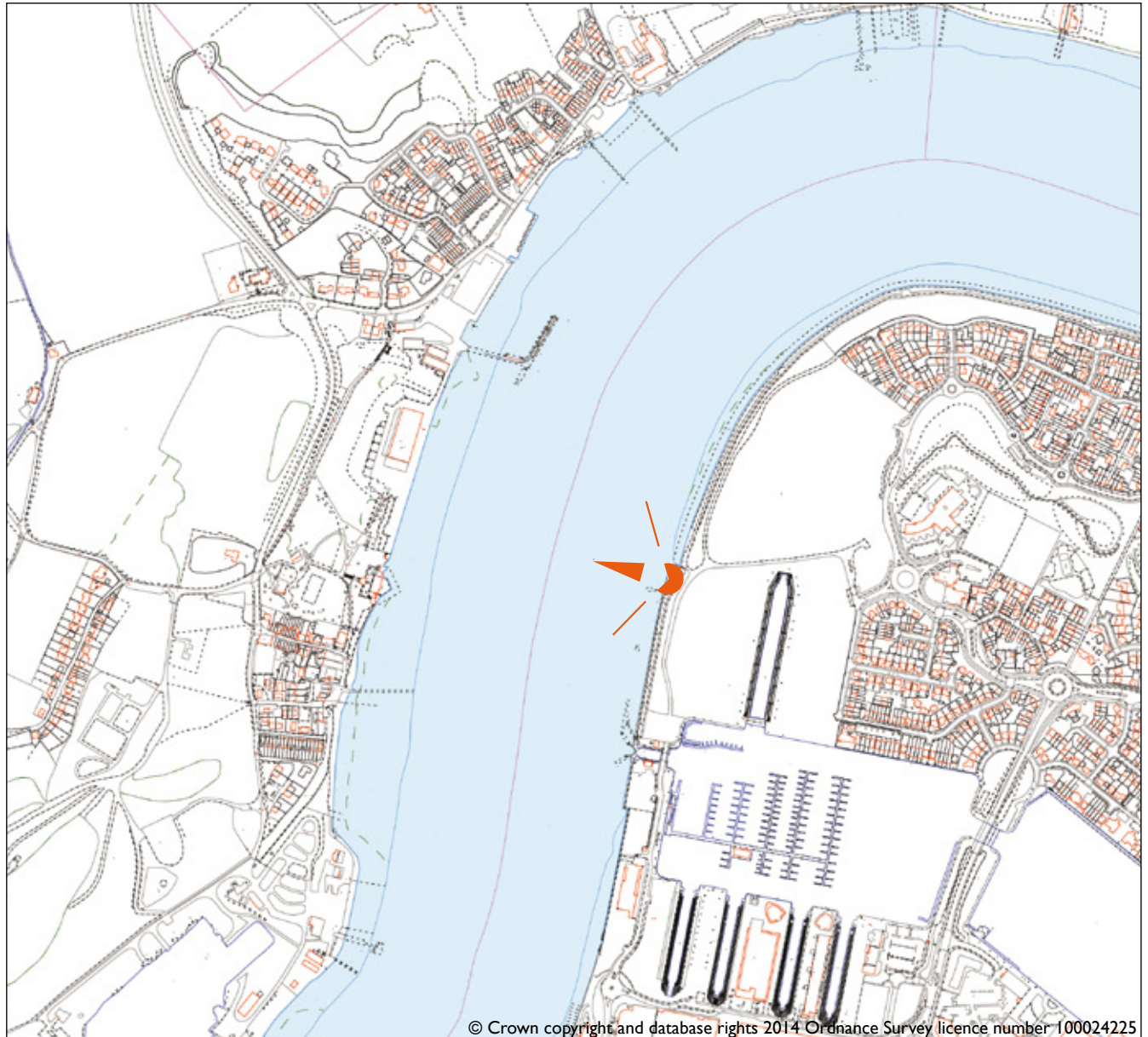
Attack on the Medway by Peter Cornelisz van Soest c. 1667. © National Maritime Museum.

2 Blue Crane - St Mary's Island

40

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.



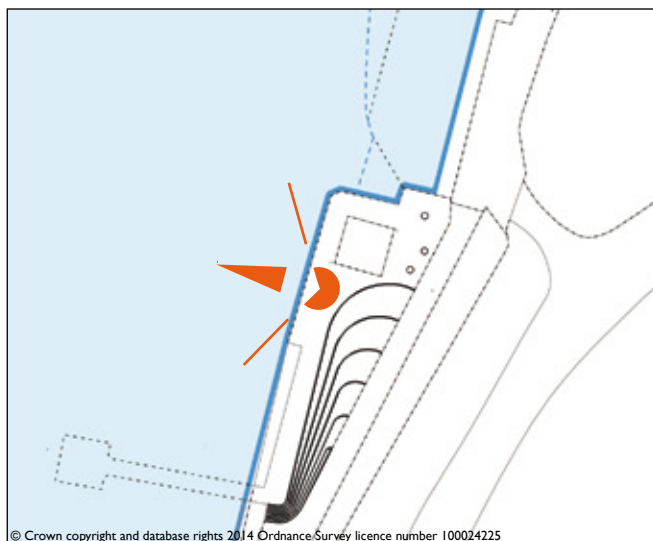
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Panorama from Viewing Point 2

Viewing Location 2 From Blue Crane to Upnor

OS co-ordinates: 576247, 170595



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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

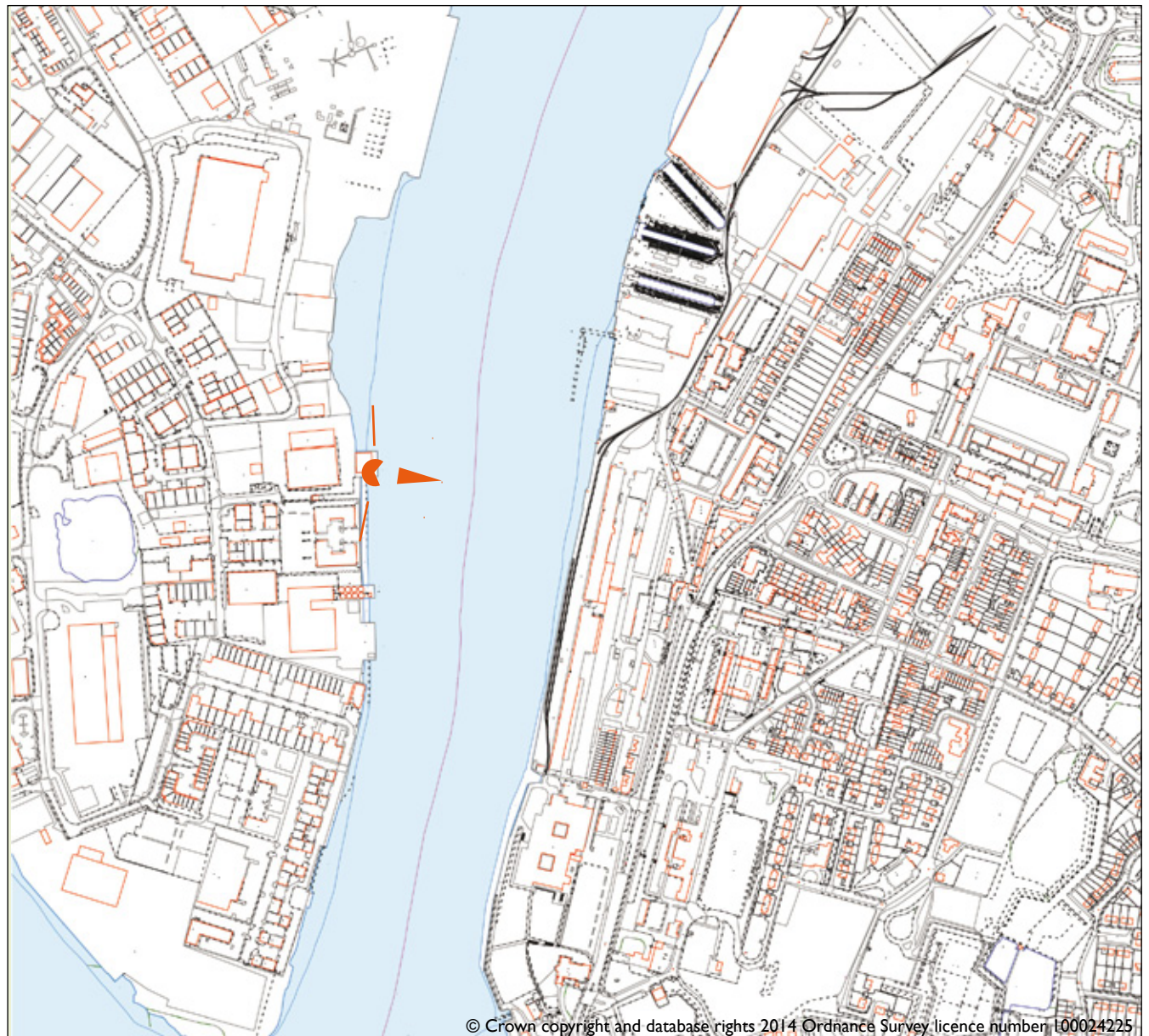
The Frindsbury peninsula was undeveloped riverside marshland during the age of sail and early age of steam. Numerous historic images of Chatham Dockyard are drawn from the west, presumably from viewing locations on the riverbank of what is now the Medway City Estate. Examples of significant topographical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

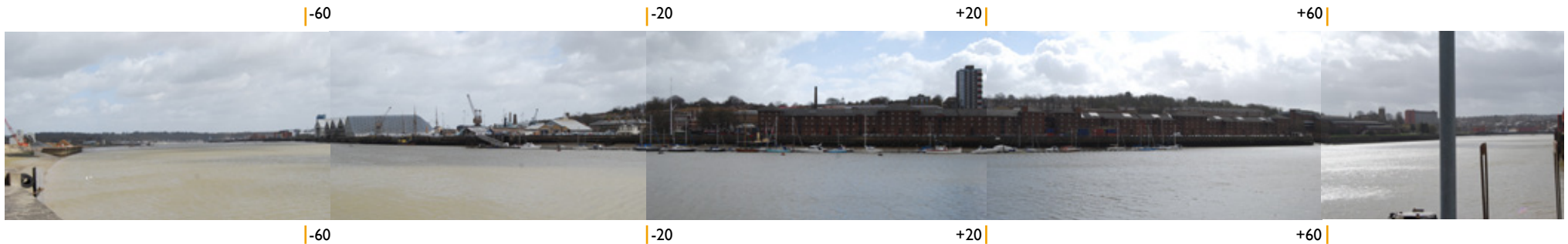
Multiple alternative viewing locations exist on Medway City Estate although few currently have unrestricted public access.



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



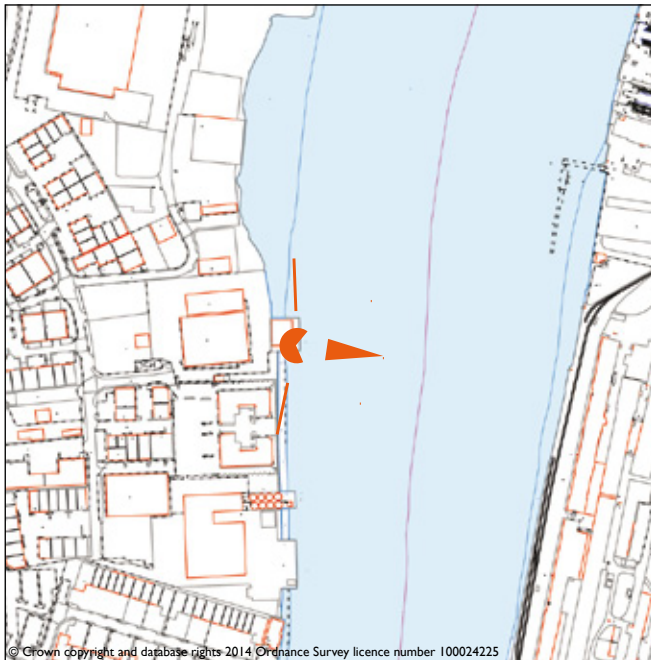
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Panorama from Viewing Point 3

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

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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.



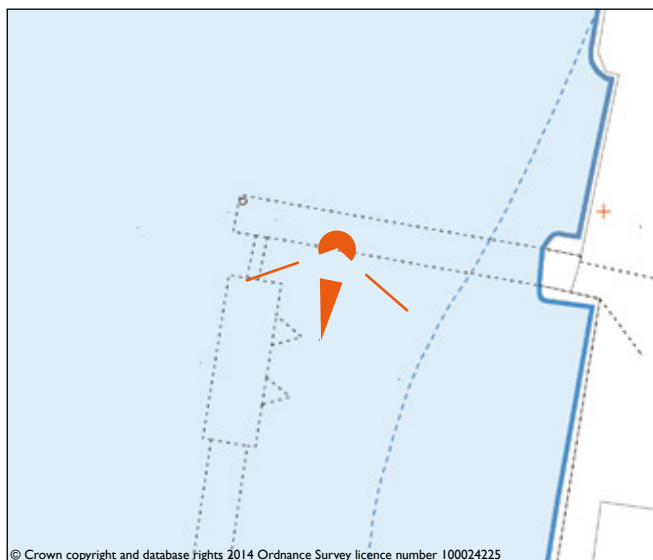
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Panorama from Viewing Point 4A

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.

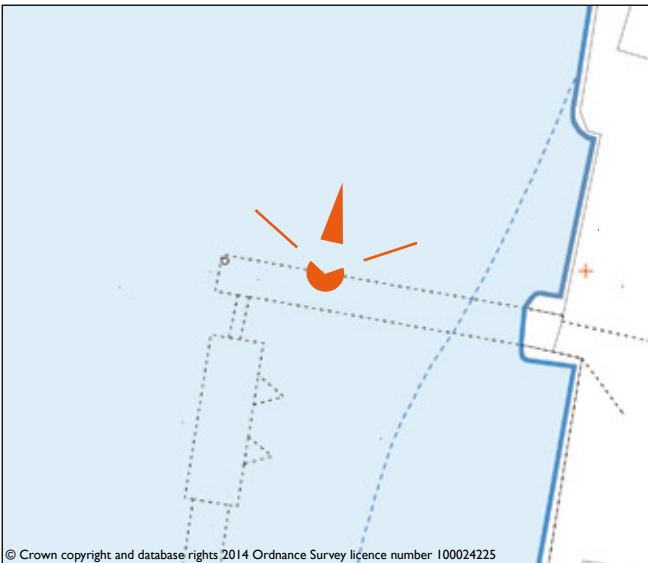
Early-stage pre-application discussions with Medway Council and English Heritage are recommended for all relevant proposals.



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.

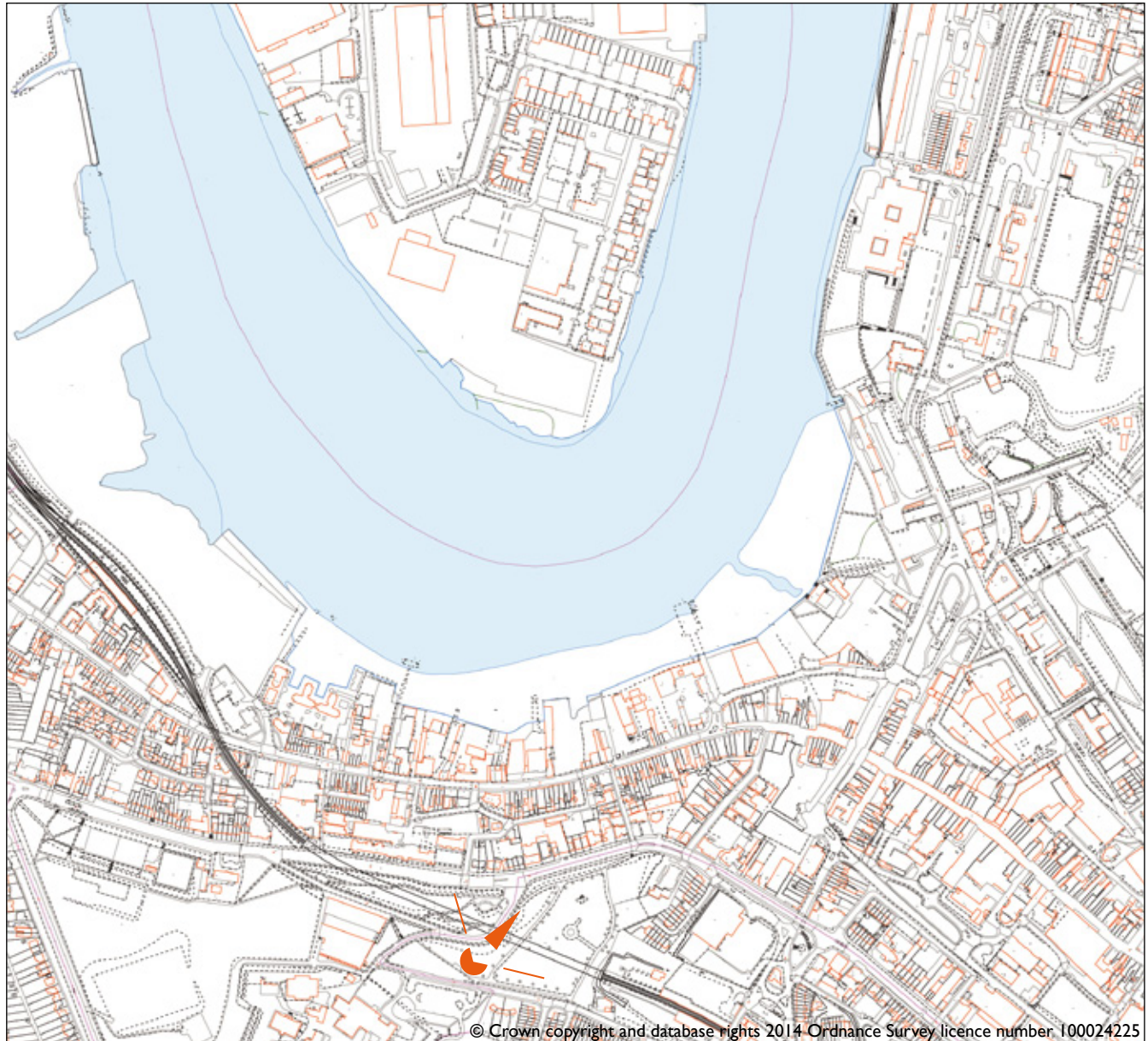
5 Fort Pitt Hill

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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.



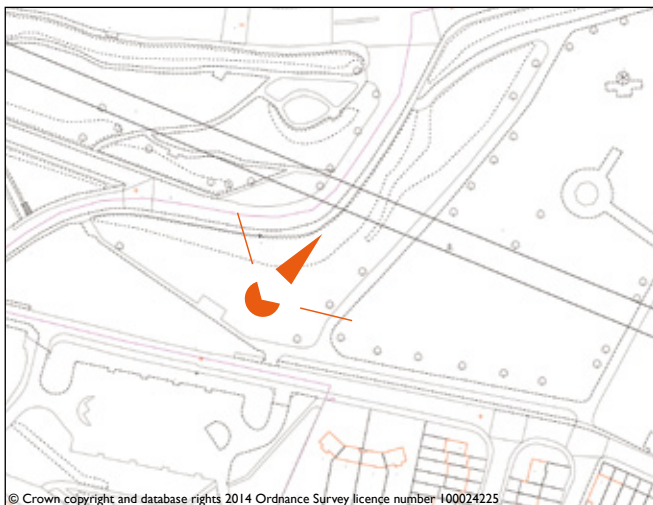
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Panorama from Viewing Point 5

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:

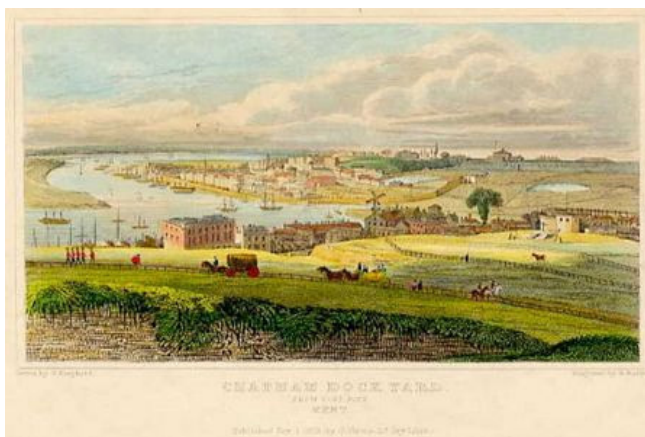
- Anchorage House.
- Mountbatten House.
- Victoria Tower.
- CCTV columns.

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

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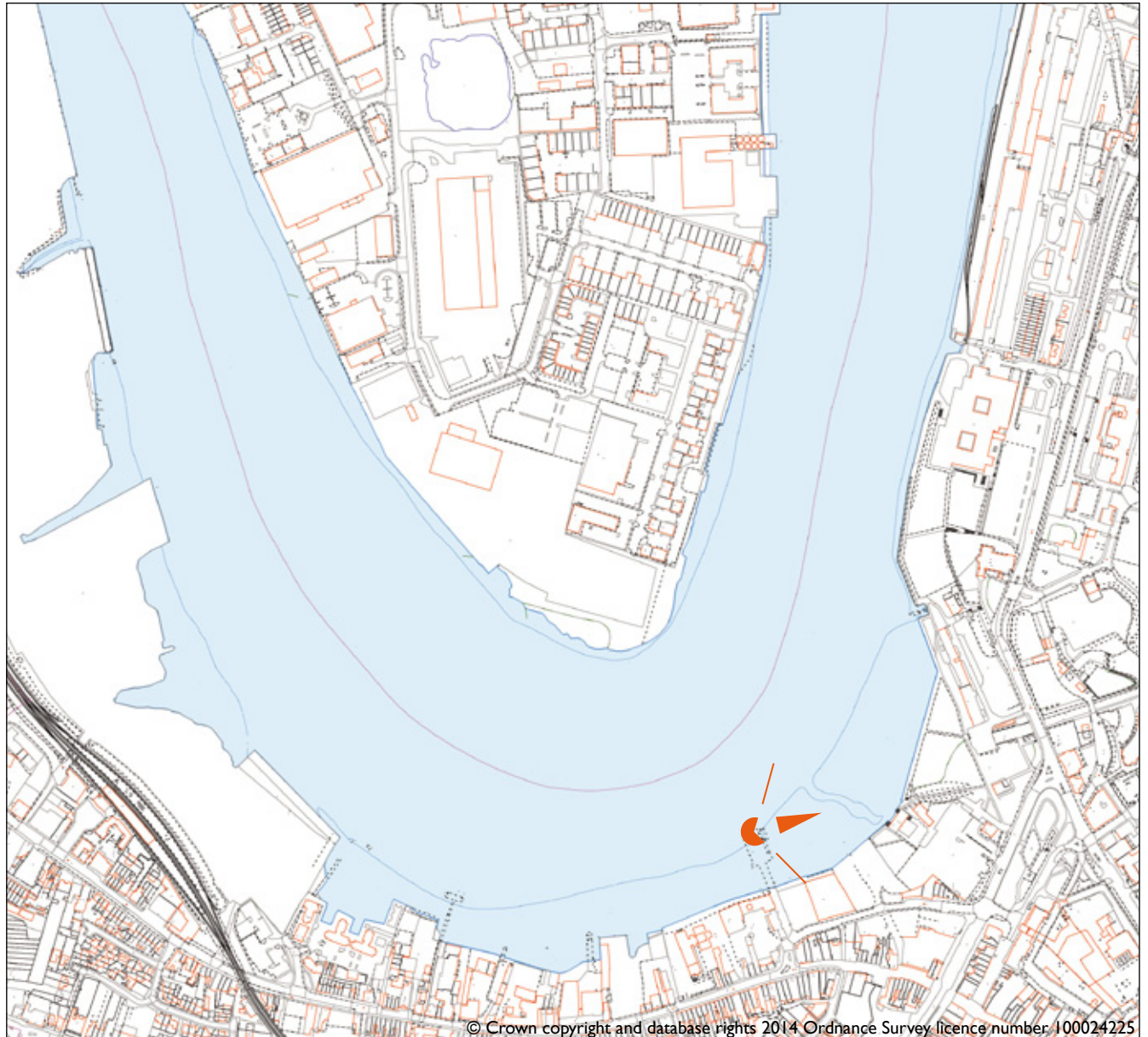
The present Sun Pier structure does not date from the period of international significance but there would have been a number of piers and jetties along the river bank in active commercial and civil use at that time, many more than in the present day. Newspaper accounts exist of a disaster at Sun Pier 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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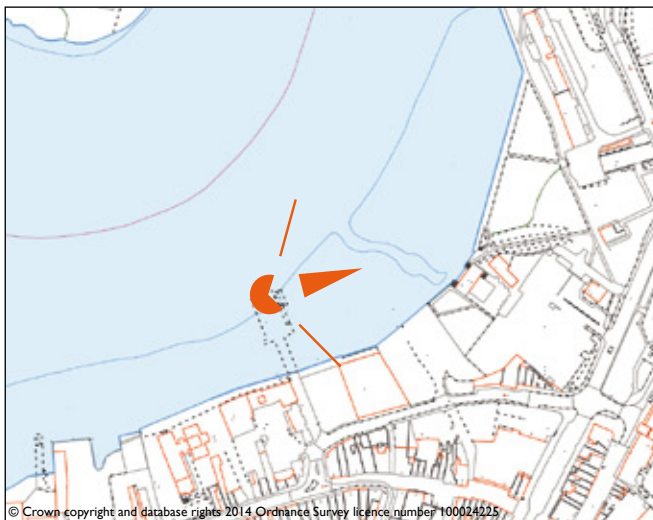
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Panorama from Viewing Point 6

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

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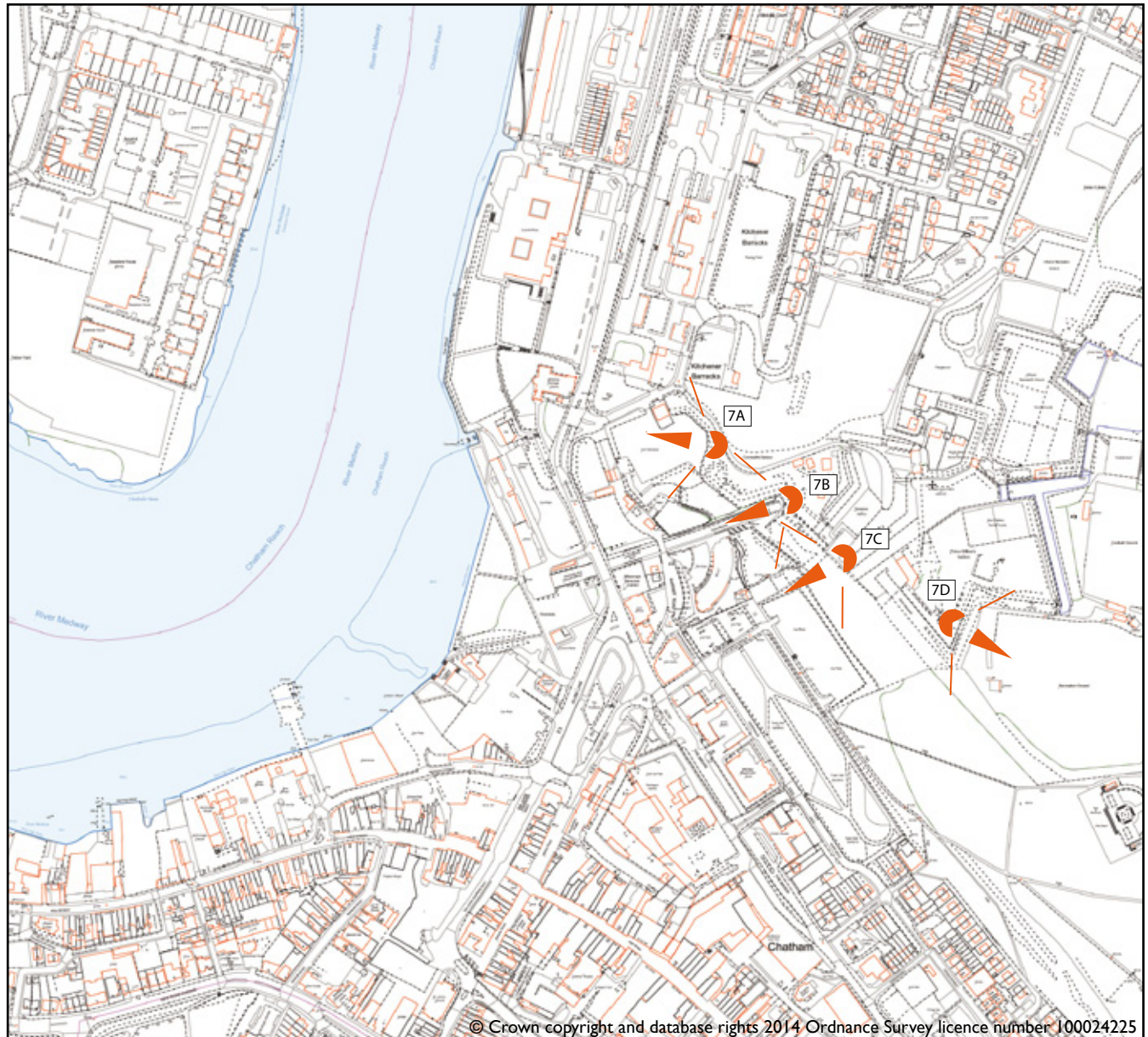
Fort Amherst is a Scheduled Monument within the Brompton Lines Conservation Area and is the most complete Napoleonic fortification in Britain. It occupies a highly prominent position at the southern end of the defensive lines on the escarpment that rises high above Chatham and the Chatham Reach bend 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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Panorama from Viewing Point 7A

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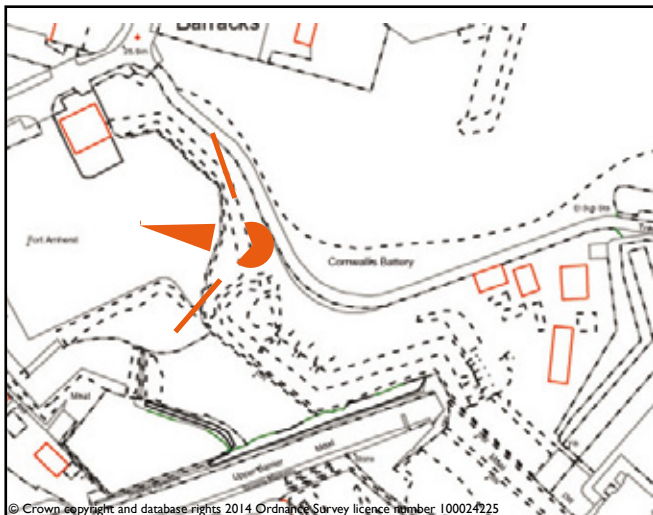
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Viewing Location 7A

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

OS co-ordinates: 575902, 168330



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

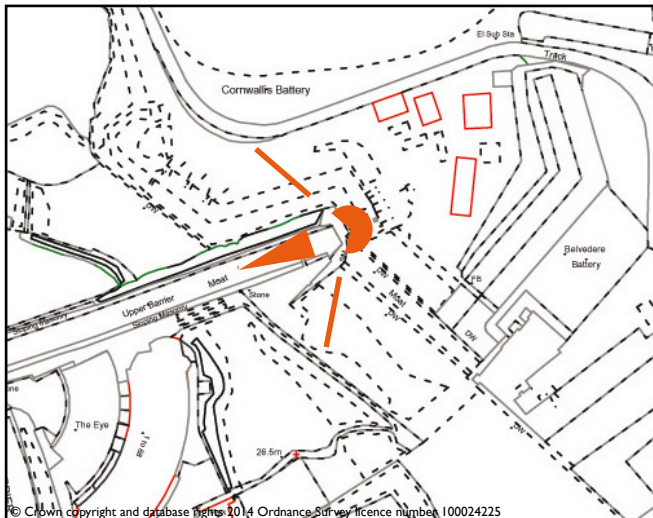
The brick revetments should be conserved and maintained free of any vegetation. Invasive vegetation growth detracts from the aesthetic quality of the brickwork and damages it, reduces the monumental element of the structures and obstructs views out from the Fort that allow an appreciation of its historic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

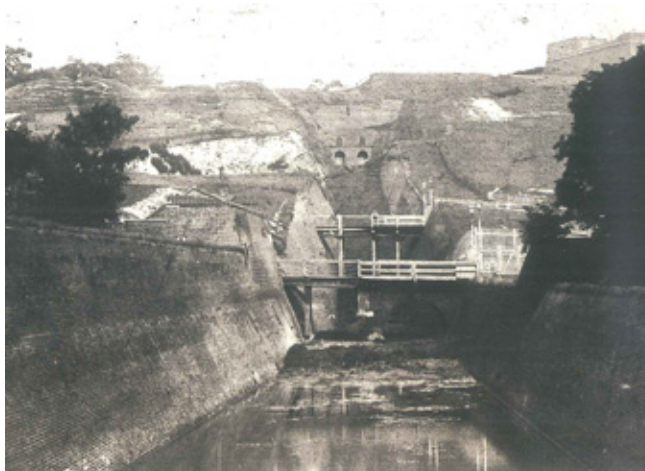
Beyond this is the site of Old Gun Wharf, the location of the original Tudor Dockyard. Much of its visible significance lies in the remains of the 18th and 19th century ordnance complex where cannons and other ordnance were stored. The long low white, grey roofed building to the right of Riverside One 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.

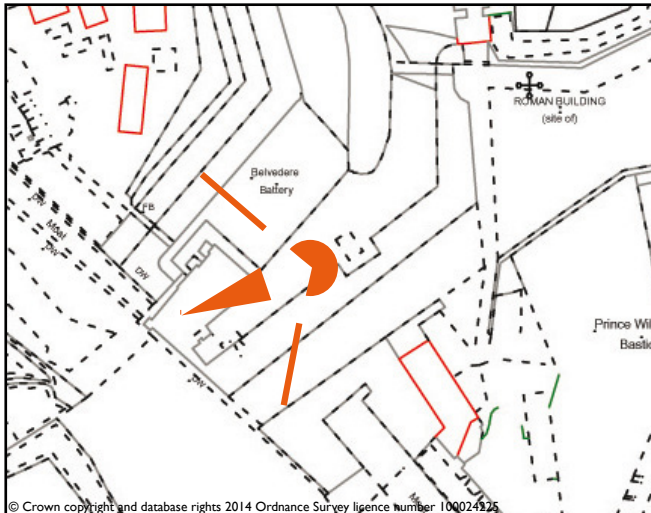
Early-stage pre-application discussions with Medway Council and English Heritage are recommended for all relevant proposals.



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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.

-60

-20

+20

+60



-60

-20

+20

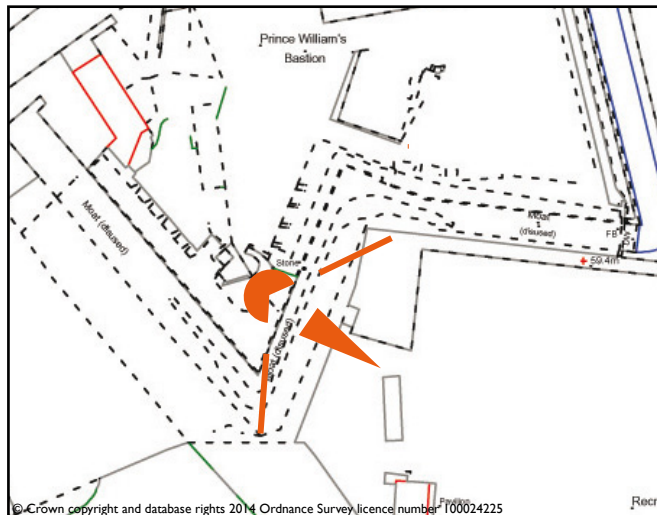
+60

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

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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.

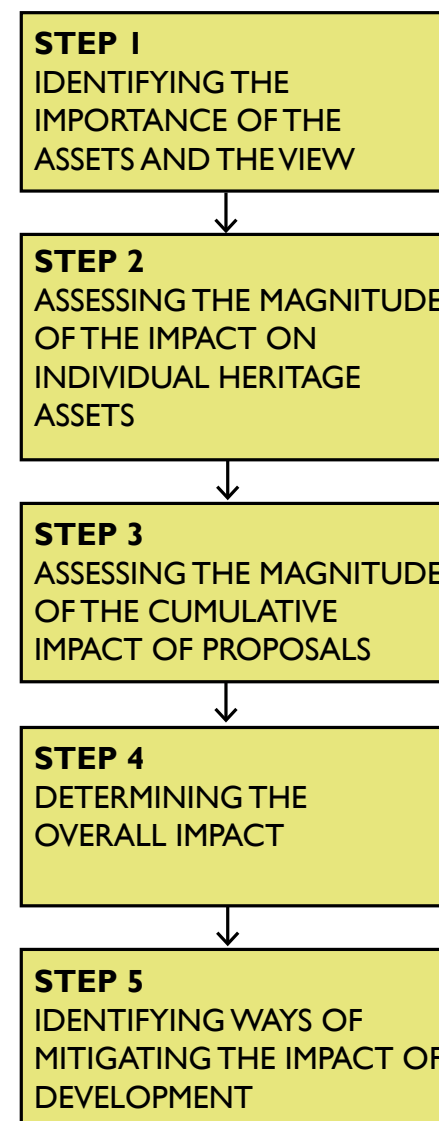


Diagram showing steps in assessing the impact of a specific development proposal on key views

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

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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:

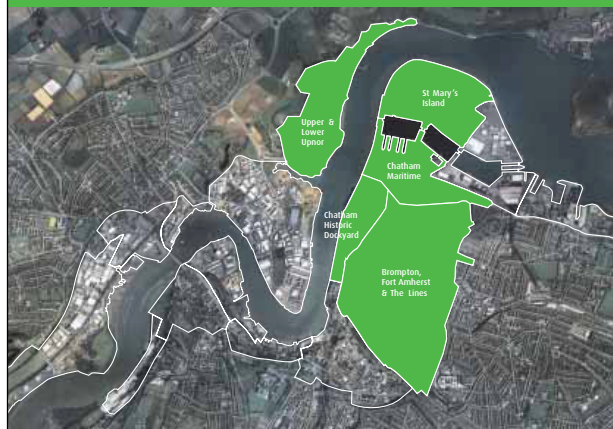
- (i) Location next to the River.
- (ii) Location in relation to the continent and foreseen routes of enemy attack.
- (iii) Juxtaposition of high ground adjacent to river.

Appendix 2 University and College Quarter

Extract from the Medway Waterfront Renaissance Strategy 2004

medway
waterfront

university and college quarter



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

development summary

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

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

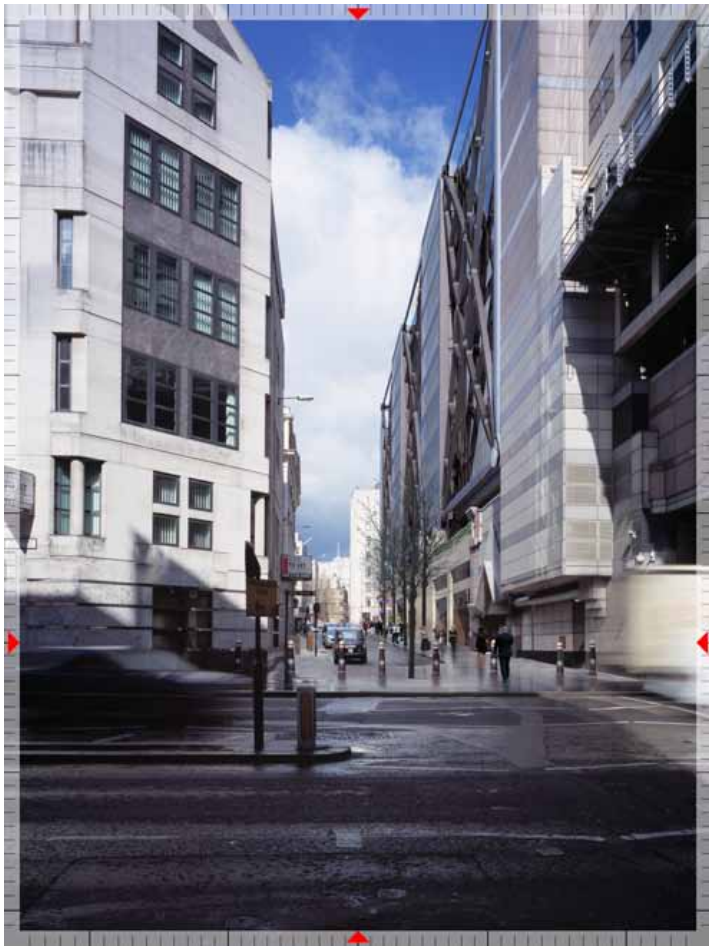
- 466
- Creators and users of AVRs need to be aware of issues that arise from the inevitable approximations between the rich human perception of the environment and the relatively low resolution, generally static media used to represent buildings in their context. Many of these limitations are shared 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



468 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.

- 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

84

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.

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 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

Table I 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

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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

References

- The Royal Engineers at Chatham 1750-2012, Peter Kendall, 2012.
- Seeing The History In The View, English Heritage, 2011.
- The Setting of Heritage Assets, English Heritage, 2011.
- Conservation Principles: Policy and Guidance for the Sustainable Management of the Historic Environment, English Heritage, 2008.
- London View Management Framework; The London Plan 2011 Implementation Framework Supplementary Planning Guidance. London: Greater London Authority, Mayor of London, 2012.
- Chatham Dockyard and its Defences World Heritage Site Nomination Dossier, Medway Council, 2009.
- Brompton Lines Conservation Area Appraisal, Medway Council, 2006.
- The Historic Dockyard Chatham Conservation Management Plan 4th Edition, Chatham Historic Dockyard Trust, 2011.
- Great Lines City Park Design Preparation Report, Medway Council, 2008.
- Great Lines City Park Historical Landscape Survey, Medway Council, 2008.
- Photography and photomontage in landscape and visual impact assessment, Landscape Institute Advice Note 01/11, Landscape Institute, 2011.
- State of Medway Report, Medway Council, 2012.
- A Building Height Policy for Medway, Medway Council, 2006.
- National Planning Policy Framework, Communities and Local Government, 2012.
- Medway Local Plan 2003.
- Medway Waterfront Renaissance Strategy, Medway Council, 2004.
- Star Hill to Sun Pier Planning and Design Strategy, Medway Council, 2004.
- Rochester Riverside Development Brief, Medway Council, 2014.
- The Medway Regeneration Framework 2006-2016
- Chatham 21, Medway Council, 2010.
- Gun Wharf Masterplan, Medway Council, 2010.
- Upnor Conservation Area Appraisal, Medway Council, 2004.

Acknowledgements

This planning policy document has been written by officers from the Planning Policy and Design and Regeneration and Economic Development teams of Medway Council.

Medway Council is grateful to all landowners and stakeholders for their constructive support in its production.

- Chatham Historic Dockyard Trust
- Chatham Maritime Trust
- Defence Infrastructure Organisation
- English Heritage
- Fort Amherst Heritage Trust
- Homes and Communities Agency
- Lower Lines Trust
- Mid Kent College
- Peel Holdings
- 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

Appendix 2:

Chatham Dockyard and its Defences Planning Policy Document: Consultation Responses and Feedback

Responses were received from six individuals and two organisations. They were assessed in by a Medway Council Officer Panel consisting of:

- Heritage and Social Regeneration Manager
- Senior Conservation Officer
- Senior Landscape Officer
- Planning Policy and Design Manager

The comments received, and the panel's feedback are shown below

Consultation Question 1: Does the range of policies identified in Part I reflect the full range of existing protection for the site?

Respondent	Comments	Feedback
VP (resident)	Yes	Comment noted, with thanks.
AT (resident)	<p>In the main, Part 1 is a fair reflection.</p> <p>It would assist if online pdf files bore the same titles as the planning policy documents which are referenced – or some other means to aid access.</p> <p>The 'Future Status of this Document' paragraph should include the Appendix 4 reference to the fact that in cases of policy conflict, the CWHPP supersedes other documents.</p> <p>It would be helpful if the end dates of the period of international significance (1700 to 1865) were justified by reference to specific events.</p>	<p>Noted, we will endeavour to change this wherever we can.</p> <p>Agreed, change made.</p> <p>This is addressed in outline in the Executive Summary and further information sources are suggested in the 'References' section.</p>

	<p>The document could better explain the criteria for determining 'attributes'.</p> <p>Part 1 could be strengthened by clear definition of the criteria used to establish the boundaries for the site and buffer zone.</p> <p>The draft does include knowledge of all existing planning policy guidance but is not able to be used alone without reference to these documents and, as such, is not a stand alone planning policy document.</p> <p>There is broad consensus of aspiration and interpretation between the draft CWHPPD, the MWRS, SHSPPDS, GWM, ILSPD, AHDB, BLCAA, UCAA, GLHPMMP, and HDCCMP.</p> <p>Re: the RRDB - If development criteria within the corridor between Fort Amherst and Rochester Castle and Cathedral are to be consistent, then it is hard to see justification that this area is not within the buffer zone. The entire area is within the vista of views 7A and 7C. This is similar in the CCWDB.</p> <p>The MRF lacks depth in the context of CWH.</p> <p>In terms of illustrating intended intervention, the PPD would benefit from enumerating specific pro-active measures key partners are prepared to commit to.</p> <p>BHP – the statement that new higher buildings could create a cluster in Chatham Centre to mitigate the bulk of</p>	<p>Further information sources are suggested in the 'References' section</p> <p>Further information sources are suggested in the 'References' section</p> <p>The document is intended as a single point of reference, rather than stand alone policy document, and is to act as a signpost to more comprehensive planning guidance.</p> <p>Comment noted, with thanks.</p> <p>This will be taken into account in future reviews of the Rochester Riverside Development Brief.</p> <p>The Medway Regeneration Framework was a high-level document created in 2006, and therefore was not intended to reference specific actions.</p> <p>The PPD is intended to provide a framework for the development of pro-active measures from a range of actors, rather than define specific actions from a few.</p> <p>Comment noted. This position has been considered previously, with the conclusion that a cluster of buildings</p>
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	<p>Mountbatten and Anchorage Houses is inconsistent with the sight corridor of Fort Amherst and Fort Pitt.</p> <p>The document sets out a definition for a high building but states that in sensitive locations the council may choose to apply the BHP to lower heights. This is ambiguous and clearer criteria would strengthen this statement – in the context of the potential WHS, a one-storey development could be too high in some areas, whereas more than six could be acceptable in others.</p> <p>CCWDB – the sight corridor between Forts Pitt and Amherst would benefit from being specifically protected in the PPD.</p> <p>CCWDB – seems inconsistent with regard to the GLHP and the intent of CWH.</p> <p>The impact of the statement ‘the reinstatement of the defences (the Barrier Ditch) is a key part of the waterfront proposals’ would benefit from illustration.</p> <p>PCDB – the PPD notes ‘no high buildings or major extensions are proposed...’ but the PCDB notes (and illustrates) ‘there is an opportunity to create a new town centre landmark that draws visitors towards the centre’ – conflict of interpretation need to be resolved.</p>	<p>would allow strategic views to be maintained.</p> <p>The Building Height Policy aims to reflect a multitude of circumstances, and in some cases indeed a single-storey building could fall within its remit. The policy creates the framework and provides the flexibility for each site to be considered on its own merits.</p> <p>The importance of this relationship is addressed by Viewing Point 5.</p> <p>Comment noted, although we tend to disagree - the Chatham Centre and Waterfront Development Brief was written in full knowledge of the Great Lines Heritage Park plans, and Chatham’s heritage significance.</p> <p>Comment noted. See photograph on p53, also now included alongside Executive Summary.</p> <p>Noted, with thanks. Change made.</p>
BT (resident)	No (no further detail given)	Comment noted. No action taken as no further information provided.
JG (resident)	Most definitely. Striking the balance between development and heritage requirements is admirably addressed here.	Comment noted, with thanks.

Consultation Question 2: Does the range of views in Part II adequately reflect the uniqueness of the Site?

Respondent	Comments	Feedback
VP	Yes	Comment noted, with thanks.
AT	The views chosen give an adequate reflection of the potential WHS and serve as a broad backdrop to the PPD. However, a more comprehensive context would include the view from Rochester Riverside. In terms of guidance throughout the buffer zone, this could be strengthened by the addition of secondary corridor views such as that at the top of Gibraltar Hill, so that sense of place relationships are maintained.	Sense of place relationships are dealt with by A Building Height Policy (2006) which retains its important policy role, and includes a number of secondary views
BT	No (no further detail given)	Comment noted. No action taken as no further information provided.
JG	Very much so. Any more and part 2 would simply be repeating itself. Also it highlights the heritage value of sites that would not spring immediately to mind in this context like Sun Pier or St Mary's Island.	Comment noted and support welcomed, with thanks.

Consultation Question 3: Do you agree with the proposed methodology for assessing development proposals in Part III?

Respondent	Comment	Feedback
VP	Yes	Comment noted, with thanks.
AT	I am broadly in agreement. The title 'Assessment' could be more specific: 'Assessment of Development Proposals'. Under Step 1 'The assessor' – the addition of 'Planning Officer, Committee or Inspectorate' would aid understanding.	Noted, with thanks. Change made. Please see paragraph 2, p 60.
BT	Yes	Comment noted, with thanks.
Jerry Gilder	I love it! Clinical, succinct. Targets the relevant points	Comment noted and support welcomed, with thanks.

	instantly.	
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Consultation Question 4: Does the overall document strike the right balance between heritage and regeneration?

Respondent	Comment	Feedback
VP	No – it doesn't bite the bullet over eyesores and still allows buildings up to six storeys high in prominent positions.	Comment noted. We consider that the document does address eyesores (see Mapping and Mitigation, p17). We agree that high buildings are allowed, but this is in carefully controlled circumstances.
AT	In general, this document strikes a reasonable balance. The name 'buffer zone' is ambiguous – perhaps 'complementary zone' or a name that indicates the intention of balance could be considered. It could be extended to the limit of the Rochester conservation area (map example provided).	Comment noted, with thanks. This has been amended. (Following the decision not to proceed with a WHS nomination we are no longer bound by UNESCO terminology).
BT	No (no further detail given)	Comment noted. No action taken as no further information provided.
Jerry Gilder	Yes. Skyline, viewpoint and conservation issues-considerations balanced with regeneration requirements. This document would not be out of place on the curriculum of our local schools.	Comment noted and support welcome, with thanks.

Consultation Question 5: Does the document contain all the information you need to understand it? Are the format and layout clear, and the language appropriate?

Respondent	Comment	Feedback
VP	What is appendix 3 about?	Please see extra detail provided on p67 to explain this extract.
AT	Beyond above comments, yes.	Comment noted, with thanks.
BT	No (no further detail given)	Comment noted. No action taken as no further information provided.
JG	Yes, I didn't need to reach for my dictionary once!	Comment noted, with thanks.

Consultation Question 6: Any other comments?

Respondent	Comment	Feedback
VP	<p>Why not knock down Anchorage House, Mountbatten House and Victoria Tower – there is plenty of office space elsewhere – and replace parts of Victoria Tower and Brompton Hill development.</p> <p>No more high buildings please, we've made a mess with the ones we already have – maximum four storeys please. For clarity, A Building Heights Policy needs to be changed.</p> <p>It's not consistent to get rid of Anchorage House and Victoria Tower and not Mountbatten House.</p>	<p>These are long-term aspirations. They are not immediately achievable due to ownerships issues (none of these are owned by Medway Council) and the availability of funding.</p> <p>Comment noted. We disagree, and consider that this document, and A Building Height Policy seek to show how tall buildings can be achieved with respect for significance.</p> <p>Comment noted. We consider Mountbatten House a different case due to its city centre location, and the regeneration focus therein. Mountbatten House is considered intrusive as much because of its monolithic slab appearance as its height, and this can be mitigated by clustering.</p>
AT	The document as a whole fulfils the criteria set for planning policy appropriate to heritage protection. The comments above are primarily ones of detail and are intended to be supportive of the extensive work done.	Comment noted, and support welcome, thank you.
BT	Lower Upnor Depot is subject to planning application MC/13/1804 which inadequately protects the site. (Includes a summary of the representation against the application submitted to the planning officer.)	Comment noted. This will be dealt with as a separate matter by the planning application process.
Church Commissioners	<p>Church Commissioners' land including Manor Farm Barn and the surrounding area is located within the proposed World Heritage Site Buffer Zone.</p> <p>The Manor Farm site has significant potential for future</p>	Comment noted. Medway Council cannot speak on behalf of the South East Design Review Panel. The Panel will be objective and make an impartial judgement taking into account all available and appropriate guidance.

	<p>residential development to contribute to Medway's housing need. The Church Commissioners respect the aspiration to protect Chatham Dockyard through the designation of a World Heritage site.</p> <p>The Church Commissioners have development aspirations for the Manor Farm site in the medium to long term. It is therefore important that should the Church bring forward a planning application, the South East Regional Design Review Panel will not be unnecessarily onerous in their requirements so as to restrict the development potential of the site.</p> <p>It is equally important that, the Council is sufficiently flexible with regard to the quantum and form of enabling development to ensure that the Barn's refurbishment and rehabilitation becomes a reality. As such, we request that the following text is added to the final paragraph on page 16: "The South East Regional Design Review Panel will adopt a presumption in favour of sustainable development when considering development proposals within the proposed World Heritage Site and its buffer zone. The Panel will not be unnecessarily onerous in their requirements and will work to ensure that developments coming forward comprise an appropriate balance between minimising the impact of development on the Chatham World Heritage Site through sensitive design and development viability".</p>	
Natural England	<p>We welcome the recognition of the importance of landscape, landscape character and the need to use Landscape & Visual Impact Assessment when considering change.</p> <p>Although it is disappointing that no reference is made to</p>	Comment noted, and support welcome, thank you.

	protecting the embedded habitats and biodiversity of the area as part of the any changes, we recognised that this is effectively supplementary planning guidance, and that relevant policies in national and local planning documents will apply.	
JG	None really, just to say thanks for all you are doing for our towns.	Comment noted, and support welcome, with thanks.
Countryside Properties	Re: the section on St Mary's Island referring to 5 storey apartments (p27): we would prefer it if this section was updated to say something like "up to 5 or 6 storeys" in order that it would not adversely affect our potential future application.	Comment noted, and change made (note that this will be subject to visual impact assessment).

Diversity impact assessment

Appendix 3

TITLE <i>Name/description of the issue being assessed</i>	Chatham Dockyard and its Defences Planning Policy Document
DATE <i>Date the DIA is completed</i>	14/11/14
LEAD OFFICER <i>Name of person responsible for carrying out the DIA.</i>	Joanne Cable Heritage and Social Regeneration Manager
1 Summary description of the proposed change <ul style="list-style-type: none"> <i>What is the change to policy/service/new project that is being proposed?</i> <i>How does it compare with the current situation?</i> <p>The Chatham Dockyard and its Defences Planning Policy Document has been drafted to provide a single-point framework for decision making to support the effective balance of heritage and regeneration within Chatham Dockyard and its Defences and surrounding areas.</p> <p>It assimilates the guidance and recommendations of 16 existing planning policy documents and related plans, and identifies seven strategic viewing locations of particular importance to the Chatham Dockyard and its Defences site.</p>	
2 Summary of evidence used to support this assessment <ul style="list-style-type: none"> <i>Eg: Feedback from consultation, performance information, service user records etc.</i> <i>Eg: Comparison of service user profile with Medway Community Profile</i> <p>The planning policy document was developed by a group of experienced council officers, supported by the Chatham World Heritage Steering Group (now the Chatham Dockyard and its Defences Heritage Co-ordination Group). The draft was widely consulted on, in line with Medway's Statement of Community Involvement, in the following ways:</p> <ul style="list-style-type: none"> The mandatory press notice, plus a press release Notice on the websites of Medway Council and Chatham World Heritage Copies placed in all of Medway's libraries Emails/letters send to over 1,000 residents, businesses and stakeholders, who were either members of the Chatham World Heritage Partnership, or who had expressed a general interest in policy consultations in Medway. During a staffed exhibition at Fort Amherst on Tuesday 24 September (10am – 4pm), Thursday 26 September (12noon – 6pm) and Saturday 28 September (2pm – 4pm) In a meeting of the Chatham World Heritage Partnership on 24th October In a presentation to the Hempstead Residents' Association on 2nd Oct (at their request) In a presentation to the Chatham Town Centre Forum on 23rd Oct (at their request) <p>No consultation responses noted an impact on any of the protected characteristic groups.</p>	

Diversity impact assessment

3 What is the likely impact of the proposed change?

Is it likely to :

- Adversely impact on one or more of the protected characteristic groups?
- Advance equality of opportunity for one or more of the protected characteristic groups?
- Foster good relations between people who share a protected characteristic and those who don't?

(insert ✓ in one or more boxes)

Protected characteristic groups	Adverse impact	Advance equality	Foster good relations
Age	No impact foreseen		
Disability	No impact foreseen		
Gender reassignment	No impact foreseen		
Marriage/civil partnership	No impact foreseen		
Pregnancy/maternity	No impact foreseen		
Race	No impact foreseen		
Religion/belief	No impact foreseen		
Sex	No impact foreseen		
Sexual orientation	No impact foreseen		
Other (eg low income groups)	No impact foreseen		

4 Summary of the likely impacts

- Who will be affected?
- How will they be affected?

- Developers - as all relevant policy for development within and around Chatham's internationally significant heritage sites will be contained within a single point of reference.
- Medway Council – as the framework for decision-making will be within a single point of reference
- Residents, businesses, workers and visitors to Chatham's internationally significant heritage sites, as the balance between heritage and regeneration will be effectively promoted and protected by a single point of reference.

5 What actions can be taken to mitigate likely adverse impacts, improve equality of opportunity or foster good relations?

- Are there alternative providers?
- What alternative ways can the Council provide the service?
- Can demand for services be managed differently?

Diversity impact assessment

The planning policy document is the only way to ensure that Medway has an established single-point policy framework to effectively balance heritage and regeneration, and is considered an effective means of demonstrating that this balance is at the heart of Medway Council's decision-making.

6 Action plan

- *Actions to mitigate adverse impact, improve equality of opportunity or foster good relations and/or obtain new evidence*

Action	Lead	Deadline or review date
N/A		

7 Recommendation

The recommendation by the lead officer should be stated below. This may be:

- *to proceed with the change implementing action plan if appropriate*
- *consider alternatives*
- *gather further evidence*

If the recommendation is to proceed with the change and there are no actions that can be taken to mitigate likely adverse impact, it is important to state why.

The recommendation is to proceed with the adoption of the planning policy document.

8 Authorisation

The authorising officer is consenting that:

- *the recommendation can be implemented*
- *sufficient evidence has been obtained and appropriate mitigation is planned*
- *the Action Plan will be incorporated into service plan and monitored*

Assistant Director

Date

17 November 2014

Contact your Performance and Intelligence hub for advice on completing this assessment

RCC: phone 2443

email: annamarie.lawrence@medway.gov.uk

C&A: phone 1031

email: paul.clarke@medway.gov.uk

BSD: phone 2472 or 1490

email: corppi@medway.gov.uk

PH: phone 2636

email: david.whiting@medway.gov.uk

Send completed assessment to the Corporate Performance & Intelligence Hub (CPI) for web publication

Appendix 4: List of Chatham Dockyard and its Defences Heritage Co-ordination Group members 2013-14.

Chatham Historic Dockyard Trust
Chatham Maritime Trust
Regeneration and Economic Development, Medway Council
Chatham World Heritage Partnership
Defence Infrastructure Organisation
Design and Conservation, Medway Council
English Heritage
Fort Amherst Heritage Trust
Green Space Services, Medway Council
Homes and Communities Agency
Housing and Regeneration, Medway Council
ICOMOS-UK
Lower Lines Trust
Mid Kent College
Peel Holdings
Royal Engineers Museum, Library and Archive
Royal School of Military Engineering and Chatham Garrison
Tourism, Medway Council
Universities at Medway

**Regeneration, Community and Culture Overview and Scrutiny
Committee – 12 December 2013**

Chatham World Heritage Planning Policy Document

The Committee received a detailed report setting out progress towards the adoption of the Chatham World Heritage Planning Policy Document.

It was explained that the Chatham World Heritage Planning Policy Document had been prepared to have the status of, and the same planning weight as, a Supplementary Planning Document. The document had been drafted with significant stakeholder involvement and had been the subject of public consultation in accordance with the Medway Statement of Community Involvement and conformed to the National Planning Policy Framework and Development Plan for Medway.

It was confirmed that the Planning Policy Document would be considered for adoption by Cabinet on 14 January 2014 and Council on 20 February 2014.

It was explained that the Chatham World Heritage Planning Policy Document had three parts. The first provided an outline of existing planning policy guidance, drawing together the various existing policy documents relating to the site. It included reference to key management plans for significant components of the site, and contained detailed advice about how individual heritage assets or groups thereof would be managed.

The second part described how some of the site's principal heritage assets (known as attributes) were represented in key views and how these could be managed to ensure that the uniqueness of Chatham Dockyard is protected and enhanced.

Finally, part three of the document set out the methodology, in line with national guidance, that would be used to assess future development and regeneration proposals in the context of Chatham's world class heritage and its bid for World Heritage Site Status.

The full draft document was appended to the report.

The consultation draft had been produced by Medway Council's Planning Policy and Design Team, with input from Chatham World Heritage, Development Management, and the members of the Chatham World Heritage Steering Group. This has included two half-day workshop sessions, and considerable additional support from English Heritage, Chatham Historic Dockyard Trust and the Homes and Communities Agency. It was therefore considered to be a comprehensive draft, with sustainability at its core.

Members referred to a recent politics show broadcast on television and expressed concern that in this programme the issue of World Heritage sites

and its affect on planning had been ridiculed. In response, the Assistant Director Housing and Regeneration advised the Committee that the broadcast had been a 13 minute slot on BBC South East and that the vast majority of speakers had been supportive of World heritage sites. He confirmed that both the Portfolio Holder for Strategic Development and Economic Growth and a representative of the Chatham Historic Dockyard had been interviewed. However it was unfortunate that the only section of the broadcast shown on the news was a short section that had been critical of the proposals. Officers were currently taking media advice on a formal response.

A member referred to the site buffer zone and expressed the view that he would not wish this to hinder future employment opportunities at the Medway City Estate. In response the Chatham World Heritage Manager confirmed that the Chatham World Heritage Development Steering Group had a protocol of commenting on planning applications and she confirmed that World Heritage Status must work for Medway and not limit activities on the Medway City Estate.

A member referring to 'Victoria Tower' advised that locally this was known as 'Melville Court Tower' and it was suggested that it may be appropriate to change the report to reflect this.

Decision:

The forthcoming adoption of the Chatham World Heritage Planning Policy Document be supported.



Medway Monitoring Report 2014

Volume 1 - Main Report










December 2014

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Executive Summary

Key statistics and developments in 2013-2014 include:

Monitoring theme		Headline
Demography		There was significant population growth again in 2013 with the population up by around 2,900 to reach 271,100 , with a rate of growth above the Kent average.
Housing		Housing completions were up on last year at 579 units, 64% were completed on previously developed land . House prices in Medway increased above the Kent and national averages. Over 60% of new dwellings were houses, rather than flats.
New employment floor space		There has been a loss of employment floor space. The proportion of employment floor space completed in previously developed land was exceptionally high at 98% .
Economy	 	The Job Seekers claimant rate has dropped in Medway over 2013/14 but remains just above the national rate in March 2014. Productivity (GVA) per head improved in 2012 having dipped in 2011. Rates of employment and economic activity fell.
Town centres		The Town Centre vacancy rate continues to be better than the national average. It stood at around 10% at the beginning of 2014, up slightly on the 2013 level, and counter to the national trend of declining vacancy rates. There was a continued decline of new retail floor space and a loss of floor space for main town centre uses.
Environment	 	Notification of an extended Site of Special Scientific Interest at Lodge Hill, Chattenden. Two further wildlife sites being assessed as having positive management increasing the proportion of sites in positive management in Medway to 81%. Designation of the Medway Estuary Marine Conservation Zone as one of the first in the country.
Health	  	Life expectancy is increasing in Medway for both males and females but remains significantly below the national level.

Introduction

This report provides monitoring information and statistical data for the period April 2013 – March 2014, with references to previous years for comparison purposes. It gives details of economic, social and environmental data to allow a measure of how Medway is performing as an area, and understanding its needs. It is a key mechanism for the Council's Planning Service in assessing the progress being made towards achieving its goals for economic growth, protecting the natural and historic environment, and meeting the needs of its communities.

The Council has followed the established protocol for producing this Monitoring Report on an annual basis in December for the preceding financial year.

This year Volume One of the report is more concise than previous years. The Planning Policy Service is at an early stage in the preparation of the new Medway Local Plan and the collection of measures has been focused on key indicators that will help to provide context for this work. Detailed data on development statistics is set out in Volume 2 that are published on the council's website.

The Local Aggregates Assessment, 2014, forms Volume 3, providing information on sales of land won aggregates, importation of sand, gravel and crushed rock, and recycled and secondary materials.

The Introduction section of this report is used to provide an update on the plan preparation process, including activities undertaken to meet the Duty to Cooperate.

Monitoring Period

The report has been informed by information gathered from planning applications determined at 31st March 2014. In addition it takes account of a number of sites that are not yet subject to a planning application but have been identified in the Strategic Land Availability Assessment (SLAA), updated in January 2014.

It should be noted that the reference period for the development data of this report is up to the end of March 2014. Events occurring after that date will be reflected in next year's report. However reports on progress on the preparation of the local plan and supporting activities in this introductory section covers up to November 2014.

Local Development Scheme (LDS)

The current Medway Local Development Scheme was approved by the council's Cabinet on 10 June 2014. This sets out a three year programme for the production of a new Medway Local Plan. The draft Medway Core Strategy was withdrawn from Examination in November 2013, following designation of land at Lodge Hill as an extended SSSI. The Council is now working on the preparation of a new local plan. The new plan will be a comprehensive planning document, including strategic level and development management policies, land allocations, minerals and waste, and a policies map, covering all of Medway. On adoption it will replace the saved policies from the Medway Local Plan 2003.

The Local Development Scheme is available at:

<http://www.medway.gov.uk/planningandbuilding/planningpolicy/localdevelopmentscheme.aspx>

The scheme covers the timetable for the production of a Local Plan for Medway, with the following key stages:

Key Milestones	Key target dates
Issues and Options consultation	June to August 2015
Publication consultation	May to July 2016
Submission	December 2016
Hearing Session	February 2017
Inspectors Report	May 2017
Adoption	July 2017

The Council is currently working on the collation of an evidence base and assessment of land availability that will inform the scale of development needed to accommodate growth in Medway up to 2035 and the options available for a planning strategy to provide locations for homes, jobs, services and infrastructure. This will form the basis of the consultation planned for summer 2015.

Medway Statement of Community Involvement

The council adopted a revised Statement of Community Involvement (SCI) in September 2014 replacing the previous version from 2012. The start of replacement Local Plan process was an appropriate time to review the adopted SCI so that sound principles of engagement could be built into the process.

The Council consulted on a revised draft SCI during summer 2014 and sought the views of a wide range of stakeholders. These comments were considered alongside other consultation responses in producing the final version of the updated SCI, available at:

<http://www.medway.gov.uk/planningandbuilding/planningpolicy/sci.aspx>

Strategic Land Availability Assessment (SLAA)

A new SLAA was undertaken in 2014 that is due for publication in Spring 2015. This will help to inform the development options in the new Local Plan. The SLAA will identify future land supply that is suitable, available and achievable for housing, gypsy and travellers accommodation, employment, retail, tourism, leisure, waste, minerals or a mix of these uses over the life of the plan to 2035.

<http://www.medway.gov.uk/planningandbuilding/planningpolicy/strategiclandavailability.aspx>

Strategic Housing and Economic Needs Assessment (SHENA)

Medway Council and Gravesham Borough Council are currently progressing the joint commissioning of a Strategic Housing and Economic Needs Assessment (SHENA). This will support each Council's Local Plan programme. In conformity with the

National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG) the SHENA will cover the requirements for a:

- Strategic Housing Market Assessment (SHMA) i.e. a review of the local housing market to inform each LPA's Local Plan.
- Strategic Economic Market Assessment (SEMA) i.e. a review of the local economic market to inform each Council's Local Plan.
- Retail and Commercial Leisure Assessment (RCLA) i.e. a review of the needs of main town centre uses, in broadly the same way as for their housing and economic needs.

The research will be commissioned in late 2014 to report in 2015.

Community Infrastructure Levy

The Council will be preparing its Community Infrastructure Levy (CIL) charging schedule to align to the Local Plan timetable. Preliminary work on CIL that was started alongside the now withdrawn Core Strategy has been put on hold, but will re-commence as the new plan emerges.

<http://www.medway.gov.uk/planningandbuilding/applyforplanningpermission/developconcontributions/communityinfrastructurelevy.aspx>

Neighbourhood Plans and Neighbourhood Development Orders

There are no Neighbourhood Plans or Neighbourhood Development Orders underway or adopted in Medway.

Local Aggregate Assessment

In line with the requirements of the National Planning Policy Framework and government guidance in the Planning Practice Guidance on the Managed Aggregate Supply System, the Council has prepared a Local Aggregate Assessment covering operations and sales in 2013. This provides an assessment of the demand and supply for aggregate minerals to meet local and wider strategic needs, and any environmental and economic constraints that may influence this. This is included as Volume 3 of this Monitoring Report. The LAA has been considered by the South East Aggregates Working Party, which confirmed its support for the document.

Duty to Cooperate (at October 2014)

In support of the preparation of the new Medway Local Plan the Council is committed to *'engage constructively, actively and on an ongoing basis'* with other Local Planning Authorities and Public Bodies to address *'strategic matters'*. This legal obligation is known as the *'Duty to Cooperate'*.

In particular the Duty to Cooperate requires the Council to work with neighbouring authorities, including the County Council, to address strategic issues that *'cross administrative boundaries'* for example the provision of infrastructure or meeting housing needs.

Engagement with our neighbouring authorities and other public bodies takes place through a variety of different established forums and processes:

- *Consultations & Representations*
Officers monitor publications and consultations by neighbouring authorities and other public bodies, making formal representations where appropriate; over the last 12 months Medway have made representations in respect of the following:
 - Gravesham Local Plan Proposed Modifications (January 2014)
 - Maidstone Green & Blue Infrastructure (January 2014)
 - Maidstone Draft Local Plan (May 2014)
 - Swale Gypsy and Traveller Site Allocations Issues & Options (April 2014)
 - Further Modifications to the London Plan (April 2014)
- *Regular Partnership Meetings*
Alongside this regular liaison meetings take place with our neighbours through the Kent Planning Officer Group and the Kent Planning Policy Forum both of which take place bi-monthly. As well as providing a formal forum for debate, these meetings also provide an important opportunity for sharing information and holding discussions with officers from neighbouring authorities.

Waste and minerals are of particular significance to strategic planning. The Council is an active member of the South East England Aggregates Working Party and the South East Waste Planning Advisory Group. These provide a basis for exchange of information on minerals and waste planning matters.

On environmental issues, the council participates in the North Kent Environmental Planning Group, which seeks to develop an evidence base and integrated best practice in planning for the internationally important estuaries and marshes of the Thames, Medway and Swale. The council is also a member of the Kent Downs Area of Outstanding Natural Beauty Joint Advisory Committee. This delivered a second review of the AONB Management Plan in 2014, adopted by all member councils, including Medway.

- *Liaison Meetings*
Regular meetings are arranged with neighbouring authorities to discuss specific issues and share information on key stages of plan making work, major developments, and strategies being progressed by councils. This includes discussions of the potential for joint working on commissioning research studies, and developing common methodologies for technical work. Six meetings were attended with neighbouring authorities over the last 12 months.

Whilst the Council already liaises closely with neighbouring authorities, through the mechanisms outlined above, it is now seeking to put a more structured framework in place to ensure compliance with the Duty going forward in the preparation of the new Local Plan.

In line with best practice we are seeking to put a governance structure in place that involves Senior Officers and Members from Medway and from our neighbouring authorities in considering 'cross boundary strategic issues'. Supporting administrative

arrangements will also be introduced alongside these governance structures through which Planning Policy Officers can jointly progress the necessary technical work.

Options are currently being considered for discussion with members and neighbouring authorities to identify a preferred approach.

Risk management

The Local Development Scheme considered a range of possible risks that could impact on the preparation of the new local plan. The table below provides commentary on the current position. These will be kept under review, and alternative courses of action undertaken if required.

Issue	Current Position
Timescales	Research and site survey work, including SLAA and Strategic Housing and Economic Needs Assessment underway and planned to inform Issues and Options consultation in 2015.
Resources & Staffing	Planning Policy team is fully staffed and resources committed for key evidence base documents.
Evidence base	Strategic Housing and Economic Needs Assessment to be contracted shortly to provide comprehensive information as basis for local plan. Ongoing work on site surveys and topic based evidence collation planned
Significant external developments	Strategic Housing and Economic Needs Assessment to specifically consider impact of major developments, eg Ebbsfleet and London Paramount in scenario testing.
Strategic cooperation	Ongoing liaison and partnership working being consolidated into formal structures to support Duty to Cooperate.
Support for plan	Member briefings and engagement throughout plan preparation process, including cross party Development Plans Advisory Group.
Legal and soundness tests	Ongoing review of work streams, supported by external experts through Planning Advisory Service.
New legislative requirements	Monitoring of policy changes and developments and reviewing work and making adaptations where necessary.

Population

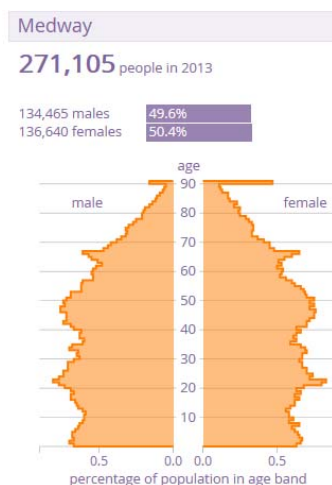
Mid year estimate 2013

The population of Medway reached 271,105 in 2013 – 2,887 persons (1.1%) above the 2012 mid-year estimate.

While population growth in 2013 (+2,900) was not as high as in 2012 (+3,300), the 2013 annual increase is another year of significant growth, which is much higher than the annual average since 2002 (+1,800).

The rate of population growth in Medway in 2013 was above that seen in Kent, across the South East and England & Wales, as was the case in 2012.

Of 346 local authorities nationally, Medway ranks in the top fifth of areas for annual population growth at +1.1%. In Kent larger population growth is seen in Dartford (+1.7%), Ashford (+1.3%), Maidstone (+1.3%) and Canterbury (+1.2%).



Population growth - 2012 to 2013 000's

	2012	2013	Rate of growth (%)
Medway	268.2	271.1	+1.1%
Kent	1,480.1	1,493.5	+0.9%
South East	8,724.7	8,792.6	+0.8%
England & Wales	56,567.8	56,948.2	+0.7%

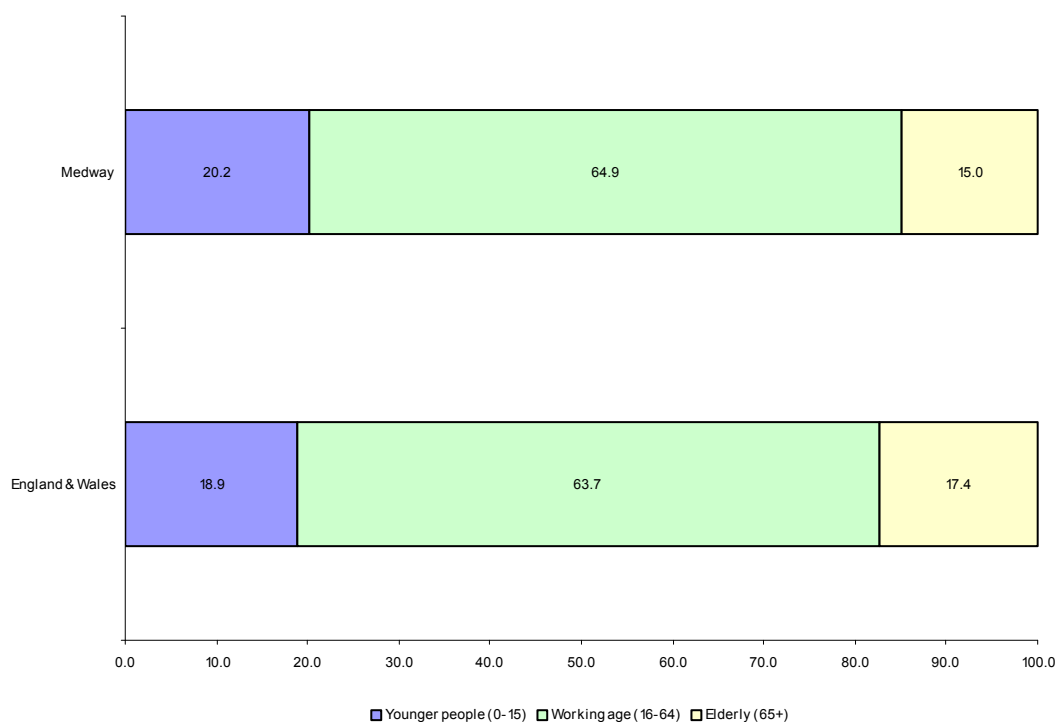
Population by broad age group – 2013

By broad age group Medway has a larger working age population at 65% than nationally (64%), a larger younger persons population (20%) and a smaller elderly population (15%).

Population by broad age group – 2013

		0-15	16-64	65+
Medway	Nos	54,656	175,880	40,569
		20.2	64.9	15.0
Kent	Percent	19.3	61.6	19.2
South East		19.1	62.7	18.3
England and Wales		18.9	63.7	17.4

Population by broad age group - 2013



Population change

Recent population growth in Medway can be attributed to both natural growth – births exceeding deaths - and inward migration, with a fairly even split between these two components. Inward migration has become a more significant factor in Medway since 2011.

In contrast, Kent's population growth is largely driven by migration. The exception within Kent is Gravesham, which sees a similar split to Medway between natural and migrational growth.

Population trend - 2002 to 2013 (000's)

	Previous mid year estimate	Live births	Deaths	Natural change	Net migration & other changes	Annual change		Current mid year estimate
						000's	Running average	
2012/13	268.2	3.5	2.1	1.5	1.4	2.9	1.8	271.1
2011/12	264.9	3.6	2.1	1.5	1.8	3.3	1.7	268.2
2010/11	262.7	3.6	2.1	1.5	0.6	2.1	1.5	264.9
2009/10	260.2	3.5	2.0	1.5	1.1	2.5	1.4	262.7
2008/09	258.2	3.5	2.1	1.4	0.6	2.0	1.3	260.2
2007/08	255.8	3.4	2.1	1.3	1.1	2.4	1.2	258.2
2006/07	253.5	3.3	2.0	1.2	1.1	2.3	1.0	255.8
2005/06	252.1	3.2	2.2	1.0	0.3	1.4	0.8	253.5
2004/05	251.5	3.1	2.1	1.0	-0.4	0.6	0.6	252.1
2003/04	251.2	3.2	2.2	1.0	-0.7	0.3	0.6	251.5
2002/03	250.3	3.1	2.1	1.0	-0.1	0.9	0.8	251.2
2001/02	249.7	3.1	2.2	0.9	-0.3	0.6	0.6	250.3
2002-13	-	40.1	25.3	14.8	6.5	21.3	1.1	-

Further information on Medway's population is available via this webpage:

<http://www.medway.gov.uk/pdf/Population%202013.pdf>

Migration

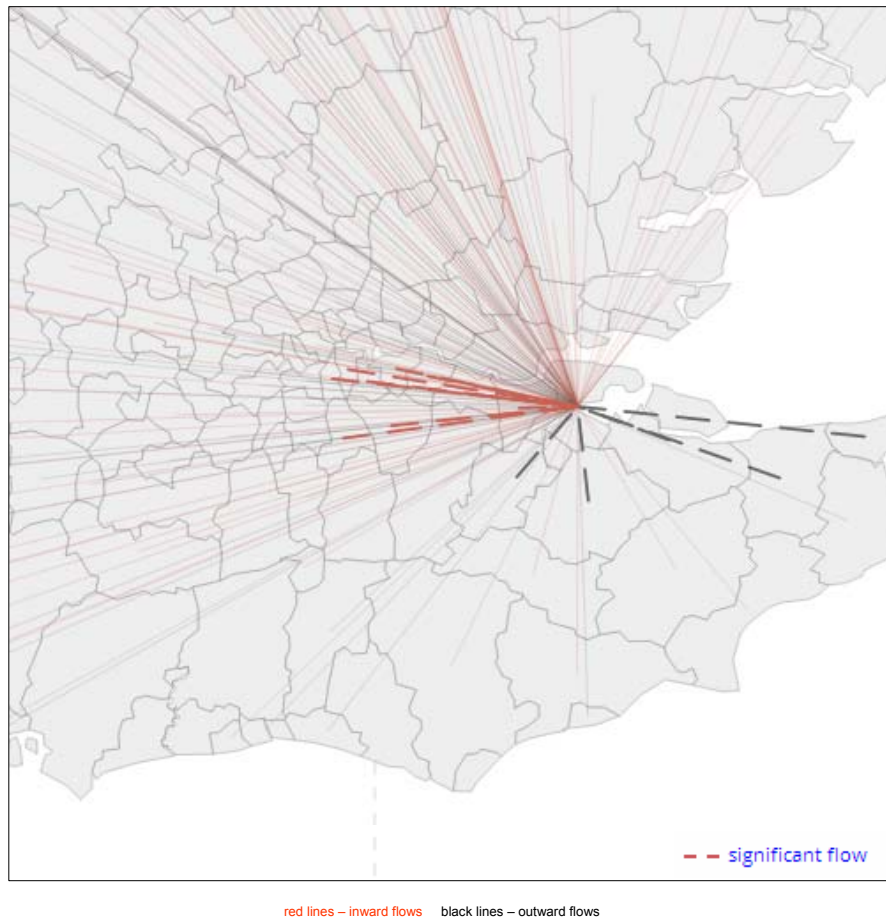
Inward migration to Medway in 2013 was largely from movements within the United Kingdom, with a little under 1,000 people moving to Medway from other parts of the country – against 300 migrants from outside the UK.

The largest inward migratory flow to Medway was from London in 2013, with an overall inward flow of +1,695. Outward flows to other parts of the country result in a lower net inward flow to Medway in 2013.

Net flows from Medway to Kent account for the majority of the outward flow from Medway across the region.

Within Kent there is a significant net inward flow from Gravesham (+300) then Dartford (+100) to Medway.

At 3.4 moves per 1000 population, Medway ranks at 121 out of 348 Local Authorities in England & Wales. However this is above the South East regional average at 2.9 net moves per 1000 population.



Medway migration flows 2013					
Internal Migration (within England)			International Migration		
To Medway	From Medway	Net	To Medway	From Medway	Net
+11,639	-10,666	+973	+1,141	-834	+307

Medway - county and regional flows 2013			
	To Medway	From Medway	Net (outflow)
Kent	+4326	-4528	-202
South East (excl London)	+5388	-5614	-226
South East (excl Kent)	+1062	-1087	-25

Source: Internal Migration, England and Wales, Year Ending June 2013, *Office for National Statistics (ONS)*.

Further information on migration is available via this webpage:

<http://www.ons.gov.uk/ons/rel/migration1/internal-migration-by-local-authorities-in-england-and-wales/year-ending-june-2013/stb---internal-migration-june-2013.html>

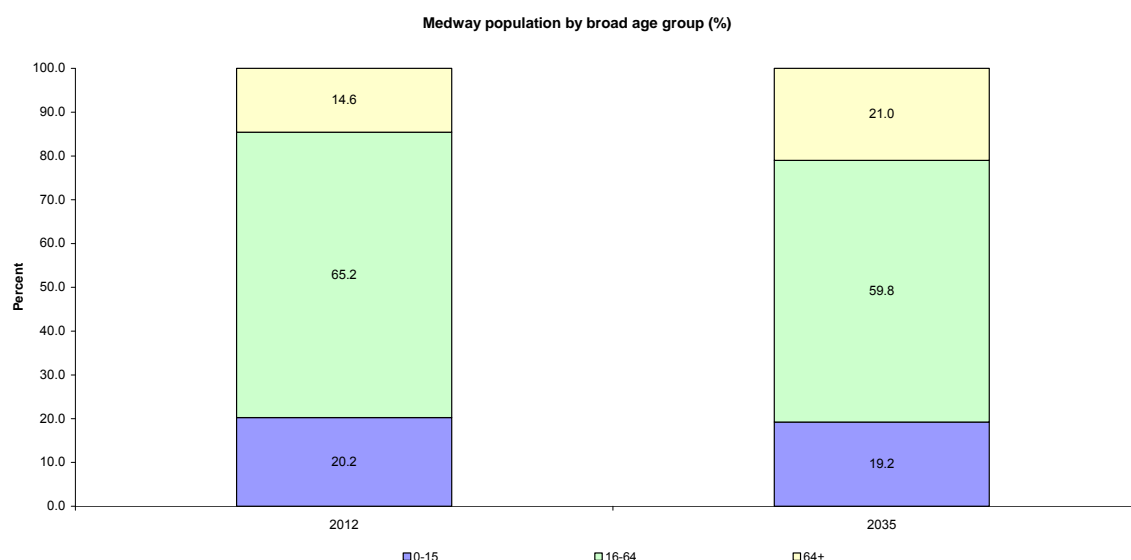
Future growth - Population projections

The population of Medway is estimated to increase from 268,200 in 2012 to 322,700 in 2035; this represents an increase of 20.3% (+54,500).

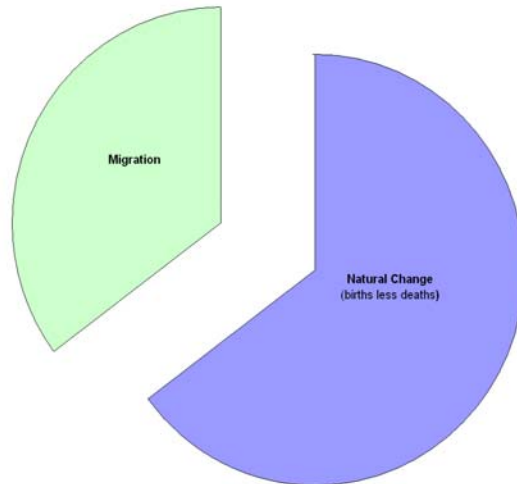
The projected population growth estimate in Medway is above the growth level for England (+15%), the South East (+17%) and Kent (+19%).

The age profile of Medway is likely to change considerably. The largest growth in the Medway population is people aged 65 and over, with this age group increasing by 73% (+28,700), 0-15's increase by 15% (+7,700) and those of working age up by 10% (+18,000).

By 2035 over one fifth (21%) of Medway's population will be aged 65 and over, up from 15% in 2012.



Population growth 2012 to 2035 (000s)	
Total growth	54.5
Natural Change	35.2
Births	87.8
Deaths	50.9
All Migration Net	19.3
England to Medway	261.7
Medway to England	253.7
International to Medway	33.4
International from Medway	20.7
Scotland/Wales/NI to Medway	6.9
Medway to Scotland/Wales/NI	9.2



Further information on population growth in Medway is available here:

<http://www.medway.gov.uk/pdf/2012%20Population%20projection.pdf>

This data sets runs from 2012 as publication was prior to the release of the Mid Year Estimate 2013 in June 2014.



St Mary's Island – Statue and housing

Regeneration and Major Development

Rochester Riverside and railway station

Formal approval was given in September 2013 to relocate Rochester's railway station. The new station buildings and longer platform due to be completed by Christmas 2015. To move the Rochester Railway Station to Corporation Street will cost around £26 million. This is part of Network Rail's East Kent resignalling programme, a large scale investment programme to improve high-speed rail services, increase capacity, improve journey times and replace outmoded infrastructure.

As well as the new station at Rochester, and improvements already made at Gillingham, there will also be improvements to Rainham and Strood stations - a total investment in Medway of £40million. This investment represents a vote of confidence in the continuing regeneration of Medway, providing a boost to flagship regeneration schemes such as Rochester Riverside.

The Development Brief and Masterplan for Rochester Riverside will now be reviewed to reflect both the positive impact of the station relocation and current market conditions. It will also ensure that it retains the flexibility to accommodate further changes in market conditions as Medway emerges from the recent recession. The remainder of the site is due to be marketed to developers towards the end of 2014.

Chatham Waters

A detailed application for phase 1 of the development was approved in September 2013.

The 14.6ha development is a £650m investment by Peel Land and Property, consisting of a mix of uses including office space, student accommodation, educational space, hotel, event complex, food store and 950 residential units.

The first phase consists of an Asda supermarket with associated car park and petrol filling station together with a landscaped area.

Work on Medway's University Technical College scheduled for late 2014 and is due to open in 2015. The college will focus on engineering and construction catering for 600 students aged 14-19 years old.

Chatham Dockyard

Plans for a Dockyard revamp are on the cards, the £8.5 million scheme has already secured £4.5 million from the Heritage Lottery fund.

The project, which has been named The Command of the Oceans, will showcase the story of Chatham's Historic Dockyard's world-class naval and military history. It will take approximately three years to deliver.

Strood Riverside

This is an important waterfront regeneration site that has secured investment through the Public Sector Works Loan Board to undertake flood defence works. Further funding secured from the Local Growth Fund will deliver highway and public realm improvements in the adjacent town centre.

(see Housing Implementation Strategy for further detail)

Former Halling Cement Works

A £75 million lakeside development is under construction on the old Halling Cement Works site. Redrow will be contributing more than £2.5 million towards the local community, including road and public transport improvements, health, nursery and primary school facilities, waste and recycling and other facilities.



No 1 Smithery – Chatham Dockyard

Environment

Changes in areas of biodiversity importance

Proportion of local sites where positive conservation management has/is being implemented

There are sixteen wildlife sites within Medway monitored under this measure – of these sixteen, thirteen were assessed as having positive management in 2013/14.

This is an improvement, increasing from 2012/13 when eleven sites were in positive management.

These sites designated locally for their substantive nature conservation importance, either for wildlife or geology. Sites in positive conservation management are defined as those sites that are being managed in order to conserve their nature conservation interest in the last five years.

Assessing the extent of positive management can help to identify sites where positive management is lacking and will help to focus the efforts of Local Site Partnerships in ensuring local sites are managed and their nature conservation value is maintained or enhanced.

In 2012-13, 46 per cent of local sites across England were in positive conservation management. This represents around 20,000 sites.

Proportion of local sites where positive conservation management has/is being implemented in Medway			
2010/11	2011/12	2012/13	2013/14
73%	75%	69%	81%

Further information:

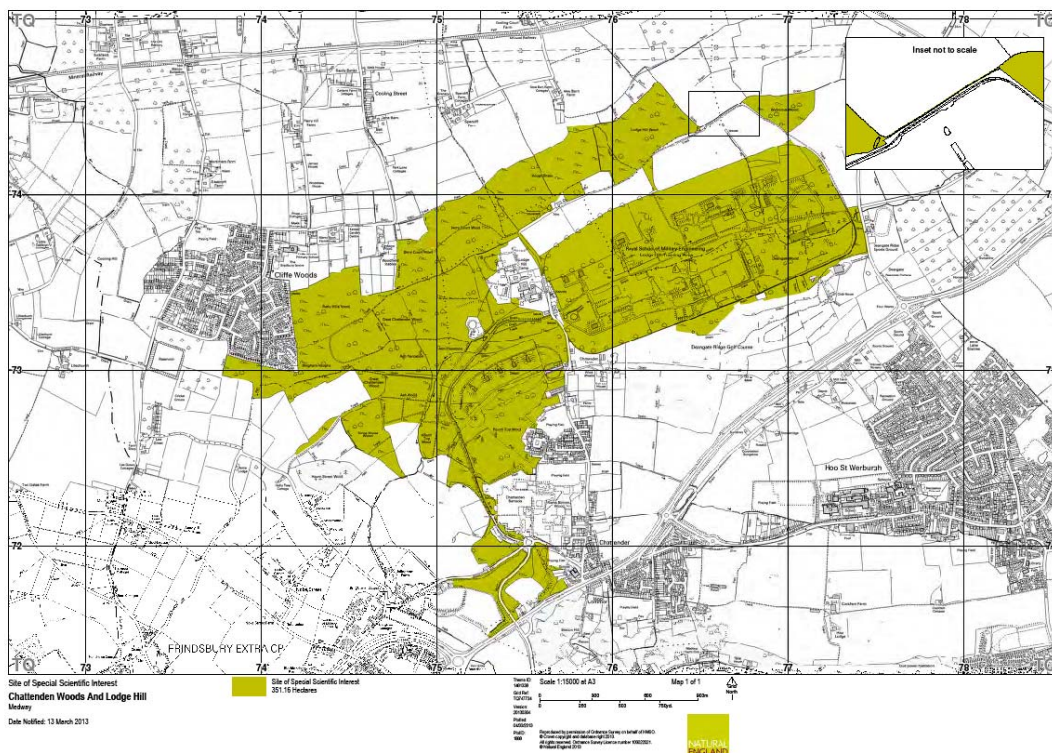
<https://www.gov.uk/government/statistics/local-sites-in-positive-conservation-management--2>

Chattenden Woods and Lodge Hill SSSI

In November 2013, Natural England confirmed the designation of an extended Site of Special Scientific Interest at Chattenden Woods and Lodge Hill. This recognised the qualities of the area as habitat for nightingales, grassland and woodland.

Further details on the notification of the extended SSSI are available at:

<http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S2000764&SiteName=chattenden&countyCode=24&responsiblePerson>



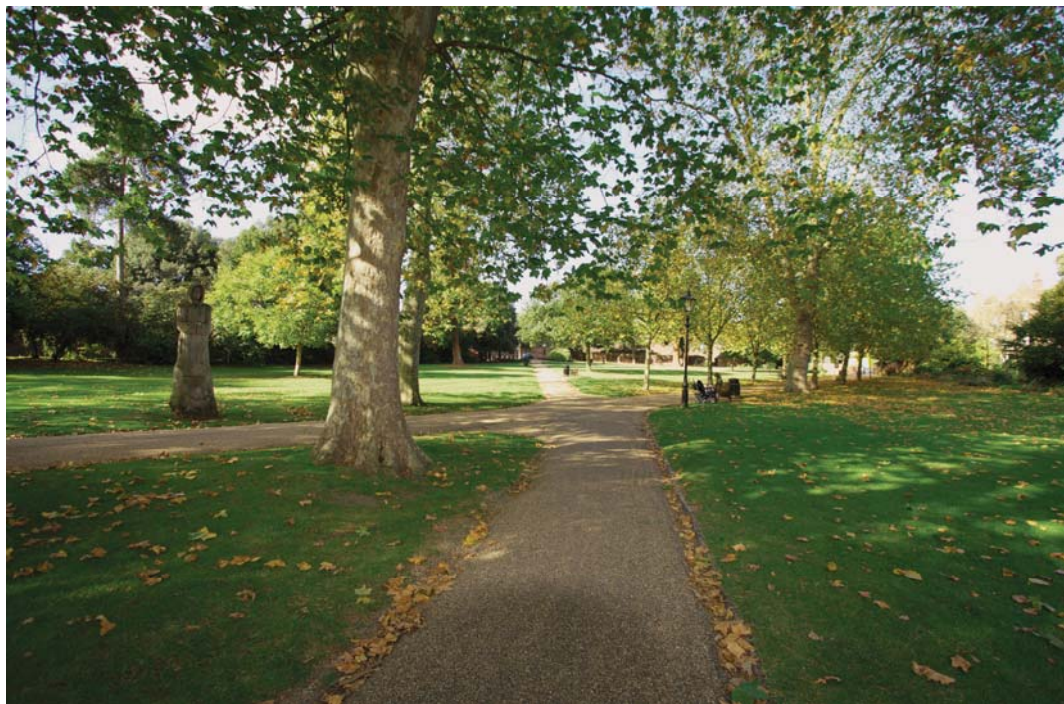
Green flag awards

In 2014 Great Lines Heritage Park and Gillingham Park received Green Flag awards, adding to the five sites that retained the Green Flag award.

Green flag sites – year awarded

2011	5	The Vines, Riverside CP, Hillyfields, Capstone Farm CP, Broomhill Park
2012	5	
2013	5	
2014	7	Above +Great Lines Heritage Park and Gillingham Park

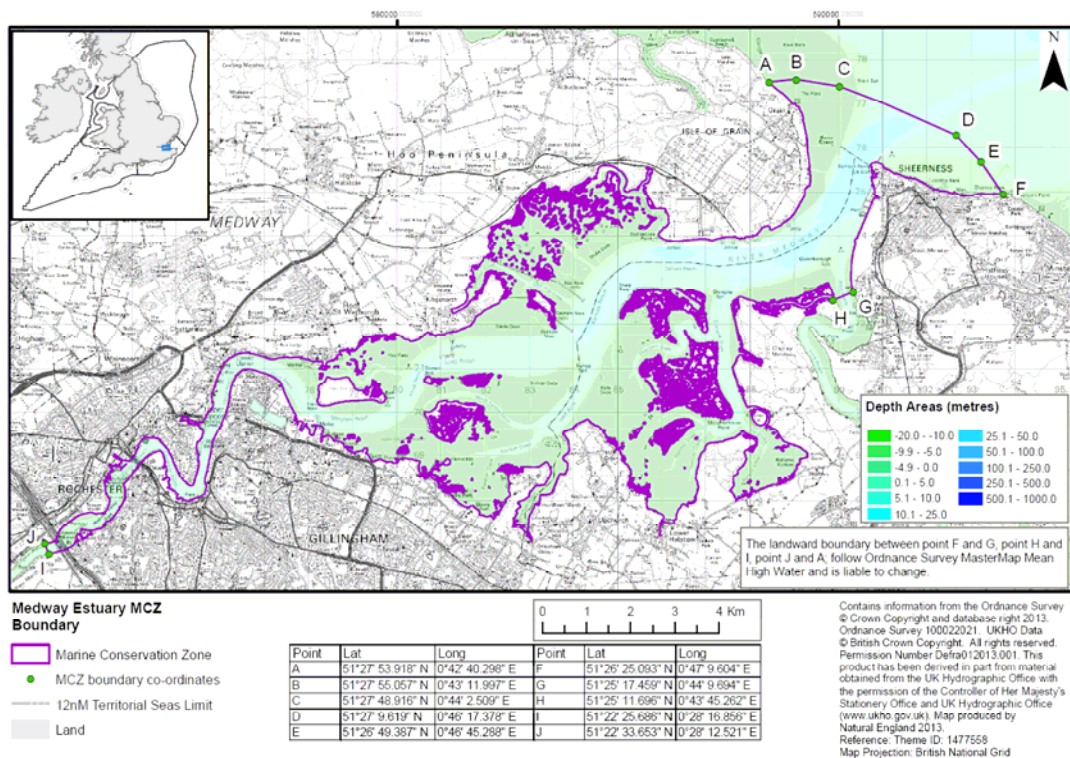
A Green Flag Award is the benchmark of a quality park or green space. Not only does a Green Flag flying overhead guarantee a public space is welcoming, clean, well-maintained, safe and secure, it also ensures it is managed sustainably and pays attention to the conservation of the natural and built environment.



The Vines - Rochester

Medway Estuary Marine Conservation Zone (MCZ)

Medway Estuary Marine Conservation Zone (MCZ) was designated in November 2013. This MCZ is an inshore site located on the Kent coast. It encompasses the Medway Estuary from Rochester down to its mouth, and extends seaward to include an area between Sheerness and the Isle of Grain. A total area of 60 km² is protected by this MCZ. It protects a range of marine habitats that make up the estuary, together with one specific species of fauna – the tentacled lagoon-worm.



Further information on Marine Conservation Zones is available via this weblink:
<http://publications.naturalengland.org.uk/publication/5596204612190208?category=1721481>

Health

Life expectancy

Lifestyle issues including **smoking, obesity and alcohol** are key contributors to high mortality rates of the major killers in Medway, particularly, circulatory disease, cancer and respiratory disease.

Life expectancy in Medway increased in 2010-12 but both male and female life expectancy in Medway is significantly worse than the England average.

Within Medway there is great variation in life expectancy at ward level – central parts of Medway around the town centres appear to have the lowest life expectancy – most notably Chatham Central, River and Luton & Wayfield at around 77.7 years.

Of the roughly 2,000 deaths that occur in Medway each year, **almost a third of deaths in females and half of deaths in males are premature.**

Medway life expectancy Years

	2008-10	2009-2011	2010-12
Male	77.6	78.2	78.5
Female	81.7	82.1	82.2

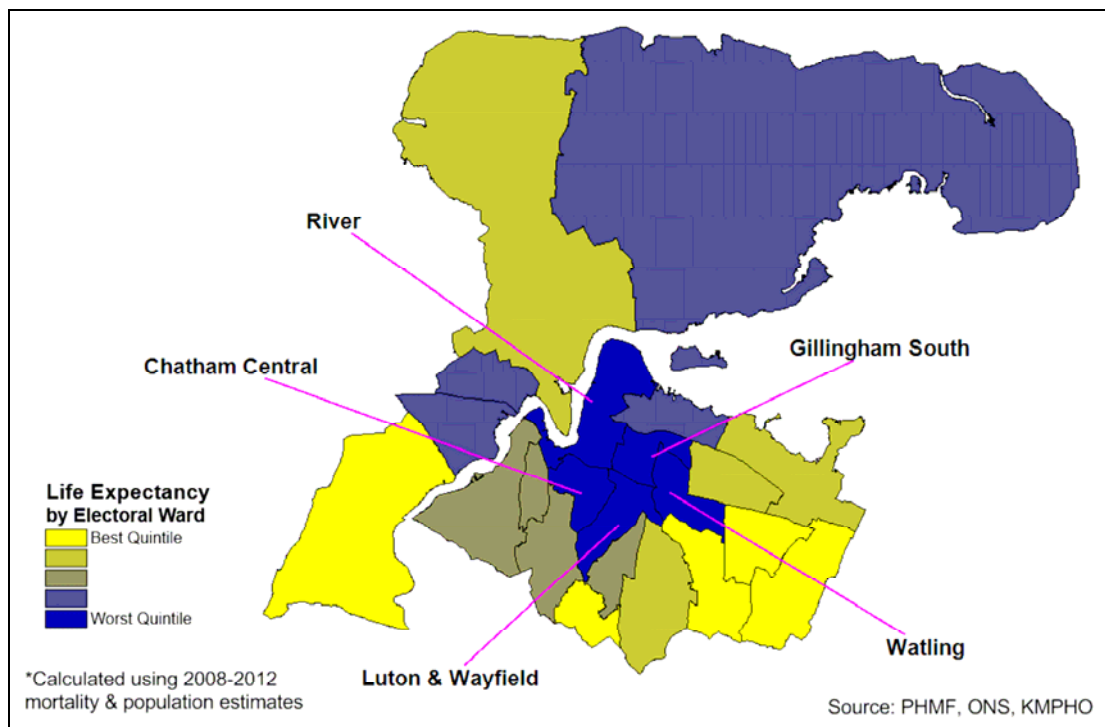
England authority average life expectancy Years

	2008-10	2009-2011	2010-12
Male	78.5	78.9	79.2
Female	82.5	82.9	83.0

Average life expectancy 2008 to 2012 – wards

	Male	Female
Chatham Central	76.1	80.3
Cuxton and Halling	83.4	85.4
Gillingham North	77.2	81.5
Gillingham South	77.2	80.3
Hempstead and Wigmore	81.2	84.2
Lordswood and Capstone	78.8	83.5
Luton and Wayfield	75.6	81.0
Peninsula	77.5	81.5

Princes Park	78.7	82.8
Rainham Central	80.7	85.0
Rainham North	78.1	83.2
Rainham South	80.0	84.6
River	75.2	83.5
Rochester East	76.9	82.2
Rochester South and Horsted	78.2	80.7
Rochester West	79.2	81.0
Strood North	77.6	81.2
Strood Rural	79.6	81.3
Strood South	76.5	82.4
Twydall	77.4	83.7
Walderslade	80.4	83.7
Watling	77.8	80.5
Medway	78.1	82.0



Source: Life expectancy with 95% confidence intervals calculated by KITs. Mortality data from annual death extracts (ONS). Mid-year (2008-2012) Population Estimates for in England by Single Year of Age and Sex.

Mortality

In both males and females the **leading cause of premature deaths is cancer**, accounting for almost half of deaths in women and a third of deaths in men of this age. There has been a downward trend in mortality for all cancers in Medway since 1993 but cancer death rates have remained higher than in comparator groups, regional and national rates.

Smoking, obesity, alcohol and poor mental health are all key lifestyle issues which impact on health inequalities and need to be addressed.

The next largest cause of death in those under the age of 75 years is circulatory disease (for example heart attacks, stroke and heart failure), accounting for 18% of premature deaths in women and 28% in men. Deaths from heart disease contribute significantly to the gap in life expectancy between Medway and England.

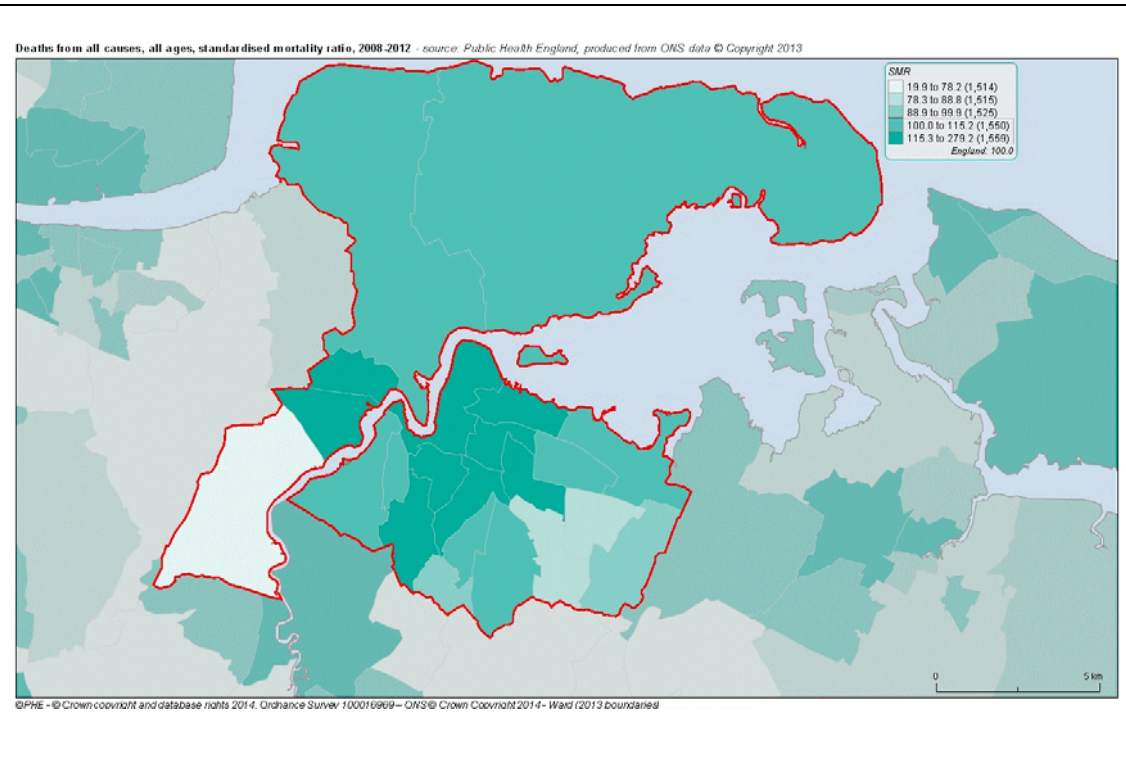
A further 10% of premature deaths are due to respiratory diseases, notably chronic obstructive pulmonary disease (COPD), primarily caused by chronic tobacco smoking.

There is great variation in death rates by area within Medway. Mortality rates in Medway are higher in central urban areas.

Watling, Rochester South and Horsted and Central Chatham wards have the highest mortality rates.

Standardised mortality rate 2008-2012

Chatham Central	126.3
Cuxton and Halling	75.7
Gillingham North	116.6
Gillingham South	120.1
Hempstead and Wigmore	85.1
Lordswood and Capstone	102.0
Luton and Wayfield	118.1
Peninsula	111.2
Princes Park	101.2
Rainham Central	87.6
Rainham North	101.8
Rainham South	90.3
River	116.2
Rochester East	113.3
Rochester South and Horsted	126.4
Rochester West	111.6
Strood North	115.4
Strood Rural	105.2
Strood South	116.1
Twydall	101.1
Walderslade	92.3
Watling	127.5
Medway UA	108.1
Kent CC	96.9
England	100.0



Source: Mortality data from annual death extracts (Office for National Statistics (ONS)), deaths registered in the period 2008-2012. Mid-year (2008-2012) Population Estimates in England by quinary (5-year) Age Group and Sex, ONS.

For further more detailed information on health in Medway go to:

<http://www.medwayjsna.info/>

Medway Hot Food Takeaways Guidance Note



In July 2014 the council agreed to adopt new guidance in considering planning applications for new **hot food takeaways**.

Purpose

- Introduces some restrictions on the location and operating hours of new takeaways.
- Targets the issues of over-concentration of takeaways in particular areas, and in locations close to schools

Why?

1 in 4 adults in England are obese. Medway is above the national average, with an estimated 30% of adults, and over 20% of children classified as obese. This has serious health implications for our local population.

The National Planning Policy Framework has made explicit the need for Planning and Public Health to work together to take account of the health status and needs of the local population including any expected future changes and any information about relevant barriers to improving health and well being.

What does the guidance cover?

The guidance covers planning applications for **new** takeaways only. It does not apply to existing businesses. There are three main areas in the guidance:

- Limiting proximity to schools
- Avoidance of over concentration in one location
- Section 106 agreements seeking contributions toward public health initiatives.

More information is available here:

<http://www.medway.gov.uk/pdf/Hot%20Food%20Takeaways%20in%20Medway%20-%20A%20Guidance%20Note.pdf>

Housing

In June 2014, the Council adopted a Housing Position Statement that included the review of its housing requirement. Work commissioned on household projections indicated that provision should be made for at least 24,000 new homes to be delivered between 2011 and 2035 - an average of 1000 a year. This figure is being used, pending the outcome of a Strategic Housing and Economic Needs Assessment being commissioned with Gravesham Borough Council, and to report in 2015.

Net additional dwellings a) in previous years b) for reporting year c) in future years

In 2013/14 579 units were completed, which was below the annual requirement of 1000, but was above the 2012/13 AMR estimate of 516, and an increase on the previous year. This reflects the economic downturn, which has caused the construction sector to slow.

Net additional dwellings in previous years

	Completions	Requirement	Surplus/deficit
2012	809	1000	-191
2013	565	1000	-435
2014	579	1000	-421
2012-2014	1953	3000	-1047

Number of new and converted dwellings on previously developed land

In 2013/14, 369 residential completions were on previously developed land (PDL), which represents 64% of all residential completions.

Over the past 3 years, on average 65% of dwellings completed have been on previously developed land.

Number of new and converted dwellings on previously developed land (net)

	Percent units on PDL	Units on PDL
2011/12	63%	513
2012/13	70%	395
2013/14	64%	369

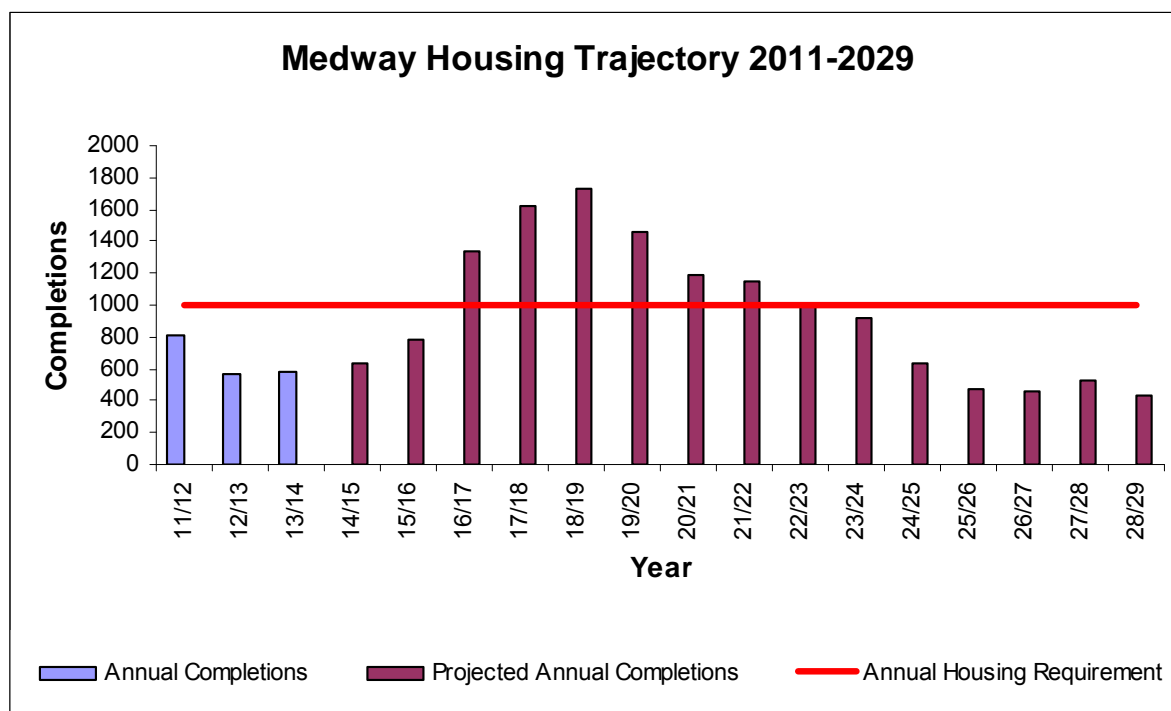
Housing Trajectory 2011-2029

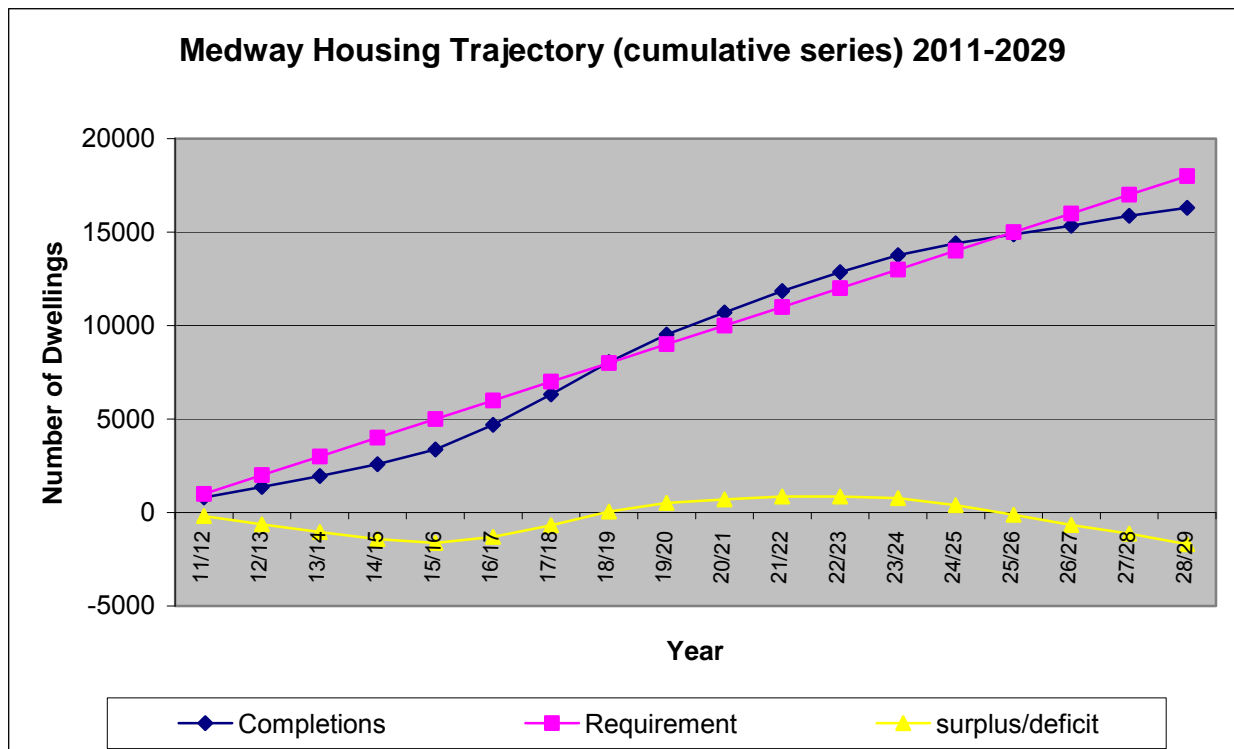
The housing trajectory shows phasing over the period 2011-2029, including contributions from past completions, sites with planning consent, local plan allocations and possible windfalls and sites that are identified in the Strategic Land Availability Assessment January 2014.

Trajectory																	
11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29
Annual Completions																	
809	565	579															
Projected Annual Completions																	
			629	784	1333	1622	1728	1463	1186	1151	1006	915	629	475	466	527	437
Annual Housing Requirement																	
1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000

Phasing is calculated using data from past completion rates. An annual adjustment is made taking into account other national and local factors such as current economic conditions and affordable housing funding.

Please note; this trajectory is based on the position as at 31st March 2014. More recent information is provided in the Housing Implementation Strategy published alongside the Authority Monitoring Report.





Housing at Wainscott

Property prices

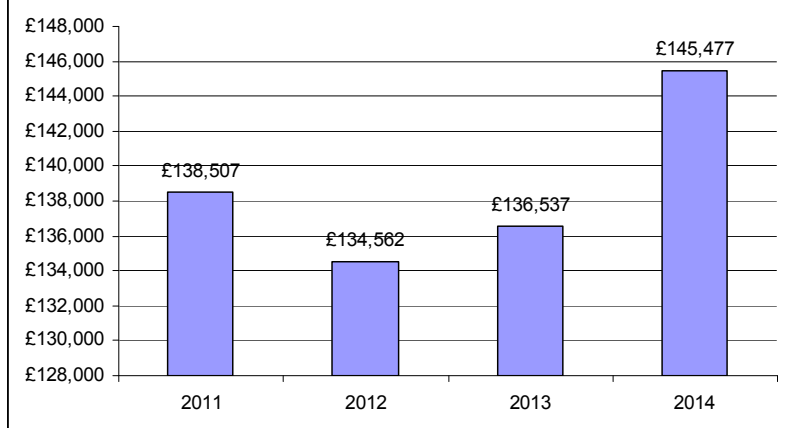
Average property prices in Medway remain considerably below the national level.

Prices have increased in Medway over the past year at a higher rate than both locally and nationally.

Average property price in Medway 2007-2013

Year	Medway	Kent	South East	Eng & Wales
March 2011	£138,500	£182,500	£206,800	£161,700
March 2012	£134,600	£179,600	£206,900	£160,400
March 2013	£136,500	£180,600	£209,200	£160,800
March 2014	£145,500	£191,300	£221,600	£169,400
2011-2014 % change	5.1	4.8	7.2	4.8
2013-2014 % change	6.6	5.9	5.9	5.4

Average Property Price 2011-2014



Source: Crown Copyright Land Registry Property Price data 11th June 2014

Affordable Housing

A significant proportion of the population is unable to afford the cost of purchasing, outright, a house or other type of residential accommodation. As such it is critically important to maintain an adequate supply of 'affordable housing' to ensure that the whole population has a satisfactory place to live.

Gross affordable completions (count) Affordable completions as proportion of all completions

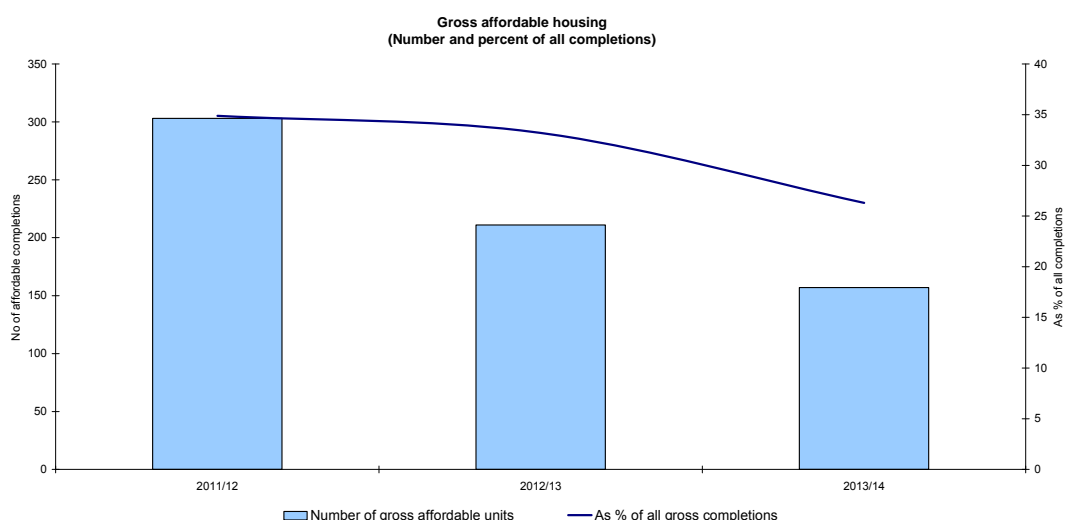
The number of affordable residential completions is down on the previous year. However the level of affordables as a proportion of all completions remains above the target of 25%.

In 2013 this measure was changed to include all gross numbers.

Affordable housing data is collected and reported by the Councils Housing Team and is reported as gross numbers. For consistency our analysis with regard to affordable housing is now based on gross numbers.

Gross affordable completions

	Number of gross affordable units	Number of gross completions	As % of all gross completions
2011/12	303	869	34.9
2012/13	211	635	33.2
2013/14	157	597	26.3



Residential completions by property type and size

Housing completions continue to show that all types of tenure are being constructed within Medway. Specialist provision is continuing to come forward for students. During 2013/14, 530 student rooms were completed.

The Chatham Waters planning permission includes 475 flats of student accommodation.

Affordable housing continues to come forward but has slowed considerably from previous years reflecting changes in funding programmes. Just over 26% of new dwellings this year being provided by the affordable housing sector.

Medway also has a good spread of new family homes, with just over 66% of completed sites this year providing 2 and 3 bedroom homes.

For large sites built out in the year 2013/14 the breakdown of houses and flats by number of bedrooms is shown in the table below. More houses than flats were completed. The majority of new property had 2 bedrooms.

Completions (gross) on large sites by property type and number of bedrooms 2013/14

Number of bedrooms	Houses	Flats
One	0	77
Two	83	103
Three	129	4
Four or more	82	0
Total	294	184
Total % split	62%	38%

Gypsies, Travellers and Travelling Show- people

In September 2012, the Council commissioned the Salford Housing & Urban Studies Unit (SHUSU) at the University of Salford to produce a Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA).

The report assesses requirements for the following periods:

- 2013 – 2018
- 2018 – 2023
- 2023 – 2028

The assessment was jointly commissioned with Tonbridge and Malling, Gravesham, Ashford, Medway and Swale Councils to ensure a consistent approach and that cross boundary issues were taken into account.

Summary of Gypsy, Traveller and Travelling Show people accommodation and pitch need (2013-2028)

	Gypsy and Traveller Pitch Need Total (No. of pitches)	Travelling Show people Plot Need Total (no. of plots)
Current authorised residential provision (pitches/plots)	22	5
Residential need 2013-2018 (pitches/plots)	13	0
Residential need 2018-2023 (pitches/plots)	4	0
Residential need 2023-2028 (pitches/plots)	5	0
Residential need 2013-2028 (pitches/plots)	22	0

For further information please see the *Gypsy & Traveller and Travelling Showpeople Accommodation Assessment: Medway Council Final Report (September 2013).

<http://www.medway.gov.uk/planningandbuilding/planningpolicy/gypsiesandtravellersgtaa.aspx>

Net additional pitches (Gypsy and Traveller)

Bi-annual counts of Gypsy and Traveller Caravans are published by DCLG.

The 2014 figures show capacity of twelve caravans on authorised sites with planning permission, with Council supplied figures showing that there are eleven caravans on the site at Cuxton. CLG shows a count of two caravans on unauthorised sites without planning permission.

	Authorised sites (with planning permission)		Unauthorised sites (without planning permission)		Total caravans
	Socially rented	All Private Caravans	No. of Caravans on Sites on Travellers' own land	No. of Caravans on Sites on land not owned by Travellers	
2014	12	5	1	0	18
2013	12	5	1	0	18
2012	12	0	0	2	14

During the year 2013/14 there were 2 consents granted for gypsy caravans.

- Lordswood (retrospective) for 2 caravans and 1 static unit. App 12/9/13 – temporary permission.
- Matts Hill 1 mobile unit and 1 touring caravan. App 30/1/14 – temporary consent.

<http://www.medway.gov.uk/housing/affordablehousing/gypsyandtravellersites.aspx>

Economy

The Council seeks the development of a dynamic and diverse local economy, to provide employment for the community as a whole, to provide greater choice for the workforce, offering an alternative to out-commuting.

Medway continues to engage in activities to deliver the potential regeneration opportunities of the Thames Gateway, through partnership working in the South East Local Enterprise Partnership, the Thames Gateway Kent Partnership in north Kent and more widely on a Kent and Medway basis to the strategy of 'Unlocking the Potential'.

Funding has been secured through the Local Growth Fund to deliver further infrastructure improvements in Medway.

Amount and type of completed employment floor space

In 2013/14 as in 2012/13, there was a net lost in employment floorspace with a large loss of B8 floorspace (-10,500 m²) on Medway City Estate.

Amount and type of completed employment floorspace – 2013/14

	B1 (m ²)	B2(m ²)	B8(m ²)	Mixed B (m ²)	Total (m ²)
Gross	2829	5238	4720	3268	16055
Net	-3214	-1318	-9665	3268	-10929

Amount of completed employment floor space (sq.m) 20011/12- 2013/14

	2011/12	2012/13	2013/14
Gross	20429	12327	16055
Net	9482	-4626	-10929

Amount and type of employment floorspace coming forward on Previously Developed Land (PDL)

The proportion of employment floor space completed on previously developed land was high in 2013/14 at 98%.

In previous years this rate was significantly lower as a number of larger greenfield sites came forward for development.

Amount and type of completed floorspace (gross) coming forward on previously developed land (PDL) – 2013/14

B1 (m ²)	B2(m ²)	B8(m ²)	Mixed B (m ²)	Total (m ²)
2755	5023	4620	3268	15666
97%	96%	98%	100%	98%

Completed floor space (sq.m) on PDL (total) 2011/12-2013/14

2011/12	2012/13	2013/14
17910	6883	15666
87.7%	55.8%	97.6%

Amount and type of employment land available

The amount of available floorspace for B1/B2/B8 with planning permission net of losses is 732,211 sq.m.

Amount of floor space for town centre uses

There was a net loss in 2013/14 in A1/A2/B1a/D2 use classes as was the case in the two previous years.

Total amount of floorspace completed for town centre uses (A1/A2/B1a/D2) – 2013/14

	A1 (m ²)		A2 (m ²)		B1 (m ²)		D2 (m ²)		Total	
	Gross	Net	Gross	Net	Gross	Net	Gross	Net	Gross	Net
Town Centre	210	-2365	276	56	299	-2766	398	398	1183	-4677
Rest of Medway	642	-316	0	-638	2394	-584	108	-23	3144	-1561
Total	852	-2681	276	-582	2693	-3350	506	375	4327	-6238

Total floorspace for town centre use 2011/12-2013/14

Year	Town Centres		Rest of Medway		Floorspace Total	
	Gross	Net	Gross	Net	Gross	Net
2011/12	1112	-4015	6627	-1076	7739	-5091
2012/13	2849	1467	4875	-4812	7724	-3345
2013/14	1183	-4677	3144	-1561	4327	-6238

Job Seekers Allowance (JSA) claimants

The Job Seekers claimant rate has dropped in Medway over 2013/14 but remains just above the national rate in March 2014 at 3.0% against 2.9% nationally.

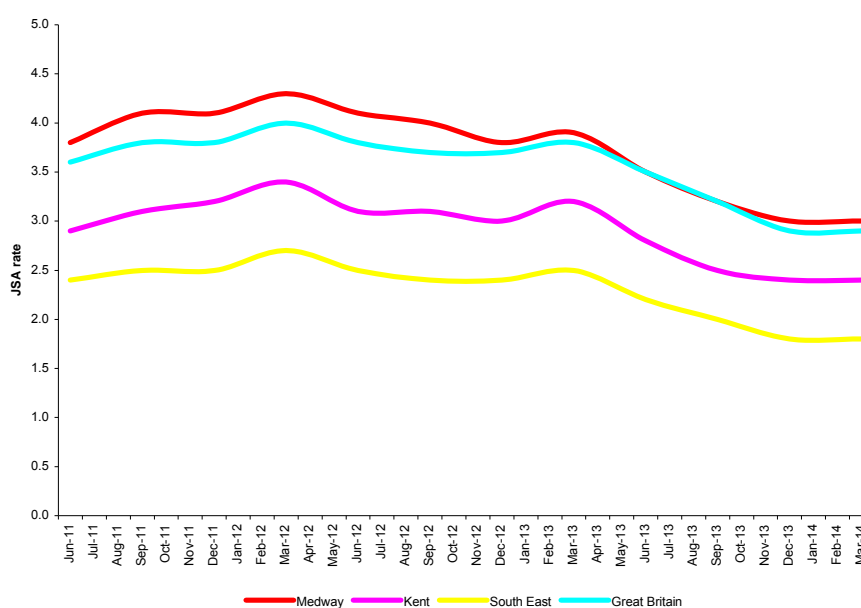
The JSA rate peaked in Medway in March 2012 with a downward trend since then. At 3% the JSA claimant rate is back down to levels of unemployment seen in late 2008.

The JSA claimant rate has dropped further since March 2014.

JSA claimant rate – 2011-2014

	Medway	Kent	South East	Great Britain
Jun 2011	3.8	2.9	2.4	3.6
Sept 2011	4.1	3.1	2.5	3.8
Dec 2011	4.1	3.2	2.5	3.8
Mar 2012	4.3	3.4	2.7	4.0
Jun 2012	4.1	3.1	2.5	3.8
Sept 2012	4.0	3.1	2.4	3.7
Dec 2012	3.8	3.0	2.4	3.7
Mar 2013	3.9	3.2	2.5	3.8
Jun 2013	3.5	2.8	2.2	3.5
Sept 2013	3.2	2.5	2.0	3.2
Dec 2013	3.0	2.4	1.8	2.9
Mar 2014	3.0	2.4	1.8	2.9

JSA claimant rate 2011-2014



Gross Value Added – productivity

In 2012 Gross Value Added per head for Medway at £14,356 stood at 67.4% of the UK level.

This is an improvement on the 2011 level and is almost back up to the 2010 level (*indices*).

Medway has the second lowest GVA per head in the South East at £14,356, after the Isle of Wight (£14,023). East Sussex follows at £14,556 per head.

Factors such as 'out-commuting' and less higher value business activity will be contributing to Medway's relatively lower GVA level.

Gross value added per head of population

	2010	2011	2012
Medway	14,091	13,599	14,356
Kent	17,667	17,927	17,909
South East	22,456	22,664	23,221
United Kingdom	20,740	21,077	21,295

Gross value added per head of population - indices

	2010	2011	2012
Medway	67.9	64.5	67.4
Kent	85.2	85.1	84.1
South East	108.3	107.5	109.0
United Kingdom	100.0	100.0	100.0

For an overview of GVA follow link:

<http://www.ons.gov.uk/ons/guide-method/method-quality/specific/economy/national-accounts/gva/index.html>

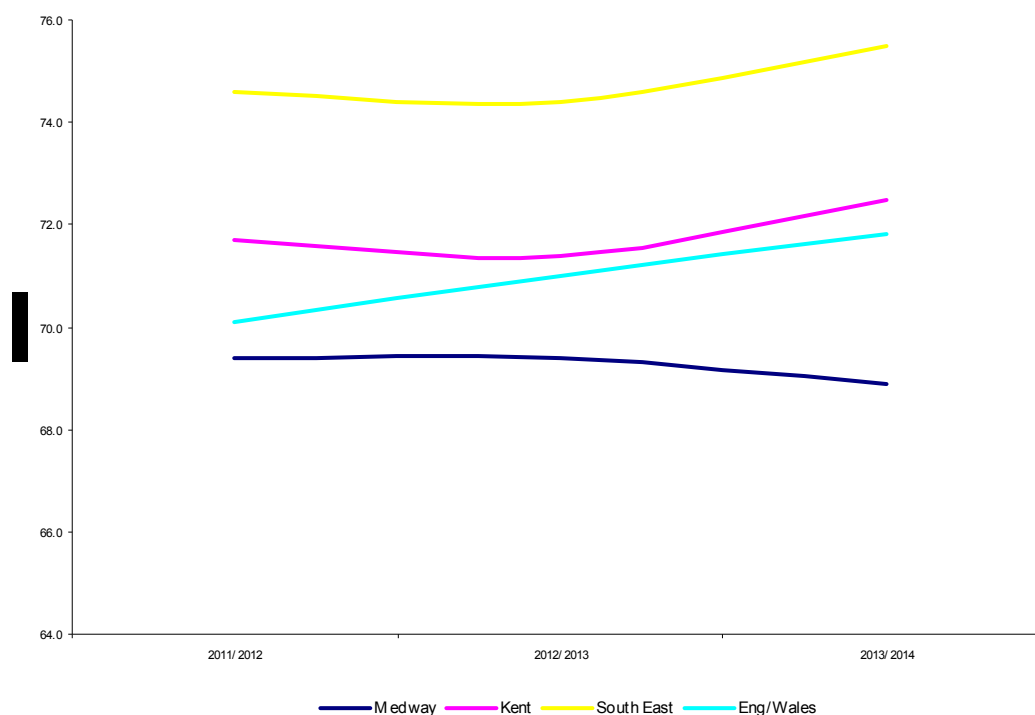
Employment

The employment rate in Medway has dropped over the last three years, this is in contrast to Kent, South East and United Kingdom which have seen an improvement over this period.

Employment rate – 2012 to 2014

	2011/2012	2012/2013	2013/2014
Medway	69.4	69.4	68.9
Kent	71.7	71.4	72.5
South East	74.6	74.4	75.5
United Kingdom	70.1	71.0	71.8

Employment rate



Economic activity

The economic activity level in Medway has dropped to 76.2% in 2013/14 which remains below the national level of 77.4%.

Economic activity levels are lower if the economically active population increases.

The economically inactive are those who are not in the work force. It includes students, those looking after family or home, the sick, the 'early retired' as well as those who want to work but are not able to and those who do not want to work.

Economic activity rate

	2011/2012	2012/2013	2013/2014
Medway	77.0	76.6	76.2
Kent	78.1	77.1	78.4
South East	79.4	79.4	79.9
United Kingdom	76.4	77.1	77.4



Chatham Waterfront

The River Medway - Port cargo traffic

While freight handled by all UK ports was stable in 2013, in Medway cargo tonnage was down significantly, following an earlier drop in 2012.

Since 2011 cargo tonnage has dropped by almost 50% in Medway; this compares with a reduction of 3% for all UK major ports and an 11% decrease for London ports.

London Thamesport on the Isle of Grain can handle a variety of deep and shallow-drafted vessels; other ports in Medway include Chatham Dock, Scotline Terminal on the Medway City Estate and the National Grid's Liquefied Natural Gas Importation terminal at Grain.

Medway sends and receives cargo from all over the world. The Medway ports service all Africa, America, Canada and Europe.

London Gateway on the Thames at Stanford-le-Hope started operating in November 2013. With six deep-water berths, it can handle the world's largest container ships. This is likely to have had an impact on the traffic through the Medway Ports.

Further information on the importation of aggregates through Medway's wharves – crushed rock and sand and gravel, including from marine dredged sources – is given in the Local Aggregate Assessment set out as Volume 3 of the Monitoring Report.

Medway port traffic cargo – tonnage (000's)

	2011	2012	2013
All traffic	16,076	12,649	8,384
Inward	13,903	10,933	7142
Outward	2,173	1,717	1,242

All Major UK ports traffic cargo – tonnage (000's)

	2011	2012	2013
All traffic	506,996	489,450	491,402

Retail and Town Centres

Medway Council seeks to maintain and enhance the vitality and viability of its network of urban and rural centres and support the delivery of appropriate comparison and convenience retail, office, leisure, community, entertainment and cultural facilities. In line with national changes, the town centres in Medway have faced a number of challenges in recent years, with competition from online retailers and larger retail centres further a field.

Gross completions A1-A3

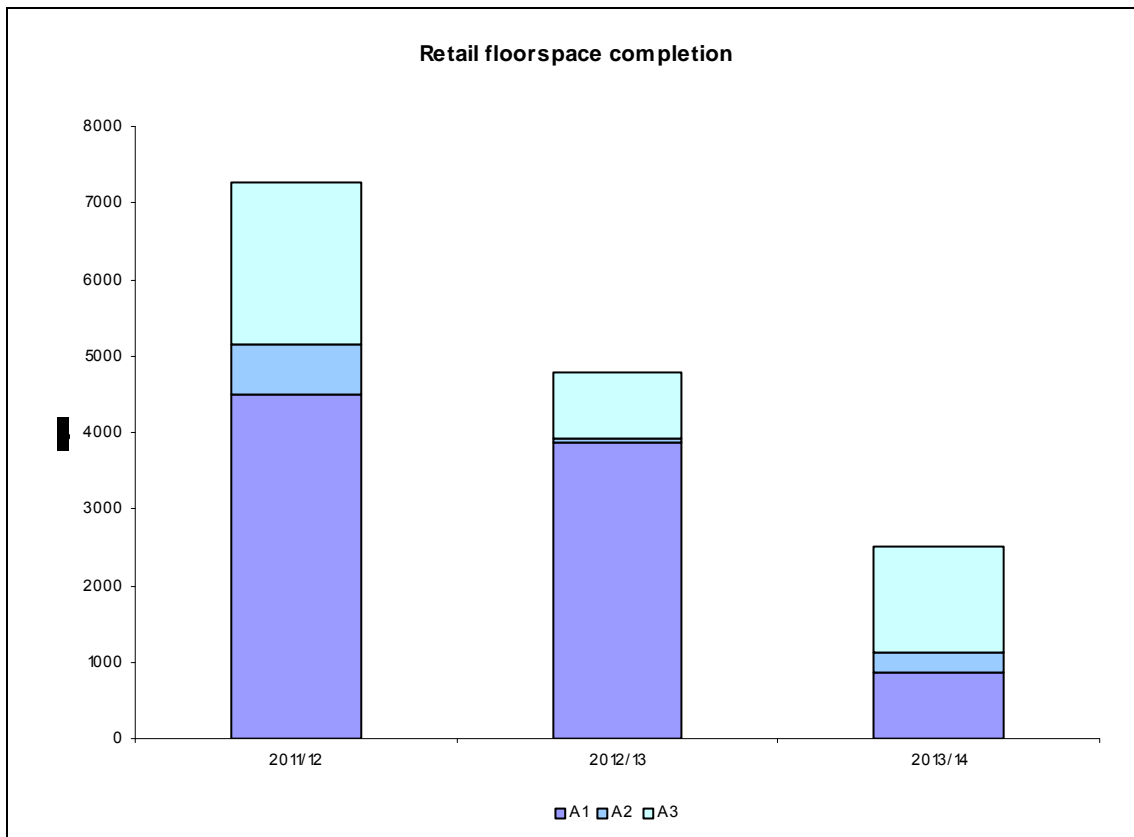
The amount of new retail floor space declined in 2013/14 with 2,521 sq.m being developed. This trend has been evident over the three years.

Town Centre and non Town Centre retail floorspace completion

		A1	A2	A3	A1-A3
2013/14	TC	210	276	161	647
	Non TC	642	0	1232	1874
	Total	852	276	1393	2521
2012/13	TC	1815	0	470	2285
	Non TC	2042	60	393	2495
	Total	3857	60	863	4780
2011/12	TC	235	462	845	1542
	Non TC	4261	199	1262	5722
	Total	4496	661	2107	7264



Chatham Town Centre



Net completions in town centres

4,465 sq.m of retail floorspace was lost in town centres in 2013/14 due to large losses of A1 and D1 floor space.

The largest single loss of A1 was in Chatham, where the old retail units totalling 740 sq.m (along with some A3 and SG uses) were demolished to make way for part of the new Chatham Waterfront development. When constructed this will deliver 31 flats, 1280 sq.m of retail uses, 256 sq.m of employment use, 256 sq.m of D1 community use and an 86-bed hotel. The other part of the Chatham Waterfront, when constructed, will deliver a further 80 flats, 227 sq.m of D1 community use and 1362 sq.m of commercial floor space.

The large loss of 2291 sq.m of D1 was the closure of the Adult Education centre in Gillingham, which is making way for 97 student bedrooms. However, a small portion of adult education has still been retained in Gillingham, with the completion of 98 sq.m of D1 in Canterbury Street.

Town centre development – 2013/4

Use	Losses (sq.m)	Gains (sq.m)	Net change (sq.m)
A1	-2575	210	-2365
A2	-220	276	56
A3	-481	161	-320
A4	0	0	0
A5	0	0	0
D1	-2291	57	-2234
D2	0	398	398
Total	-5567	1102	-4465

Town centre vacant retail units

The proportion of retail units standing vacant varies greatly by town centre in Medway.

Strood has the highest vacancy rate in 2014 having seen a significant increase to 14%; in contrast Chatham has seen a significant decrease dropping to 13%. Other than Chatham most town centres in Medway have seen an increase in vacancies. As a result there has been a small increase at Medway level to around 10.2%, which remains below the national vacancy rate of 13.9%.

Town Centre vacancy rates

	2012 (March)	2013 (Jan)	2014 (Jan)
Chatham	14.0%	16.0%	13.0%
Rochester	6.3%	7.0%	9.0%
Gillingham	5.9%	6.5%	6.5%
Rainham	4.1%	4.0%	5.0%
Strood	7.1%	8.8%	14.0%
Medway	8.7%	10.0%	10.2%
UK	14.5%	14.2%	13.9%

Education

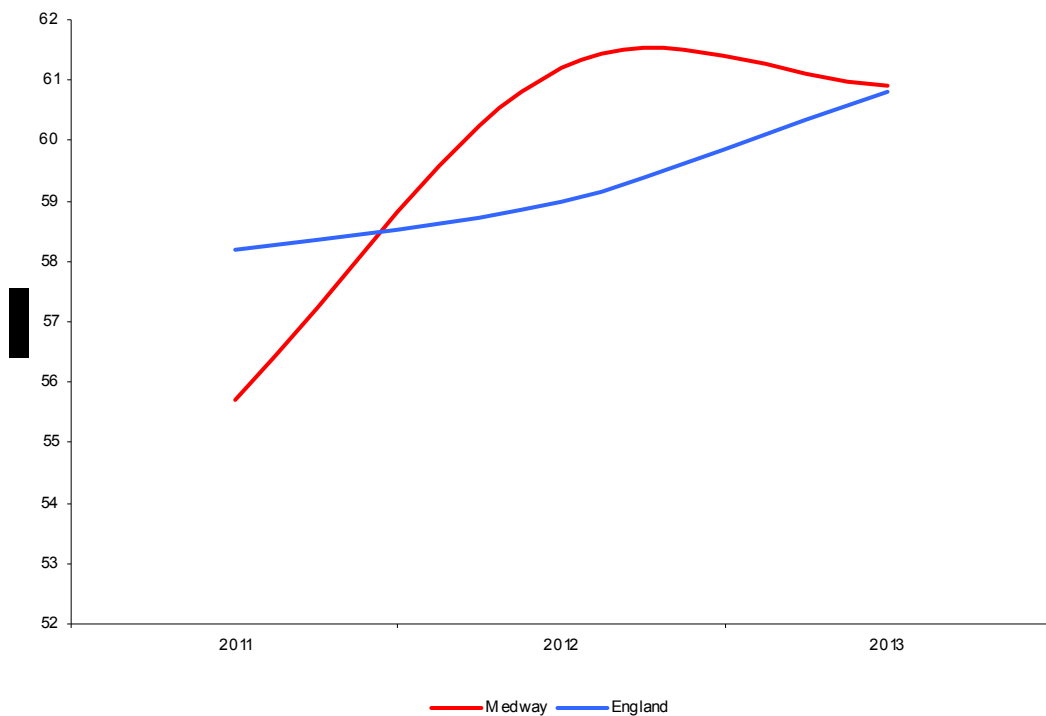
GCSE attainment rate

The GCSE pass rate in Medway dipped slightly in 2013, down to 60.9%, this remains just above the national rate of 60.8%.

Percent of pupils at the end of Key Stage 4 achieving 5+A*-C (and equivalent) including English and maths GCSEs

	2011	2012	2013
Medway	55.7	61.2	60.9
England*	58.2	59.0	60.8

GCSE attainment rate



Notable developments and Medway news during the year
Strood
<ul style="list-style-type: none"> • Crispin and Crispianus a 17th century pub ravaged by fire in 2011 has been restored. • A pilot scheme has been set up in Strood to improve safety for pedestrians and help the traffic flow by removing clutter. A budget of £50,000 has been set aside for the work, affecting the area between Gun Lane and Station Road. • A former garage site in Station Road, has been redeveloped with 68 flats. • Building at Wainscott is moving at a fast pace with 146 dwellings completed during the year.
Rochester
<ul style="list-style-type: none"> • Proposals for a paved runway at Rochester Airport and a new business hub formed the basis of an adopted masterplan in January 2014. The scheme could create 1,000 jobs and provide a new concrete runway at a cost of around £4.5 million. • Borstal Recreation Ground in Manor Lane has received £30,343 to install new railings, an entrance sign, tables, seats and laying paths. • BAE gives 15 jobs to apprentices. • Plans were approved in November 2013 for a new Fire Station at the former park and ride site in Marconi Way. The programme for the work to be complete in December 2014. The park and ride site had been running at a loss. • The scheme at Ruxton Square (former Rochester Police Station) is well underway with all dwellings either complete or under construction.
Chatham
<ul style="list-style-type: none"> • The Chatham Historic Pumping Station has finally reopened to the public after 6 years of repair and renovation • 40 Riverside flats are under construction next to Anchorage House in Chatham High Street. • The RSME Bicentenary Bridge connecting Fort Amherst and the Inner Lines is one of the 8 projects across the SE put forward for the Institute of Civil Engineers excellence awards. • Fort Amherst received a grant of £17,863 to make improvement to the public areas including seats and picnic tables, creating toilets and repairing the brick courtyard floor outside the guardhouse. • Dickens World has undergone a makeover and re-pricing. So far the re-launched attraction is proving very popular. • Dockside Outlet Centre is celebrating its 10th anniversary. After an initial struggle in the early days it is now a thriving part of a leisure hub. The

success is due to the introduction of free parking for 3 hours and the opening of the homeware and DIY superstore. The extension to the Range has increased the units floorspace to 65000sq.ft.

- Plans for a Dockyard revamp are on the cards, the £8.5 million scheme has already secured £4.5 million from the Heritage Lottery fund. The project has been named The Command of the Oceans.
- The Prince of Wales and the Duchess of Cornwall visited the Historic Dockyard. Prince Charles is the patron of the Chatham Historic Dockyard Trust.
- Cast and crew returned to Chatham's Historic Dockyard for the filming of the second series of Mr Selfridge. More filming at the Dockyard, Warner Bros Shot The Man from UNCLE and Harry Potter star Daniel Radcliffe was spotted filming his latest movie Frankenstein. Meanwhile the cast and crew of Call the Midwife returned for series three. Finally Hollywood for the filming of the movie Suffragette.
- Sadly Chatham's Historic Dockyard and Defences failed in its bid for World Heritage status.
- Two neglected buildings in Chatham High Street are to be given a new lease of life the old Theatre Royal and Bank next door seek to be converted into restaurants, drinking establishments and flats.
- Developers behind the world's leading train simulator for the home PC – Railsimulator.com has leased the entire 1st floor of The Observatory building at Chatham Maritime.
- The Rochester Diocese has applied for planning permission to remove the 8 bells from St Marys Church Chatham. This has sparked speculation over a possible new tenant for the empty building.
- Repairs to Sun Pier in Chatham have been completed.
- Houses at Carpeaux Close Chatham are to be completed next year.
- A 24-hour Fitness Centre opens at the Pentagon Shopping Centre, Chatham.
- Planning permission has been granted to change 94-100 High Street Chatham into a 31-bed Hotel.
- The new extension to Medway Crematorium has been put forward for a top architecture award.

Gillingham

- A £5 million mosque is to be built in Railway Street Gillingham
- More than 120 jobs have been created by Crossrail, a new factory in Chatham Docks producing 110,000 concrete segments to line the new tunnels being constructed in London.
- Graphic Packaging's International plant at Gillingham Business Park is due to close in September putting 170 jobs under threat.
- Discussions are underway to move the physiotherapy unit from Medway Hospital to Gillingham Business Park.
- The redevelopment of the Brompton Academy is ahead of schedule, when finished it will include an all weather sports pitch, a scientific lecture theatre, drama theatre, sports hall, fitness suite and coffee bar.
- Complete Professional Care Ltd a care company for elderly and disabled people over 30 has moved its day centre to new premises in Hempstead Road, Gillingham. This will enable it to offer a wider range of services.

Rainham
<ul style="list-style-type: none">• The former police station in Birling Avenue Rainham is demolished to make way for flats.• A new dementia service will start at a Rainham Care Home later in the year.• Work has started on the £16 million redevelopment of Hempstead Valley Shopping Centre.• A new Iceland opens at Gillingham Business Park creating 22 jobs. A drive through KFC also opened in Gillingham creating jobs for a further 80 full and part time staff.
Hoo Peninsula and the Isle of Grain
<ul style="list-style-type: none">• The Power Station at Kingsnorth is decommissioned with the loss of 65 jobs.• Transnordic based in Hoo have received an interest free From the TIGER fund (Thames Gateway Innovation Growth and Enterprise) loan of £35,000 to spend on new equipment and The Food Machinery Company has been lent £197,000 to build a new factory at Fenn Corner.• Permission has been granted for the redevelopment of an MoD site at Upnor. The proposal is to convert 3 existing buildings for light industrial use, the mine store will become a restaurant and 20 new homes will also be erected.
Medway Valley
<ul style="list-style-type: none">• Creating 85 jobs Coast to Coast a new restaurant at Medway Valley Park, welcomed its first customers.

Developer Contributions

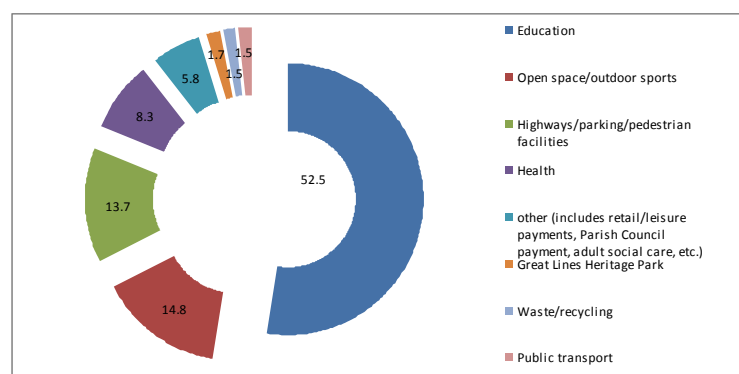
Developers will be required to make provision for infrastructure where the need arises directly from development.

In 2013/14 twenty- one Section 106 agreements were signed. Just over half of the total funding went towards education related schemes, then open space/outdoor sports facilities (15%) and highways, parking and pedestrian schemes (14%).

Section 106 Agreements 2013/14

Number signed	21
Wards: 11 wards out of 22	Hempstead & Wigmore, River, Rochester West, Rochester East, Gillingham North, Gillingham South, Watling, Strood North, Strood South, Strood Rural, Peninsula, Cuxton & Halling
Amount of Funding Received during the year	£3,404,329.98

Section 106 agreements 2013/14 by broad category



It is central to government policy that new development should be sustainable, which includes that it should provide capacity and new facilities to meet the needs of new residents.

Section 106 of the [Town and Country Planning Act 1990](#) allows anyone with an interest in land to enter into a planning obligation, which is enforceable by a local planning authority.

Developer contributions are required for developments of 10 or more residential units and certain other forms of development. Details below show how much revenue came from Section 106 agreements in 2013/2014. Details of the types of schemes are listed in Volume 2 of the Annual Monitoring Report.

Further details on 106 agreements are available via link below to Medway Council's Guide to Developer Contributions (SPD)

<http://www.medway.gov.uk/pdf/GUIDE%20TO%20DEVELOPER%20CONTRIBUTIONS%202014.pdf>

Development Management Planning Statistics

Planning applications

2013/14

During the year 2013/14 the Council determined 1,562 planning applications with 85% of applications being dealt with in the statutory timescales.

There were 57 major applications determined in the year 2013/14 and 77% of these were determined within the 13 week target.

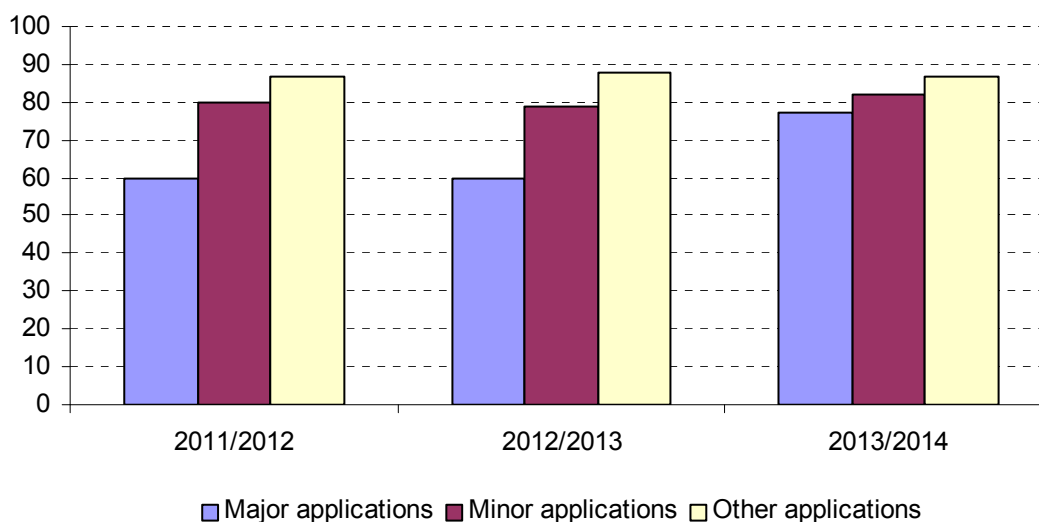
During this period 370 minor applications were determined and 82% of these were determined within the 8-week target.

There were 1,118 other applications determined during the year and 87% of these were determined within the 8-week target.

Number of applications determined and percent processed within the statutory timescale (see above)

	2011/12		2012/13		2013/14	
	Nos	%	Nos	%	Nos	%
Major	50	60%	53	60%	57	77%
Minor	368	80%	361	79%	370	82%
Other	890	87%	927	88%	1,118	87%
Total	1,308	84%	1,341	84%	1,562	85%

Percentage of applications determined within target for the period April 2011 to March 2014



Major

- *Large-scale major developments - where the number of residential units to be constructed is 200 or more or 1,000 square metres of industrial, commercial or retail floor space.*
- *Small-scale major development - where the number of residential units to be constructed is between 10 and 199 inclusive.*

Minor

Is where the number of dwellings to be constructed is between 1 and 9 inclusive. A site area of less than 0.5 hectares should be used as the definition of a minor development. For all other uses, a minor development is one where the floorspace to be built is less than 1,000 square metres or where the site area is less than 1 hectare.

Other

Covers minerals processing, change of use, householder developments, advertisements, listed building consents, conservation area consents, certificates of lawful development and notifications

Extensions of time

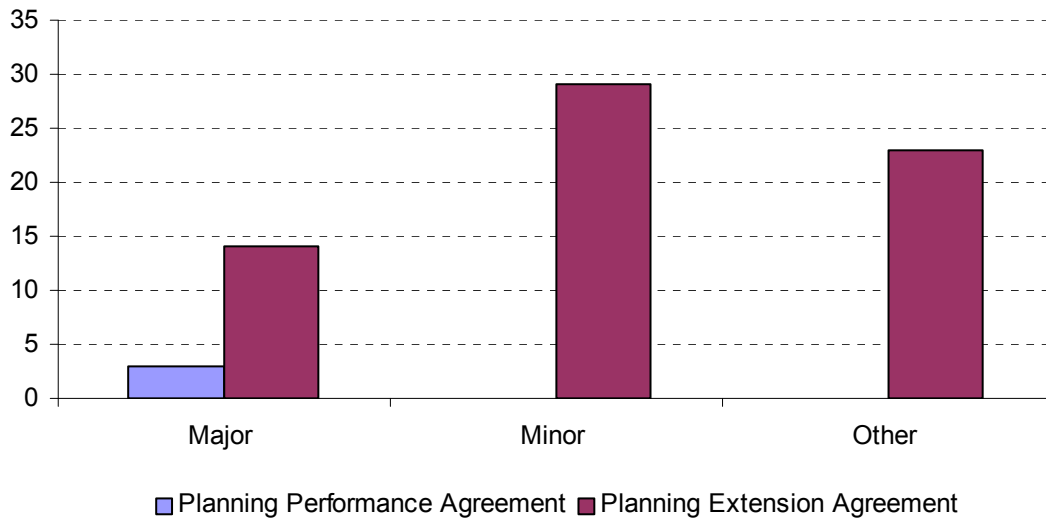
Planning Performance Agreement (PPA)

A PPA is a framework agreed between a local planning authority and a planning applicant for the management of complex development proposals within the planning process. A PPA allows both the developer and the local planning authority to agree a project plan and programme, which will include the appropriate resources necessary to determine the planning application to an agreed timetable.

Planning Extension Agreements (PEA's)

A PEA is used to develop a bespoke timetable, whereby the timetable can be extended beyond 8, 13 or 16 weeks so long as the council and the applicant agree. Provided the council is able to meet the new agreed date, an application will be counted as satisfying the timeliness requirement for applications.

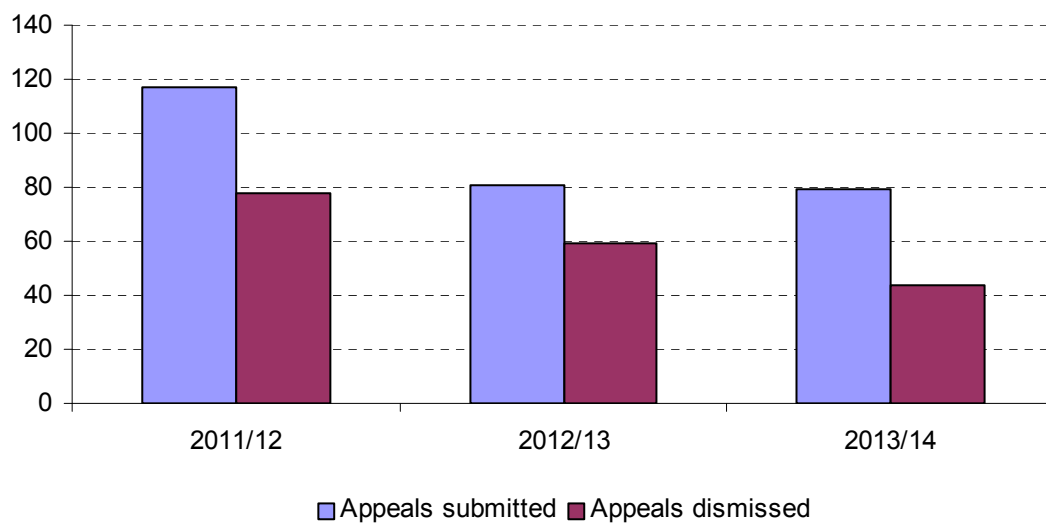
Number of PPA's and PEA's completed by type of application for the period October 2013 to April 2014



Appeals against planning decisions

During the year 2013/14, 79 appeals against the Council's decisions were submitted to the Planning Inspectorate. The Planning Inspectorate dismissed 56% of the appeals.

Appeals submitted / dismissed for the period April 2011 to March 2014



Glossary

Affordable Housing - Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Biodiversity - The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals.

Change of Use - A change in the way that land or buildings are used (see Use Classes Order). Planning permission is usually necessary in order to change from one 'use class' to another.

Commitments (or committed development) - All land with current planning permission or allocated in adopted development plans for development (particularly residential development).

Community Infrastructure Levy (CIL) - is a system of securing developer contributions from planning permissions which local authorities are empowered but not required to charge on new development in their area. The levy is to be used to support growth and is in effect a tax on development.

Duty to cooperate - was created in the Localism Act 2011, and amends the Planning and Compulsory Purchase Act 2004. It places a legal duty on local planning authorities, county councils in England and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local and Marine Plan preparation relating to strategic cross boundary matters.

Employment Land Availability (ELA) - The total amount of land reserved for industrial and business use awaiting development.

Employment rate - The number of people in employment in the UK is measured by the Labour Force Survey (LFS) and consists of people aged 16 and over who did paid work (as an employee or self-employed), those who had a job that they were temporarily away from, those on government-supported training and employment programmes, and those doing unpaid family work.

English indices of deprivation - identify the most deprived areas across the country. The indices combine a number of indicators, chosen to cover a range of economic, social and housing issues, into a single deprivation score for each small area in England. The indices are used widely to analyse patterns of deprivation, identify areas that would benefit from special initiatives or programmes and as a tool to determine eligibility for specific funding streams.

Greenfield Land or Site - Land (or a defined site) usually farmland, that has not previously been developed.

Gross Value Added (GVA) - This is the value of goods and services produced by an area, sector or producer minus the cost of the raw materials and other inputs used to produce them. For sub-national GVA, ONS uses an income-based measure. GVA is mainly composed of the income made by employees (earnings) and the business (profits/surplus) as a result of production.

Life expectancy - at birth is chosen as the preferred summary measure of all cause mortality as it quantifies the differences between areas in units (years of life) that are more readily understood and meaningful to the audience than those of other measures. All cause mortality is a fundamental and probably the oldest measure of the health status of a population. It represents the cumulative effect of the prevalence of risk factors, prevalence and severity of disease, and the effectiveness of interventions and treatment. Differences in levels of all-cause mortality reflect health inequalities between different population groups, e.g. between genders, social classes and ethnic groups.

Localism Act 2011 - introduced in November 2011. The aim of the act was to devolve more decision-making powers from central government back into the hands of individuals, communities and councils.

Outline application - A general application for planning permission to establish that a development is acceptable in principle, subject to subsequent approval of detailed matters. Does not apply to changes of use.

Mixed Use - Developments or proposals comprising more than one land use type on a single site.

National Planning Policy Framework - sets out the government's planning policies for England. It is an important part of the government's reforms to make the planning system less complex easier to understand. It vastly reduced the number of policy pages about planning.

Neighbourhood Plans - A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

Planning Permission - Formal approval sought from a local planning authority allowing a proposed development to proceed. Permission may be sought in principle through outline planning applications, or be sought in detail through full planning applications.

Previously Developed Land or 'Brownfield' land - Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure.

Renewable and Low Carbon Energy - Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

Site of Special Scientific Interest (SSSI) - A site designated by Natural England under the Wildlife and Countryside Act 1981 as an area of special interest by reason of any of its flora, fauna, geological or physiographical features (plants, animals and natural features relating to the Earth's structure).

Super Output Areas (SOAs) - a geography designed for the collection and publication of small area statistics. They are used on the Neighbourhood Statistics site and across National Statistics. Lower Super Output Areas (LSOAs) which deprivation is based on were originally built using 2001 Census data from groups of Output Areas and contain on average 1,500 residents.

Supplementary planning document (SPD) - provides additional information on planning policies in a development plan.

Strategic Land Availability Assessment (SLAA) - assesses the suitability, availability and deliverability of sites to meet Medway's requirement for residential, employment, retail and other uses.

Sustainable drainage systems (SUDS) - surface water drainage systems which consider quantity, quality and amenity issues.

Use Class - classes of land and building use as categorised by the Town and Country Planning (Use Classes) Order 1987 as amended. The various classes and categories appropriate to that class are as follows:

A1 Shops for the sale, display or provision of goods and services (except hot food) to visiting members of the public - includes hairdresser, funeral director, post office, dress or DIY hire shop, ticket and travel agency, internet cafe, sandwich bar, dry cleaner and pet shop.

A2 Financial or professional services (other than health or medical services) - includes betting shop, building society office, estate agent and bank.

A3 Restaurant and cafe.

A4 Drinking establishment – includes public house and wine bar.

A5 Hot food takeaway

B1 Business - includes office (a), research and development premise (b) and light industry which can be carried out in a residential area (c).

B2 General industry - any industrial use not covered by B1.

B8 Storage and distribution – includes wholesale warehouse (but not retail warehousing), distribution centre and repository.

C1 Hotel – includes boarding house and guesthouse.

C2 Residential institution – includes residential school and college and training centre, hospital and convalescent/nursing home.

C2a Secure residential accommodation – includes prison, young offenders institution, detention centre, custody centre, secure hospital and military barracks

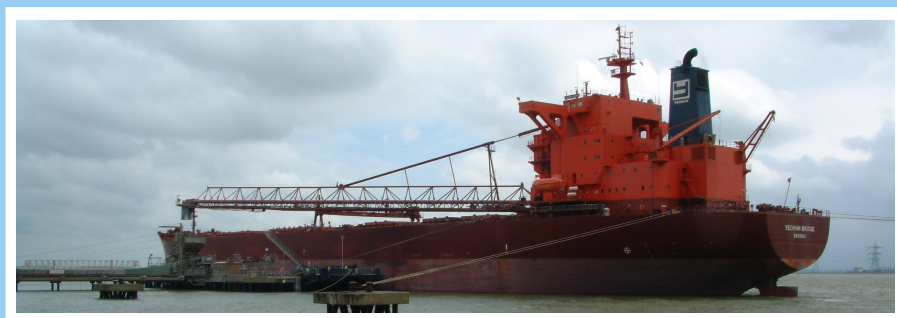
C3 Dwelling house, communal housing of the elderly and handicapped.

D1 Non-residential institution - includes place of worship, law court, church hall, clinic, health centre, crèche, day nursery, consulting room, museum, public hall, library, art gallery, exhibition hall, non-residential education and training centre.

D2 Assembly and leisure –includes cinema, music and concert hall, dance hall, bingo hall, sports hall, swimming bath, skating rink, gymnasium and other indoor and outdoor sport or recreation.

Sui Generis (SG) Uses not falling within any of the above classes - includes theatre, night club, casino, sale of motor vehicles, sale of motor fuel, taxi service, launderette, hostel, live/work unit and motor sport or firearm activities.

Windfall Site - Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.



Medway Monitoring Report 2014

Volume 3 - Local Aggregates Assessment

December 2014

Medway Local Aggregate Assessment

Contents

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 2. Introduction
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 - Marine Dredged Aggregates
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 - Land won
 - Secondary and Recycled
 5. Consideration of Local Circumstances
 6. Conclusions
- List of Abbreviations

1. Executive Summary

Context

- 1.1 This is the second Local Aggregate Assessment produced for Medway, in line with the requirements set out in the National Planning Policy Framework and in the National Planning Practice Guidance (NPPG). This is a draft report that is circulated to minerals planning authorities throughout the South East and neighbouring areas, industry representatives, and other key stakeholders. It is to be formally considered by the South East England Aggregates Working Party for its technical advice and views on how Medway is contributing to wider regional needs. Following consultation, the council intends to publish the final version of the LAA with its Annual Monitoring Report at the end of 2014.
- 1.2 The council has had regard to a range of data sources in compiling information on the demand for aggregates and supply options available. The annual aggregate monitoring produced by the Aggregates Working Party based on a survey of local operators has been a key source of data. Due to the size of Medway, and the limited number of minerals sites and wharves, there are a number of areas where it is not possible to publish information at the level of this individual minerals planning authority. This follows the agreements made with industry to respect commercial confidentiality. In some cases, it has been necessary to refer to information on a Kent and Medway basis, or the wider region, to provide an indication of trends in demand and supply.
- 1.3 Due to the size and nature of the geology in Medway the only land won aggregates extracted in the district are sand and gravel. Other aggregates are either imported, marine dredged or from secondary or recycled sources.

Supply

- 1.4 Aggregate supply in Medway is from four main sources: land won resources; marine dredged aggregates, imported resources and secondary and recycled aggregates.
- 1.5 Sand and gravel are the only land won resources in Medway due to the geology of the district. Aggregate supply is also restricted by Medway's environment. A total of 33% of Medway's area falls within environmental designations, including sites of importance at European level.
- 1.6 There are two sites presently in Medway with the potential to provide land won sand and gravel, with a total permitted reserve of 1,315,000 tonnes of sand and gravel. This reserve has been used to calculate the landbank, which currently stands at 72.2 years, based on a 10-year

sales average. This is significantly above the 7-year landbank required for sand and gravel in the NPPF.

- 1.7 Provision for mineral extraction will be set out in the new Medway Local Plan, which is currently in the early stages of preparation, but there is no revised policy figure at present. The former policy allocation being advanced through the draft Medway Core Strategy for 0.18 million tonnes per annum in line with the sub-regional apportionment figures, is now used as a reference point until a new policy allocation is produced through the development of the new Local Plan for Medway.
- 1.8 Medway has 3 active wharves that supply marine dredged aggregates (sand and gravel) and the importation of crushed rock. Both of these resources make up a significant proportion of the aggregates supplied in the district and the southeast region. Kent and Medway combined import 90% of the crushed rock and 50% of the marine dredged aggregates to the region. The Medway wharves reported an increase in 2013 from 2012 levels in both the importation of crushed rock and marine dredged materials – this is a trend seen across the south east region.
- 1.9 Medway also has several sites that have the potential to supply secondary and recycled aggregates to the market. However reliable data for this sector is hard to attain and as the robustness of it is questionable therefore no firm figures can be released for Medway.

Demand

- 1.10 Government guidance on the Local Aggregate Assessment in the NPPG advises local authorities to use an average of 10 years' and 3 years' land won sales data to calculate demand over the long and short term.
- 1.11 Based on the guidance outlined in the NPPG for land won sand and gravel a 10-year sales average has been calculated. The 10-year average sales data shows present demand at 18,200 tpa for sand and gravel. This output is very low and is reinforced by the 3-year sales average of 0. Therefore overall the demand appears to be very low for land won resources in Medway, with alternative sources of supply being of continued importance.
- 1.12 Medway's contribution to aggregates planning and supply is particularly significant in the importation of marine dredged aggregates and crushed rock, as outlined above in paragraph 1.8.
- 1.13 The Council has also analysed several external sources to project any trends that may be emerging that would influence demand. The population of Medway is predicted to increase by 22% to 2037 and house builders are reporting increased workloads and planning permissions granted nationally indicating a potential increase in

demand over the coming years, but this appears not yet to have significantly affected the market.

2. Introduction

Policy context

- 2.1 This is the second Local Aggregate Assessment produced for Medway. It has been prepared in line with requirements set out in the National Planning Policy Framework (Para. 145) and the NPPG. Paragraph 145 of the Framework states minerals planning authorities should prepare: *‘an annual Local Aggregate Assessment, either individually or jointly by agreement with another or other minerals planning authorities, based on rolling average of 10 years sales data and other relevant local information, and an assessment of all supply options (including marine dredged, secondary and recycled sources)’¹*. This then needs to be submitted to the regional Aggregate Working Party, and through this to the National Aggregate Coordinating Group. The national group will then consider whether the totals provided by the area Aggregate Working Parties make appropriate provision to maintain a steady and adequate supply of aggregate. This process seeks to ensure the coordination of minerals planning at a strategic level.
- 2.2 This Local Aggregate Assessment has an important role in the coordination of planning for the steady and adequate supply of minerals to meet the country’s needs. Aggregate minerals – sand and gravel, and crushed rock – are used as construction materials, and therefore are intrinsic to the nation’s development, maintaining infrastructure and supporting economic growth.
- 2.3 Minerals are recognised as a national strategic resource, and are therefore subject to planning considerations. However, following changes introduced in the Localism Act and the National Planning Policy Framework, Government has decentralised more power to mineral planning authorities to determine the appropriate level of aggregate extraction.

Development of LAA – collaboration and co-ordination

- 2.4 Medway Council is a member of the South East England Aggregates Working Party. SEEAWP represents each minerals planning authority in the former South East region, the Marine Management Organisation, the Crown Estate and the aggregates industry. The Aggregates Working Party is central to ensuring the coordination of minerals planning at a strategic level across the south east, and providing a link to the national level through the National Aggregate Co-ordinating Group. The Aggregates Working Party has specific responsibility to:
- Provide technical advice to Mineral Planning Authorities on the adequacy of each local aggregate assessment;

¹ Available at: <http://planningguidance.planningportal.gov.uk/blog/guidance/>

- Provide an assessment of the position of overall demand and supply for the AWP area, including, whether, in its view, the area is making a full contribution towards meeting both national and local needs. This should include an indication of emerging trends of demand in the AWP area;
 - Obtain, collect and report on data on minerals activity in the area. This includes annual data on sales, permissions and mineral reserves in their area, recycled and secondary sources and use this information to produce an annual report on these issues.
- 2.5 In drafting this LAA, Medway Council has used a wide range of available information to assess the current position for aggregates planning in Medway. This has included reference to the SEEAWP Aggregates Monitoring report 2013 for information on regional context and trends, plus returns from the minerals industry and national statistics.
- 2.6 Medway as a unitary authority recognises the particular importance in coordinating its minerals planning work, including the production of the LAA, with its neighbouring minerals planning authority (MPA), Kent County Council. The two councils have liaised in the development of their respective LAAs, and have worked together for a number of years in the collation of evidence to support minerals planning. Due to the size of Medway, and the limited number of minerals sites and wharves, some sources of data are restricted, and cannot be disaggregated to a Medway level, for reasons of commercial confidentiality and agreements made with industry. This is reflected in how and what data is presented in this report. This results in some data gaps and in some cases data is referred to at a Kent and Medway level to provide an indication of the local circumstances.

Consultation

- 2.7 The Localism Act 2011 also introduced the duty to cooperate into the planning system. This is a legal duty that planning authorities have to abide by in the plan making process and make sure that consultation is undertaken that is active and constructive and throughout the plan making process on strategic and cross boundary matters. The apportionment and supply of minerals is one of the issues covered by this process.
- 2.8 In accordance with the duty to cooperate this report has been drawn up in liaison with Kent County Council's minerals planning service and industry operators. To ensure that the LAA makes appropriate reference to the wider regional context, the council is seeking comments on this draft from mineral planning authorities across the region and industry representatives through the SEEAWP. Due to Medway's location in the Thames Gateway, the MPAs in Essex and Thurrock to the north will also be contacted. The council is consulting

with the operators of local wharves, quarry sites and recycling facilities in Medway. Broader consultation will be held with:

- London Aggregates Working Party
- East of England Aggregates Working Party
- Neighbouring district council planning authorities
- South East Local Enterprise Partnership
- North Kent Environmental Planning Group
- Thames Gateway Kent Partnership
- The Crown Estate

- 2.9 Following comments received to last year's consultation on the 2013 LAA for Medway a new section on the environmental constraints and their impact within the authority on minerals supply has been added to the LAA this year.

3. Context

- 3.1 This section provides an overview of the planning policy background against which the LAA has been prepared, an outline of the area's geological resources, environmental constraints and specific features of minerals planning in Medway, resulting from the strategic importation role of the major wharves in the area.

Policy context

- 3.2 In 2009 the Department of Communities and Local Government issued national and regional guidelines for aggregates provision in England from 2005 to 2020² as part of the Managed Aggregates Supply System. This sets out anticipated demand for aggregates that mineral planning authorities are expected to plan for. This guidance updated earlier guidelines from 2003, and recommended lower levels of provision to take account of materials being supplied from other sources, particularly marine dredged sand and gravel. This guidance is a material planning consideration and is still extant. With the revocation of the South East Plan, there is now no apportionment of the land won elements to mineral planning authorities.
- 3.3 Government set the following guidelines for southeast England:

Table 1: National and regional guidelines for aggregates provision in England and the South East, 2005-2020 (million tonnes)

Region	Guidelines for land won production		Assumptions		
	Land-won Sand & Gravel	Land-won Crushed rock	Marine Sand & Gravel	Alternative Materials	Net Imports to England
South East England	195	25	121	130	31
England	1028	1492	259	993	136

- 3.4 This demonstrates the importance of the South East Region to the provision of marine sand and gravel. The region is also the second largest importer of aggregates into England for this period. It should be noted that there is a lower level of certainty with the assumptions on materials to be sourced from outside of England.
- 3.5 In the past a system of apportionments were set nationally based on the geology of areas and levels of supply. This system meant that every local planning authority was allocated an apportionment, however now the system is based on the supply and demand of the economy that will allow Local Planning Authorities to allocate their own figures in their local plan. As a result the apportionment of 0.18mtpa

² Available at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7763/aggregatesprovision2020.pdf

that was used in the Submission Draft Medway Core Strategy now has no policy status and is used as a reference point in the LAA. Medway Council has commenced work on the preparation of a new Local Plan. A timetable for the plan production has been set out in the Medway Local Development Scheme, June 2014, with the aim to adopt a new local plan in 2017. This plan will include minerals policies and site allocations.

3.6 The NPPF states: '*Minerals planning authorities should work with other relevant organisations to use the best available information to:*

- *develop and maintain an understanding of the extent and location of mineral resource in their areas; and*
- *assess the projected demand for their use, taking full account of opportunities to use materials from secondary and other sources which could provide suitable alternatives to primary materials.*³

3.7 A new minerals target will be adopted in a new plan following an assessment based on the techniques outlined above.

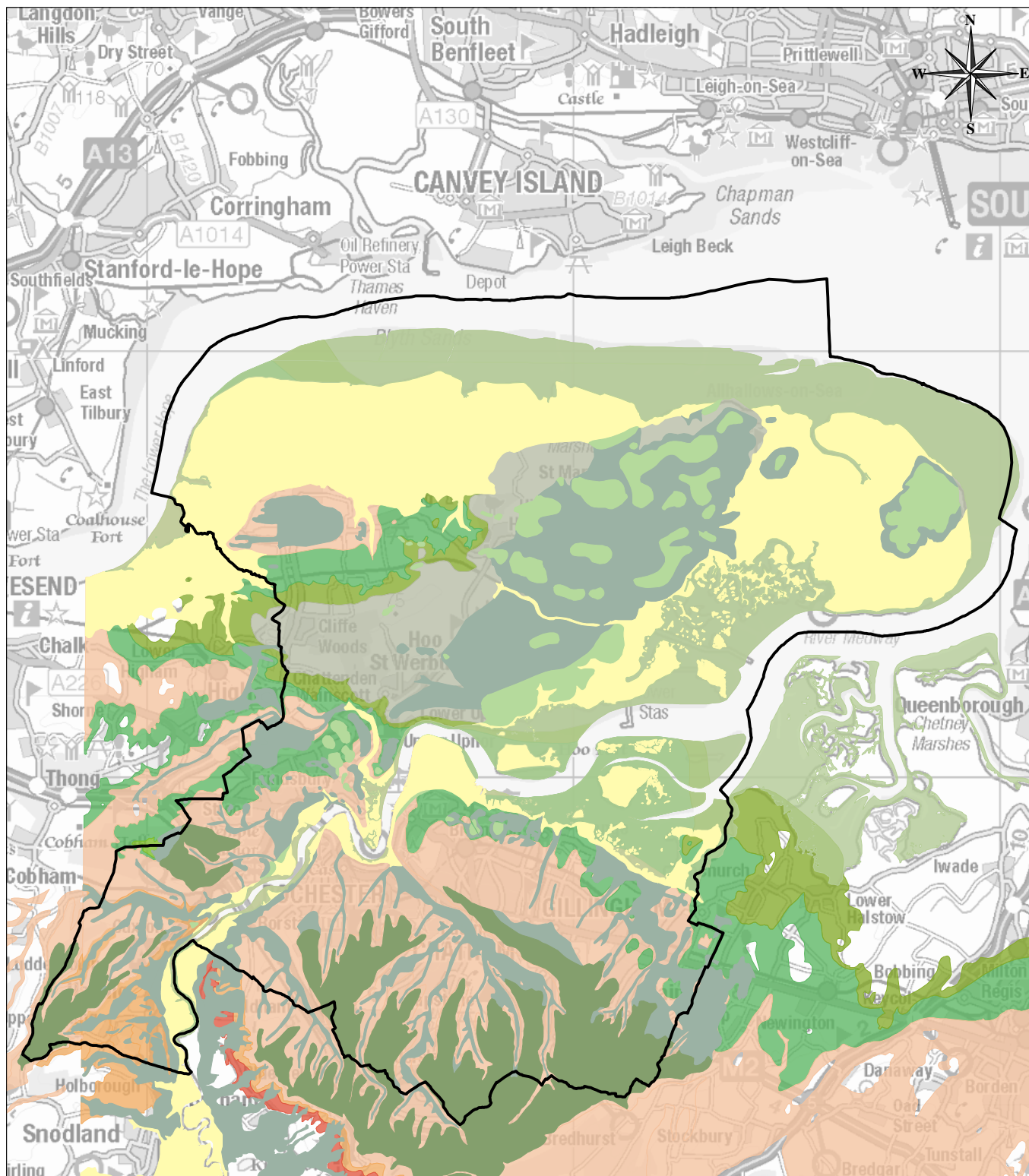
Geology

3.8 There are sand and gravel deposits in the Medway area, concentrated on the Hoo Peninsula. These are the results of post-glacial melt water outwash deposition found in a series of 'river terraces', trending roughly from north west to south east across the peninsula's ridge, and on the Isle of Grain. There are also more recent water-lain deposits covering areas of land on the eastern and northwestern marshes of the peninsula that include some sand and gravel seams.

3.9 The deposits have not been significantly reworked by natural processes since their deposition, and have a sand to gravel ratio and particle characteristics that makes them generally attractive for high specification value added concrete production.

3.10 Information arising from research to support minerals planning in Kent and Medway, together with borehole survey data provided by minerals companies, have been used to determine 'Areas of Search' for minerals allocations in development plans. Total proven aggregate mineral resources, including the defined 'Areas of Search' over the Medway area is calculated to be 1,640,000 tonnes. The total potential (proven and unproven) river terrace sand and gravel reserves in the unconstrained areas of the Hoo Peninsula are assessed as being in a range from 3,345,326 tonnes to 4,547,940 tonnes. This is considered to provide sufficient potential to meet the area's needs.

³ Available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/60777/2116950.pdf



Bedrock Geology

- Thamet Sand Formation
- Thamet Sand - Bullhead Bed
- Harwich formation
- London Clay formation
- Lewes Nodular Chalk formation
- London Clay - Claygate Member
- Gault formation
- Chalk
- Melbourne Rock
- Lenham formation

- Bagshot formation
- Lambeth Group
- Folkestone formation
- Lewes Nodular Chalk formation
- West Melbury Marly Chalk Formation
- Zig Zag Chalk Formation

Superficial Geology

- Well Hill gravel
- Chelsfield gravel
- Kempton Park gravel formation
- Boyn Hill gravel formation
- Alluvium
- Taplow gravel formation
- Black Park gravel formation
- Head (undifferentiated)
- River Terrace Deposits (undifferentiated)
- Peat

- Clay with flints
- Dartford/Silt/Ifford Silt formation
- Lynch Hill gravel formation
- Beach and Tidal Flat Deposits (undifferentiated)

Medway Geology

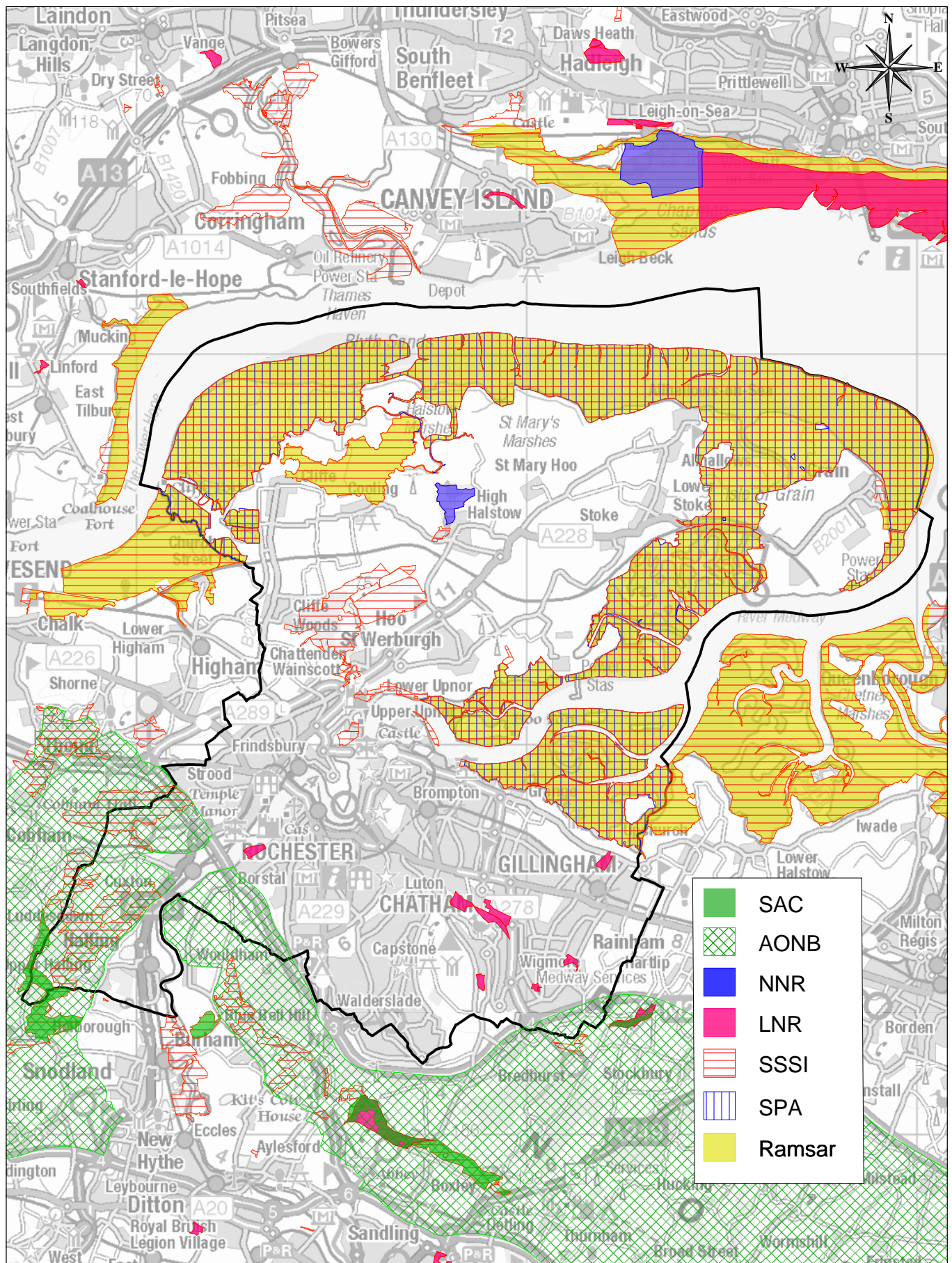


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Environmental Constraints

- 3.11 Medway covers an area of 26,885ha (including rivers and coastal areas) but within this area are numerous environmental designations that could constrain where minerals extraction could take place. These designations include: Areas of Outstanding Natural Beauty (AONB) Ramsar sites, Sites of Special Scientific Interest (SSSIs), National Nature Reserves (NNR) & Local Nature Reserves (LNR), Special Protection Areas (SPA) and Special Areas of Conservation (SAC) and cover a total area of 8,953ha or 33% of the district's total area.
- 3.12 The majority of the sand and gravel deposits in Medway lie outside of the areas of environmental designation on the Hoo Peninsula, and so can be accessed. There is the potential in the future as a result to expand the existing sand and gravel workings should demand dictate. In addition all 3 of Medway's wharves lie outside of the environmentally designated areas potentially allowing for expansion. However the wharf at Cliffe is constrained between two areas of environmental designation.



Environmental Constraints Map

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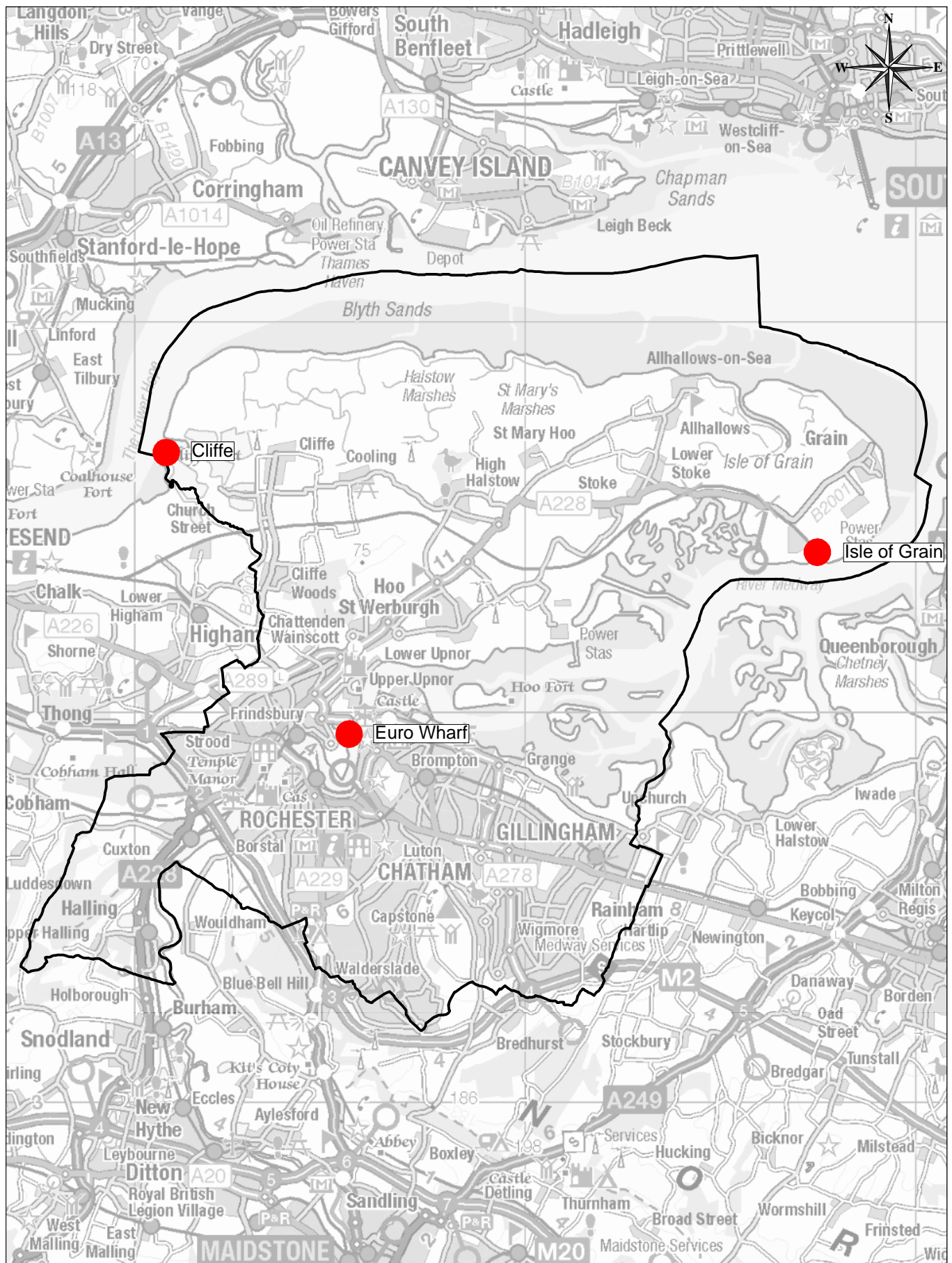
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Wharves

- 3.11 Medway makes a critical contribution to the south east's infrastructure for the importation of aggregates, particularly marine dredged sand and gravel. The scale of the importation makes Medway's wharves of regional and national significance. There are three currently in operation:
- Grain Terminal, Isle of Grain – operated by Foster Yeoman Ltd
 - North Sea Terminal, Cliffe, Rochester - operated by Brett Aggregates of the Brett Group UK
 - Euro Wharf, Frindsbury, Rochester – operated by Hanson Aggregates of the Heidelberg Cement Group.
- 3.13 Together these three sites make a significant contribution to the importation of minerals into the region. Medway's wharves are amongst the largest in Kent and Medway, and have the greatest capacity. The wharves are operating below their capacity levels, which offers the ability to increase production in response to market demand.



Aggregate Wharves

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4. Consideration of aggregates options

4.1 In line with the requirements for LAAs, this assessment considers a comprehensive range of options for the supply of aggregates:

- Marine sources – from areas licensed for marine sand and gravel dredging;
- Imports into and exports out of Medway;
- Land won resources – including land banks and allocations.
- Recycled aggregates – including from construction, demolition and construction waste;
- Secondary aggregates – whose sources come from industrial wastes such as glass, ash, railway ballast, fine ceramic waste and scrap tyres; and industrial and minerals by-products, such as waste from china clay, coal and slate extraction and spent foundry sand;

4.2 Each supply option is considered separately in this section.

Marine dredged aggregates

4.3 This supply stream is of particular importance for Medway, due to the quantities of materials landed at the area's wharves. The location of the large wharves on the rivers Medway and Thames provides good access to the licensed dredging grounds in the Thames Estuary, North Sea and English Channel. These wharves are also well placed for onward transport of materials to markets locally, in London and the wider southeast and East Anglia.

4.4 Landings of marine dredged aggregates into Kent and Medway wharves in 2013 accounted for over 50% of all MDA landed in the south east, excluding London.⁴

4.5 There is wide recognition of the role of marine aggregates as an important supply stream. This is evidenced through the updated national and regional apportionment guidelines issued in 2009, (set out in Table 1 above) and the information provided on annual sales of minerals through the aggregates monitoring surveys showing an increased proportion of sales from marine sources in comparison with the assumptions made in 2009. A summary of the sales on regional and sub-regional levels is set out in Table 2 below.

⁴ Source: South East Aggregates Working Party – South East Aggregates Monitoring Report 2013 (SEEWPA, 2014)

Table 2: Sales of Marine Dredged Sand and Gravel from Wharves, 2004-2013

(MPA & SE region, thousand tonnes)

County	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Hampshire & Isle of Wight	1853	1687	1992	1908	1669	1157	1213	1279	1190	1511
Kent & Medway	3498	3291	4319	3425	2850	3127	2680	3012	3229	3215
East Sussex & West Sussex	1133	977	1390	799	1062	701	686	1475	1734	1694
Totals	6484	5955	7701	6132	5581	4985	4579	5766	6153	6420

Source: AM surveys 2004-2013

Footnotes to Table: 2

Note: The Crown Estates landings in 2013 were only 4.6Mt, partly reflecting dredgings landed from outside licensed areas in connection with the Thames Gateway port project

Guideline assumption for marine dredged sand and gravel landings in SE 2005-2020 = 7.6mtpa

Table 3: The Crown Estate licensed dredging to Thames Estuary, 2012

Licensed Region	Production Licences	% delivered to Thames Estuary
East Coast	13	54%
Thames Estuary	4	97%
East English Channel	6	52%
South Coast	14	16%

Source: Information from Marine Aggregates Capability & Portfolio 2013–The Crown Estate

4.6 The information published by the AM2013 indicates a minor decline in the sales of marine dredged aggregates in Kent and Medway, but still significantly higher than 2010 and 2011. Within the authority an increase was recorded in the returns received, suggesting that the reduction was seen in other wharves in Kent.

4.7 Information provided from the Annual Minerals Raised Inquiry⁵ carried out by ONS confirms the importance of MDA as a construction material nationally and for Kent and Medway. MDA provided over 68.7% of the total sand and gravel supplied in Kent and Medway for construction purposes. The supply from Kent and Medway represented 22.9% of the English total, and 21.5% of the GB total. This underlines the strategic importance of the Kent and Medway wharves in relation to the supply of MDA, and their role in contributing to this supply stream.

⁵ Available at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/285128/Mineral_extraction_in_Great_Britain_2012_-_Business_Monitor_PA1007.pdf

Table 4: Sand and Gravel for construction

(Extractors' sales by end-use and area of origin, 2012 in thousand tonnes)

Area of Origin	Sand		Gravel	Other Sand and Gravel for fill	Total	Of which marine dredged material
	Building Sand for use in mortar	Concreting Sand	Concrete Aggregate			
Kent & Medway	317	954	1423	338	3229	2219
England	4527	16860	11421	4480	424909	9680
GB	5474	19697	12592	5480	50044	10291

Source: CLG – Mineral Extraction in Great Britain, 2012 – February 2014⁶**Table 5: Market contribution of MDA to GB sand and gravel market (million tonnes)**

	2012			2011	2010	2009	2008
	Market Share %		% Change				
Total GB market	-	51	-7.3%	58	55	55	72
Total England & Wales market	87.25%	44.5	-8.4%	50	47	49	64
Marine landings to England & Wales	19.8%	10.1	-12.2%	11.52	9.94	10.03	13.12
Marine landings to SE England	15.92%	8.12	-15%	9.56	7.81	7.97	9.61
Marine landings to London & Thames corridor	10.9%	5.6	-18.8%	6.9	5.38	5.85	7.18

Source: British Marine Aggregate Producers Association – Strength from the depths: Seventh sustainable development report for the British marine aggregate industry, February 2014⁷.

4.8 The total aggregate market decreased over 2011-12, reflected in table 5. The marine aggregate landings also fell above the general market decline. This decline was matched by the Crown Estate landing statistics for the Thames Estuary, an area within the south east region, for 2011-12 that saw a 18.3% decrease⁸.

⁶ Available at:https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/285128/Mineral_extraction_in_Great_Britain_2012_-_Business_Monitor_PA1007.pdf⁷ Available at: http://www.bmapa.org/documents/BMAPA_SD_Report2014.pdf⁸ Available at: <http://www.thecrownestate.co.uk/energy-and-infrastructure/downloads/marine-aggregate-downloads/>

- 4.9 Nevertheless landings figures published by the Crown Estate for the Thames Estuary in 2013, of which Medway is a part, indicate a 7.5% increase.⁹

Imports

- 4.10 Information on imports and exports of aggregates has been set out in the South East Aggregates Monitoring Report 2013. This illustrated that 6.4mt of marine sand and gravel and 4.5mt of crushed rock was imported into the southeast region and 1Mt of marine sand and gravel and 0.4Mt of crushed rock were exported.

Crushed rock Importation

- 4.11 Again consideration of this supply stream shows the importance of Medway's wharves in the importation of land won aggregates and their supply into markets in Kent, London and the greater south east. Materials are transported on to wider markets by road, rail and shipping. There are no railhead importation facilities in Medway that are independent of the wharves. The combined wharf and rail facilities at Cliffe and Grain provide valuable infrastructure. Both land won sand and gravel and crushed rock have been imported. Grain imports from the superquarry at Glendsanda in Scotland. This site has planning permission for the extraction of minerals until 2043, which provides a good degree of certainty for this supply stream.
- 4.12 The total landings of crushed rock at Kent and Medway wharves were 90% of the region's total in 2013. It is not possible to provide a figure for Medway alone, due to confidentiality considerations, but it is acknowledged that the local wharves make an important contribution to this high proportion of the regional supply. The deep-water wharves of north Kent and Medway provide suitable offloading facilities close to the demand for aggregates. It is noted that as vessels have increased in size, use of smaller wharves on the South Coast has been displaced to the larger facilities in north Kent and Medway.

Table 6: Imports of Crushed Rock by Sea, 2004-2013

(MPA and SE Region, thousand tonnes)

County	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
East Sussex & West Sussex	219	140	120*	200*	206	108	235	166	249	95
Hampshire & Isle of Wight	385	385	313	50*	32	25*	44	34	33	31
Kent &	2561	1980	2098	2780	2067	1344	1602	1724	1194	1402

⁹ Source: Marine Aggregates, The Crown Estate Licenses Summary of Statistics 2013 (The Crown Estates, 2014)

Medway										
Totals	3165	2505	2530*	3030*	2305	1480*	1881	1944	1476	1528

Source: AM2013 survey

Medway included with Kent, as all figures would otherwise be confidential

* = figure rounded to avoid revealing a confidential figure

Guideline assumption for net imports of aggregate to SE from outside England 2005-2020 = 1.9 mtpa

4.13 The Aggregates Monitoring report 2013 produced by SEEAWP provides an overview of the regional position on the importation of crushed rock. Landings of sea borne crushed rock in 2013 at some 1.5 Mt maintained the level of landings in 2012. Nearly 90% of the crushed rock was landed at wharves in Medway and Kent and 90% of the crushed rock was sold for roadstone, railway ballast, concrete aggregate and other screened and graded aggregate, the rest for construction fill¹⁰. This was the same as the 2012 report.

4.14 When the regional trends and the local trends are compared the production/landing of minerals is comparable (see graph below). Medway therefore is inline with the regional trends outlined in the SEEWAP figures.

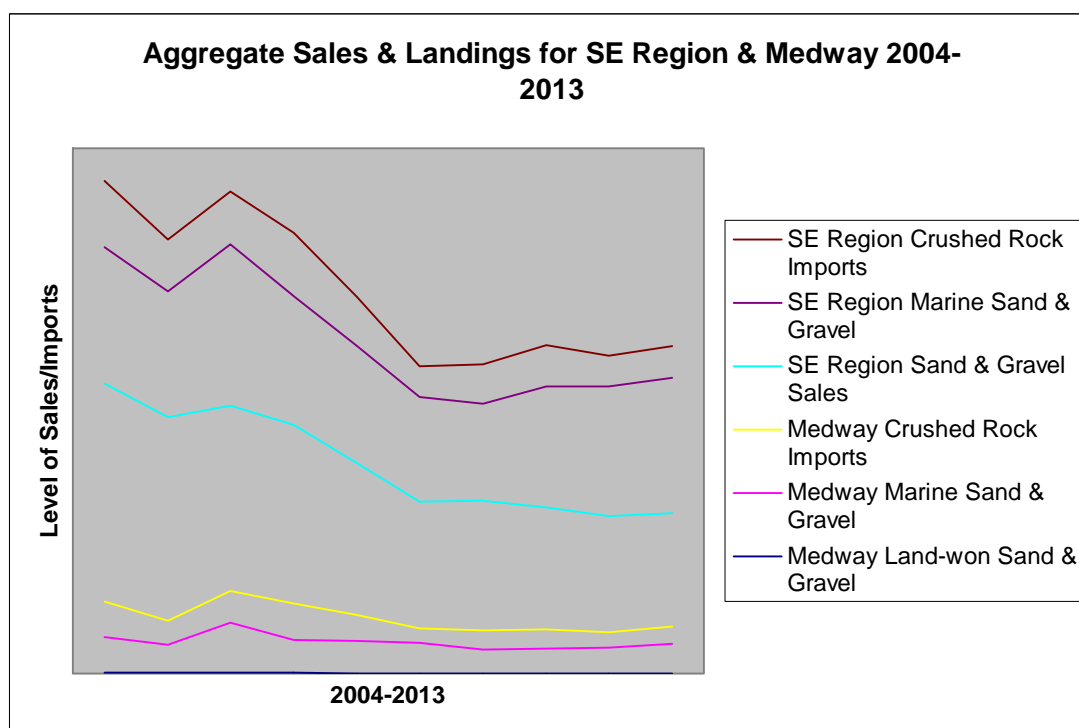


Figure 1: Comparison of Aggregate Sales & Landings for SE Region & Medway 2004-2013

¹⁰ Source: South East Aggregates Working Party – South East Aggregates Monitoring Report 2013 (SEEWPA, 2014)

Land Won resources

Reserves

- 4.15 Medway has deposits of sand and gravel, and quarrying has historically taken place across the Hoo Peninsula, but there have been limited operations in recent years.
- 4.16 The present permitted reserve of sand and gravel is 1.315 million tonnes. This is derived from Kingsnorth Quarry to the south east of the village of Hoo St Werburgh, and a small remaining reserve at Perry's Farm, Grain.
- 4.17 Kingsnorth Quarry has planning consent for the extraction of 1,195,000 tonnes of sand and gravel. The plan is to extract minerals in phases at a rate of approximately 120,000 tonnes a year, over 10 years.
- 4.18 Planning consent (reference MC/2005/0589) was issued on 1 May 2007 for the extraction and processing of sand and gravel, establishment of a ready-mix concrete plant, and restoration to agriculture and water based conservation. Lafarge has not started its operations on the site, and in December 2011, (reference MC/12/0020) made a further application to defer the commencement date of the operations. Planning permission was granted on 21 June 2012 and this extended the period for the commencement of the development until 1 May 2017. As yet, no works have started.
- 4.19 Research carried out to support mineral planning work in Kent and Medway has provided an indication of further available reserves in the area. As set out earlier in this report, information on potential reserves indicates that there is sufficient potential resource for further allocations to meet needs over the emerging local plan period.

Requirements – Policy and Sales average

- 4.20 Due to the limited number of quarrying sites in Medway, it is not possible to publish annual levels of sales of locally won sand and gravel. This adheres to the confidentiality agreements set between the aggregates industry and mineral planning authorities. However the council has been able to use data provided to the annual Aggregates Monitoring survey have been used to produce a 10 year and 3 year average figure.
- 4.21 The 10-year average of sales from quarries in Medway is 18,200 tonnes pa. The 3-year average of sales is zero.

Landbank

- 4.22 Medway is required to maintain a 7-year land bank for sand and gravel. Permitted reserves are considered to be 1,315,000 tonnes. The current position is set out below using the 10-year sales average, in line with the NPPG. The former draft policy allocation of 0.18 Mtpa is shown as a reference point.

Table 7: Calculation of landbank for sand and gravel

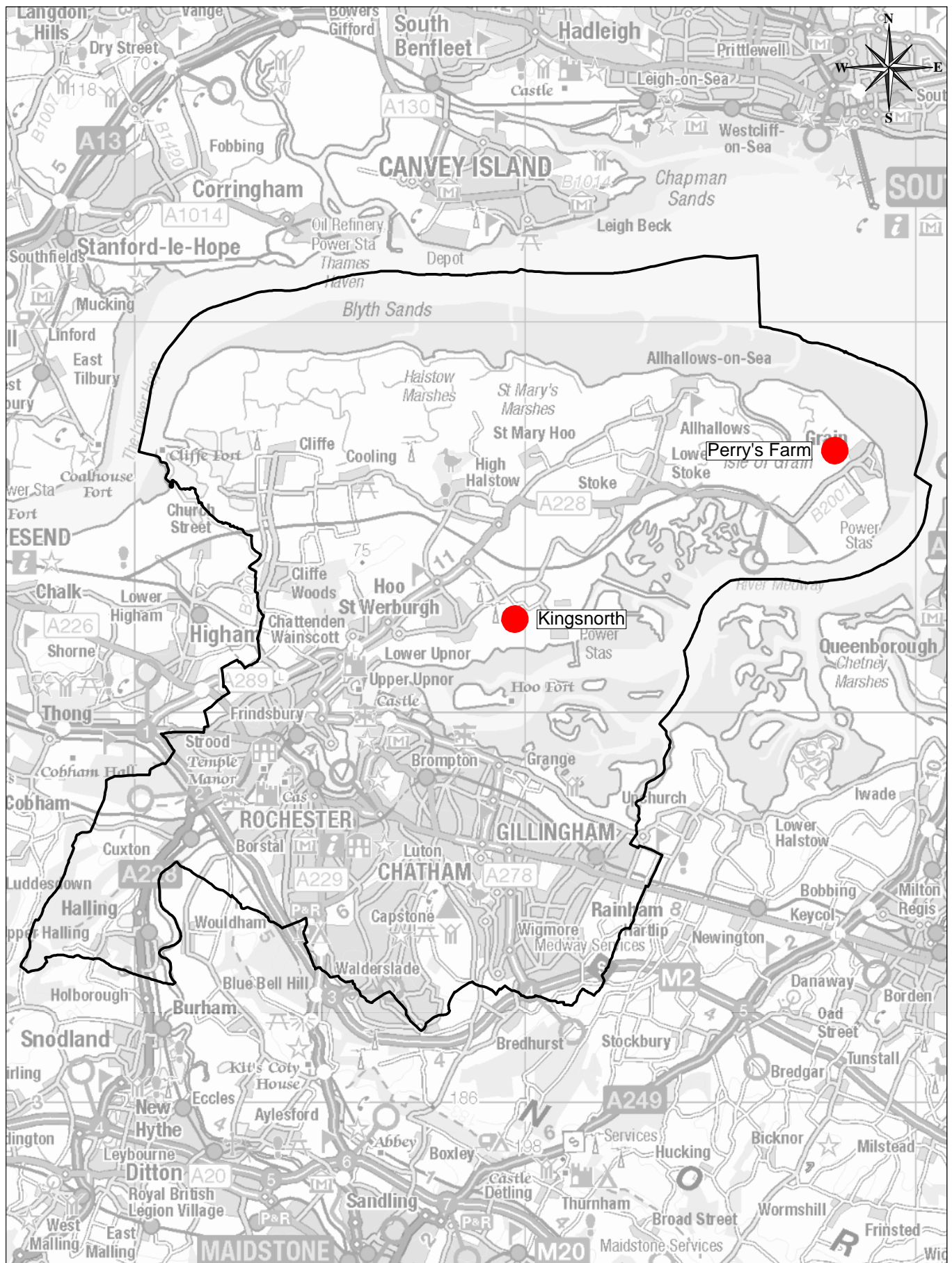
	10 year average of 0.0182 Tpa	Sub-Regional Apportionment 0.18 Tpa
Length of land bank	72.2 years	7.3 years

- 4.23 Due to Medway's geology, it is not appropriate to maintain a landbank for land won crushed rock, or a separate landbank between soft sand and sharp sand and gravel.

Consideration of wider context

- 4.24 The regional context is provided through the South East Aggregates Monitoring report 2013. This showed a decline in sales of land won sand and gravel to 5.4 mt in 2013, a fall of 0.1 mt from 2012¹¹. Over nine of the last ten years sales have fallen – from 11.5 Mt in 2002 to the current level. This is substantially below the regional apportionment 'proposed changes' level set for the South East region of 11.12 mtpa – 47% lower.
- 4.25 The regional landbank as measured in 2013 was at 8.45 years for sand and gravel and 48 years for crushed rock.
- 4.26 Sales of local crushed rock across the southeast were 1.2 mt in 2013, 400,000 tonnes more than in 2012, and the highest figure since 2009. With 60 mt of reserves, there are over 48 years for working at the 'Proposed Changes' apportionment level.

¹¹ Source: South East Aggregates Working Party – South East Aggregates Monitoring Report 2013 (SEEWPA, 2014)



Quarries in Medway

Medway
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Recycled and secondary aggregates

- 4.27 Materials defined as recycled or secondary aggregates are derived from demolition and construction waste, and industrial by-products such as power station ash, colliery spoil, blast furnace slag and slate. Materials can be used as substitutes for aggregates, such as in concrete production, and as fill. The use of recycled and secondary aggregates is critical to the sustainable management of primary mineral resources.
- 4.28 In line with government policy to secure the valuable finite resources of materials required for development, the council promotes the use of alternatives to primary aggregates.
- 4.29 Medway's contribution towards this supply stream has come from a wide range of sources, including both recycled and secondary materials. There has been overall a slight increase in the total amount of secondary and recycled products recorded in operator returns over the past year 2012-13, but there has been a notable increase over the past year of aggregate for construction fill and industrial by products resulting from the closure of Kingsnorth Power Station and emergence of new recycling centres.
- 4.30 Research carried out in 1999 into waste in Medway, and in 2007 to inform the South East Plan regional policy provision on waste generated consistent estimates of the arisings of construction, demolition and excavation (CDE) waste in Medway, at around 330,000 tonnes per annum.
- 4.31 Facilities exist within Medway for the recycling of CDE waste at fixed sites. However there is additional capacity, as it is understood that significant amounts of material are dealt with onsite by mobile plant in the demolition and construction process.
- 4.32 Capacity and arisings in this sector are difficult to compile, as there is poor operator participation in the annual aggregates monitoring surveys. Due to the difficulties in collating comprehensive survey information in this market area, and the small number of returns from operators in Medway, it is not possible to provide information at a Medway level for the production of secondary and recycled aggregates at this time.

Context

- 4.33 Recycled and secondary materials in the GB aggregates market were 54mtpa in 2012, representing around 29% of the total market¹².
- 4.34 On a regional level, the Aggregates Monitoring 2013 survey recorded that over 3.3 Mt of Construction, Demolition & Excavation waste was being recycled at fixed sites and used for aggregates, and 0.4 Mt from other secondary sources¹³. This is a noted area for incomplete survey returns, as there are often poor levels of participation in the survey and it can be difficult to engage smaller and mobile operators. The data therefore needs to be treated with appropriate caution on its robustness.
- 4.35 More comprehensive surveys in this area were carried out in 2005 and 2008¹⁴. These suggested that 6Mt was a 'reasonable indication' of the tonnage recycled as aggregate in the South East. The state of the economy and the downturn in the construction sector at the time of the survey suggests that current recycling output is likely to be lesser than the 6Mt therefore accounting for the difference in the latest figures from general expected trends.

National and Regional overview – supply streams

- 4.36 The national picture for aggregates sales shows a reduction in the market over the past year that is still significantly below pre-recession levels of 2007. It is noted that the fall in the proportion of aggregates being sourced is across all areas, except beach replenishment and contract fill, which saw a significant uplift of 44% in 2012.

¹² Source: British Marine Aggregate Producers Association – Strength from the depths: seventh sustainable development report for the British marine aggregate industry, February 2014.). Available at: http://www.bmapa.org/documents/BMAPA_SD_Report2014.pdf

¹³ Source: South East Aggregates Working Party – South East Aggregates Monitoring Report 2013 (SEEWPA, 2014)

¹⁴ Sources: Survey of Arisings and Use of Alternatives to Primary Aggregates in England, 2005: Construction, Demolition and Excavation Waste, Capita Symonds for DCLG, November 2006; and Survey of Arisings and Use of Alternatives to Primary Aggregates in England, 2005, Capita Symonds for DCLG, December 2006; and Survey on Construction, Demolition and Excavation Waste (CDEW) Arisings, Use and Disposal in England 2008, WRAP for DCLG, April 2010

Table 8: Market Summary (in million tonnes)

	2012			2011	2010	2009	2008	2007
	Market Share %	Tonnage	% Change					
Total GB aggregates market	-	189	-8.7%	208	206	203	256	280
Land based aggregates	66.1%	125	-8.4%	136.5	148	147	187	195
Recycled and secondary aggregates	28.5%	54	-10%	60	58	57	69	70
Total marine aggregates production	8.8%	16.79	-12%	19.12	15.95	20.10	21.24	23.20
Marine landings to GB aggregates market	5.3%	10.1	-12.2%	11.5	9.94	10.03	13.12	14.45
Marine landings to European aggregates market	2.3%	4.5	-26%	6.1	5.19	5.66	6.21	6.65
Beach replenishment contract fill	1.13%	2.15	+44%	1.49	0.86	4.5	2.21	2.10

Source: British Marine Aggregate Producers Association – Strength from the depths: Seventh sustainable development report for the British marine aggregate industry, February 2014.

- 4.37 On a regional basis, data collected in the 2013 Aggregates Monitoring survey from quarry, wharf and rail depot operators showed a strong position of supply over demand. AM2013 confirmed a small net export of land-won sand and gravel and marine aggregate, principally to London, and the region being a major importer of hard rock, principally from the South West.
- 4.38 In September 2014 the House Builders Federation published a report indicating that confidence was returning to the construction industry. The ‘New Housing Pipeline Report’ indicated a significant rise in the number of planning permissions being granted with a 71% increase nationally and 38% increase regionally on the last year¹⁵.
- 4.39 The Federation of Master Builders: ‘State of Trade Report’ for the second quarter of 2014 also supported the belief that there was an increase in confidence in the construction industry¹⁶. The report found the workload level to now be the highest since the third quarter of 2004 and there was an increase in the number of builders by 12%.

¹⁵ Source: Housing Pipeline Report (House Builders Federation, June 2014)

¹⁶ Source: State of Trade Report 2014 (Federation of Master Builders, 2014)

- 4.40 Both reports are signs of increased demand in the construction industry that will increase the potential need for aggregates in the future.

Table 9 Sand and Gravels – Sales, Permissions and Reserves 2013 (MPA and SE region, thousand tonnes)

County	Soft Sand (Building Sand)				Sharp Sands and Gravels				Total: All Sands and Gravels			
	Reserves at start of year	Sales during year	Permissions during year	Reserves at end of year	Reserves at start of year	Sales during year	Permissions during year	Reserves at end of year	Reserves at start of year	Sales during year	Permissions during year	Reserves at end of year
Berkshire unitaries	c	c	0	c	c	c	2400	c	8117	792	2400	10272
Bucks	1415	62	0	1303	8634	711	0	7840	10040	773	0	9143
East Sussex	c	c	0	c	c	c	0	c	c	c	0	c
Hampshire	2427	119	0	1914	12083	728	0	11171	14610	847	0	13085
Isle of Wight	310	c	0	180	1358	c	0	1530	1668	62	0	1710
Kent	14717	483	0	14565	3810	273	0	4118	18527	756	0	18583
Medway	c	0	0	c	c	c	0	c	c	c	0	c
Milton Keynes	c	0	0	c	c	c	450	c	c	c	450	c
Oxfordshire	2415	165	0	2164	5836	401	873	6619	8251	566	873	8783
Surrey	7281	430	0	4366	2093	366	0	1759	9374	796	0	6125
West Sussex	3876	277	0	3534	925	0	0	925	4801	277	0	4459
Totals	32666				48822				75297			

Source: AM2013

Footnotes to table

c= confidential figure or figure that can not be recorded without revealing a confidential figure

0= nil sales or less than 500 tonnes

Information provided for the Berkshire unitaries relates to AM2011 returns.

The reserves for Hants, Kent and Surrey do not include over 6.4 Mt allocated for non aggregate use.

The reserves do not include 1Mt in dormant sites in Berks and Bucks.

Reserves of an unspecified type in the Isle of Wight have been allocated to soft sand, sand and gravel in the same % as for known reserves.

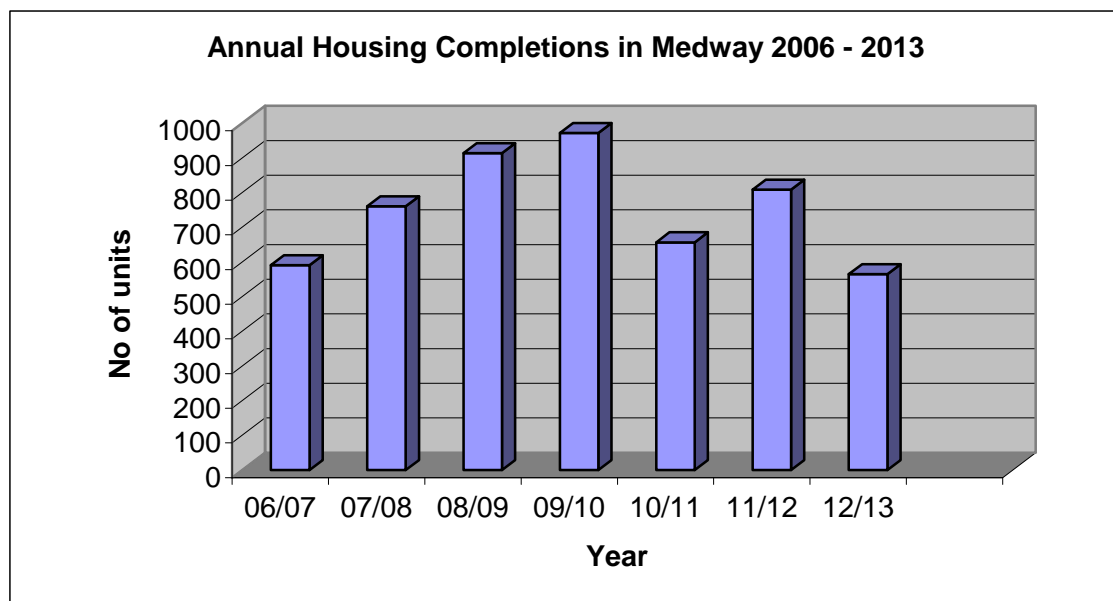
The figures for sharp sales and gravels include 4% sold for construction fill and 9% of the reserves are recorded as only suitable for fill

5. Consideration of Local Circumstances

- 5.1 Medway's draft Core Strategy was withdrawn in Winter 2013 and the process of developing a new local plan has started with a target date of adoption in 2017.

Development Proposals

- 5.2 In June 2014 a Housing Position Statement was adopted by the Council, which agreed a revised housing target of 1,000 homes per annum based on an assessment of household projections. This replaced the annual target of 815 dwellings in the draft Core Strategy and South East Plan. The council is commissioning a comprehensive assessment of housing and economic development needs to inform the preparation of the new local plan, and the housing policy requirement.¹⁷
- 5.3 In line with national and regional trends, there was a downturn in house building in Medway in recent years, albeit the area has performed more strongly than others in delivery rates. However population projections confirm anticipated levels of growth in the area over the plan period up to 2035.



- 5.4 ONS has published Interim 2012 based population projections to 2037. These are based on the latest 2012 mid year estimate and take account of the 2011 Census. The population of Medway is forecast to increase from 268,000, in 2012 to 327,000 in 2037; this represents an increase of 22% (+59,000).¹⁸

¹⁷ Available at: <http://www.medway.gov.uk/pdf/Housing%20Position%20Statement.pdf>

¹⁸ Available at: <http://ons.gov.uk/ons/rel/snpp/sub-national-population-projections/2012-based-projections/stb-2012-based-snpp.html>

Infrastructure Proposals

- 5.5 The wharves infrastructure in Medway is critical to maintaining capacity for the importation of aggregates, particularly marine sand and gravels, which are increasingly important as a supply stream, with 50% of marine dredged aggregates in the south east coming through wharves in Kent and Medway. As the South East is a net importer of crushed rock, the contribution made for the importation through Medway wharves is also valued, with 90% of crushed rock imports coming through Kent and Medway wharves in the south east region¹⁹. Planning policy protects this important infrastructure.
- 5.6 Over the past years several economic development plans have emerged to facilitate growth in the district. These cover a range of areas including employment, housing and infrastructure.
- 5.7 The Thames Gateway Kent Partnership was established to facilitate sustainable economic growth within the southern Thames Gateway area, including Dartford, Gravesham, Medway and Swale. As a part of this brief it developed a 'Plan for Growth 2014-20' for the area. In relation to Medway the plan references the following local proposals²⁰:
- Key sites on the Hoo Peninsula, Isle of Grain that comprise part of the South East Centre for Offshore Renewable Engineering, located within the Medway Swale Arc Assisted Area;
 - The transformation of Rochester Airport into an innovation and commercial hub (creating 1,750 jobs and 37,000m2 of floorspace);
 - Strood Riverside (2,000 new homes and 65,000m2 of mixed retail and employment space);
 - Rochester Riverside (1,500 new homes and 29,400m2 of commercial space);
 - Gillingham Waterfront (775 new homes and 2,200m2 of commercial space);
 - Chatham Waters (950 homes and 3,500 and Medway University Technical College);
 - Chatham Maritime (1,400 homes and 10,000m2 of commercial space);
 - Chatham Waterfront & Centre (2,250 new homes & 2,000 jobs); and;
 - Lodge Hill, Chattenden (5,000 homes and 44,100m2 of mixed floorspace).
- 5.8 This restates commitment to many long-standing regeneration ambitions for Medway. The plan also promoted several major infrastructure improvements in order to facilitate this growth over the next few years:
- A289 Four Elms to Medway Tunnel improvements (2015-18);

¹⁹ Source; SE Aggregates Monitoring Report 2013 (SEEAWP, August 2014)

²⁰ Source: Plan for Growth 2014-20 (The Thames Gateway Kent Partnership, 2014)

- Re-location of Rochester Station (2013-16);
- A2 journey time improvements (2015-17); and;
- Medway Cycling Action Plan (2015-21).

5.9 In 2014 Local Enterprise Partnerships (LEPs) provided funding for new infrastructure development across their regions through the Growth Deals negotiated with central Government²¹. In the south east region, including: East Sussex, Essex, Kent, Medway, Southend and Thurrock, the LEP allocated £442.2 million in funding to 2021. The aim of the funding is to create 35,000 jobs and 18,000 homes across the region. Within the Medway area this will fund the following:

- Kent and Medway Growth Hub;
- Chatham Town Centre Place-making and Public Realm Package
- A289 Four Elms Roundabout to Medway Tunnel Journey Time & Network Improvements;
- Medway City Estate Connectivity Improvement Measures;
- Strood Town Centre Journey Time & Accessibility Enhancements; and;
- Medway Cycling Action Plan.

5.10 All the projects outlined above will incur some need for development, which will result in an increased demand for materials in line with the development strategy to be set out in the new Local Plan. .

5.11 These projections and growth strategies will be taken forward and assessed in the development needs assessment to be undertaken for Medway that will provide a basis for the new Local Plan.

5.12 In conjunction with the plans outlined above there are several other potential major projects in the wider North Kent sub-region that may influence aggregate supply to and demand from Medway. These include the development of: Paramount Park, Ebbsfleet Garden City, a Lower Thames Crossing and improvements to the A2 at Bean at Ebbsfleet. All would cause an increased demand for construction materials in the sub-region. While the Lower Thames Crossing could also create arisings from tunnelling to create an increase in supply.

5.13 The time scales for these projects however are varied. Paramount Park is intended to start in 2016 and so may have an impact on aggregate demand in the short-term, whereas the other projects have longer-term timescales. Therefore it is difficult at present to assess accurately the impact of these developments on the supply and demand for aggregates in Medway. The council will continue to liaise with neighbouring authorities and monitor emerging development proposals.

²¹ Available at: <http://www.southeastlep.com/about-us/activities/our-growth-deal-and-strategic-economic-plan>

- 5.14 As set out in section 3 above, Medway has a significant area of important sensitive natural environments. These are a critical consideration to the effective planning for the supply of minerals.
- 5.15 The council will continue to monitor the supply and demand for aggregates, together with national and regional trends to inform policy development in the new Local Plan.

6. Conclusions

- 6.1 Medway Council is currently working on developing a new local plan following the withdrawal of the draft Core Strategy from Examination in late 2013. The new plan will make policy provision for minerals over the plan period, but as of yet no draft policies for this have been established.
- 6.2 The assessment of current demand based on the 10 year sales average shows that sales are significantly below the level set in the sub-regional apportionment. This is in line with a wider trend for the reduced use of materials resulting from the economic downturn and slowdown in the construction sector in recent years.
- 6.3 Calculations on the current levels of supply are based on the 10-year sales average using the NPPF and NPPG guidance. This provides a landbank extending to over 72.2 years. Using the previous sub-regional apportionment figures as a reference for comparison, permitted reserves of land won sand and gravel resources in Medway are close to the 7-year landbank requirement.
- 6.5 Planning permission for the aggregates extraction site that makes up Medway's reserves has been extended to 2017. The council intends to consider the need for further allocations for minerals extraction to meet local needs and to contribute towards a steady and adequate supply at a strategic level through the work of the new Local Plan.
- 6.6 Medway has a strategic role in the importation of aggregates through its large wharves on the rivers Medway and Thames. Their ability to handle large vessels and the proximity to markets in the south east and London gives these wharves significance of a regional and even national scale. This is borne out in the data relating to the quantities of marine dredged aggregates and imported crushed rock landed at wharves in Medway. The facilities have surplus capacity and therefore are able to respond to an upturn in the economy. Assessment of the licensing regime for marine dredging confirms the ability to provide a sustainable and adequate supply from this source at present and in coming years. The Medway wharves are linked to the producers of imported crushed rock, and with the Glensanda quarry benefitting from planning permission until 2043, this again provides a degree of certainty on this supply stream.
- 6.7 Medway will see large local economic changes over the coming years with the development of several major infrastructure and housing projects planned to manage the population increases projected. The demand for minerals is therefore likely to increase to meet the demands of the projected growth.
- 6.8 It is considered that Medway is making adequate provision to ensure the steady supply of aggregates from a range of sources, and that it can continue to make an effective contribution to meeting local and wider needs for aggregates. The council will actively participate in the work of the SEE

Aggregates Working Party and maintain cooperative working with neighbouring mineral planning authorities and industry representatives in progressing work on a new Local Plan.

List of Abbreviations

SEEAWP	South East England Aggregates Working Party
MDA	Marine Dredged Aggregates
NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance
LAA	Local Aggregates Assessment
Mtpa	Million tonnes per annum
Mt	million tonnes
MPA	Mineral Planning Authority
BMAPA	British Marine Aggregate Producers Association
ONS	Office for National Statistics



Medway Housing Implementation Strategy

December 2014

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1.0 Executive Summary

- 1.1 It is the purpose of this report to robustly demonstrate that Medway Council has a supply of deliverable sites sufficient to provide over five years worth of housing (with an additional 5% buffer), thereby meeting the requirement of the National Planning Policy Framework.

Historic Analysis

- 1.2 By way of context this report begins within an historic analysis of housing delivery in Medway.
- 1.3 The closure of the Chatham Dockyard in 1984 and the collapse of the associated industries left Medway with a legacy of derelict land, high unemployment, deprivation, low community confidence and despoiled landscape. These factors resulted in depressed property market in Medway, unattractive to developers thereby making the delivery of housing challenging.
- 1.4 In response to these challenging development conditions, and within the wider context of the Thames Gateway initiative, Medway has benefited considerably from significant levels of public investment over the last two decades.
- 1.5 This public investment in Medway has delivered strategic transport improvements, a new higher education campus and unlocked a number of challenging brownfield sites.
- 1.6 This public investment thereby helped ensure Medway was better placed to deliver significant amounts of new homes and jobs.
- 1.7 Within this context the Council's in house regeneration team, supported by a pragmatic and constructive planning department, has had considerable success in helping generate private sector interest and leveraging private sector investment in the area.
- 1.8 This report highlights that this has resulted in a comparatively high level of residential completions over the last decade. In addition this has also resulted in a considerable bank of residential permissions being built up within Medway over the past decade.
- 1.9 However, despite these successes, the recession has made delivery challenging in recent years. This report explains that, given the relatively low land values in Medway, developers have found it particularly challenging to attract development finance.
- 1.10 This has meant that, whilst the authority has broadly been able to maintain the levels of completions achieved prior to the recession, it has not always been possible for the development industry to deliver housing at the level to meet

Medway's targets during the recession.

- 1.11 Nevertheless, whilst the recession has constrained delivery in recent years, the historic regeneration investment and activity in Medway means that the Council is very well placed to significantly boost supply of housing over the next five years, and there is renewed confidence in the area.

Implementation Strategy

- 1.12 With local indicators suggesting that market conditions are beginning to improve, the Council has put in place several further measures to capitalise upon the historic regeneration investment in the area and ensure that the supply of housing is significantly boosted in the coming years.
- 1.13 Firstly the Council is preparing a new local plan, which will identify new housing allocations, in addition to the existing bank of permissions, for the medium to long term.
- 1.14 Secondly, the Council has reviewed its housing needs and has taken the decision to increase its housing target from 815 to 1000 dwellings per annum, back dated to the start of the new local plan period 2011/12. This is based on an assessment of projected household growth in Medway over the period of the new local plan up to 2035. Thus thereby demonstrating the authority's commitment to significantly boost the supply of housing immediately.
- 1.15 Thirdly, the Council has secured additional public sector regeneration investment, to supplement the investment that has historically been delivered in Medway.
- 1.16 Fourthly the Council Planning Department is continuing to take a very proactive and constructive approach to the development industry, using a number of measures to enable delivery.

Housing Land Supply Position

- 1.17 Finally this report provides an analysis of the housing land supply position in Medway, setting out:
- The housing requirement, and the backlog that has built up since the start of the plan period;
 - The housing land supply position, drawing upon a recent assessment of sites;
 - A comparative and historic analysis that demonstrates Medway is not a persistent under deliverer.
- 1.18 This report thereby concludes by setting out the five-year land supply calculation for Medway, robustly demonstrating that the Council has a 5.4 years supply in compliance with the requirements of the NPPF.

2.0 Introduction

2.1 This Report has been prepared to demonstrate that Medway Council has a supply of deliverable housing sites sufficient to provide five years worth of housing, thereby meeting the requirements of the National Planning Policy Framework (NPPF). This report thereby has three objectives.

2.2 First, to set out an analysis of housing delivery in Medway over the past decade, explaining the considerable success that has been achieved in unlocking and delivering challenging brownfield sites, as well as discussing the impacts of the 2008 financial crisis and subsequent recession.

2.3 Second, to outline the actions that are being put in place to significantly boost supply over the coming five years. In particular to explain the measures that are being pursued to bring forward the substantial bank of extant permissions in Medway. This analysis thereby directly responds to the NPPF requirement to:

“Set out a housing implementation strategy for the full range of housing describing how they will maintain delivery of a five year supply of housing land supply to meet their housing requirement” (paragraph 47)

2.4 Third, having regard to the preceding analysis, to set out the current five year housing land supply position in Medway, responding to the NPPF requirement to:

“Identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements”(paragraph 47)

2.5 Taken together this paper robustly and comprehensively demonstrates that Medway is significantly boosting the supply of housing and meeting the requirements of the NPPF.

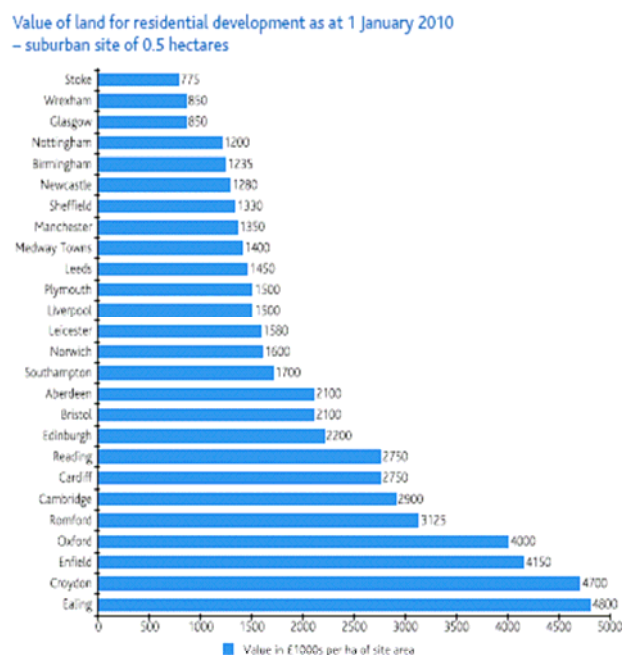
2.6 This report should be read alongside the Authority Monitoring Report 2014, which it compliments and updates to reflect the current position in Medway.

3.0 Historic Analysis

- 3.1 Since its formation in 1998 Medway Council has taken a positive and constructive approach to development. In an effort to address the negative impacts arising from the closure of the Chatham Dockyard, the authority has been keen to encourage development, and has worked closely with both the public and private sectors to deliver this. It is the purpose of this section to provide an analysis of housing delivery in Medway over the last decade.

Background

- 3.2 The closure of Chatham Dockyard in 1984 had significant and far-reaching detrimental impacts upon the economy and social fabric of the Medway Towns.
- 3.3 Estimates vary as to the number of job losses but around 7,000 were probably lost within the Dockyard and with almost as many in supporting industries. Traditionally the Dockyard workforce was drawn from a very small area and, coupled with the closure of the Isle of Grain refinery, the impact on the Medway Towns was significant.
- 3.4 With a lack of jobs in the area the population of the Medway Towns began to stagnate. Between 1981 to 1991 there was only very limited population growth, of approximately 2%, running counter to the national population trends of approximately 4%.
- 3.5 The weak population growth, and the high levels of economic activity resulted in significant social problems in the Medway Towns. During the 1980s there was a significant rise in levels of multiple deprivation, resulting in not just reduced living standards but also social exclusion, increased health issues, greater dependency and loss of confidence. However the effects were by no means uniform across the area but instead were concentrated in the inner areas of Chatham, Gillingham and Strood and areas immediately to the south. Whilst much has been done to tackle these complex issues deprivation in these areas still persist today.
- 3.6 Alongside these acute social issues, the closure of the Dockyard, and subsequent collapse of the local economy also bequeathed the Medway Towns with a legacy of large brownfield sites. Whilst many of these benefited from riverside frontage they were also very often subject to physical and environmental constraints such as flood risk or contamination.
- 3.7 The combination of these social, environmental and economic issues resulted in a significantly depressed property market in Medway, with lower values than the rest of Kent and the South East. Again this is an issue that persists today with values in parts of Medway well below averages for both Kent and the wider South East. This is illustrated by the chart below, which shows the value of residential land in Medway (referred to as the Medway Towns) is significantly lower than all other major urban areas in the South East.



Source: Valuation Office Agency

Thames Gateway & Regenerating Medway

- 3.8 The collapse of Medway's industrial economy, and its devastating social consequences, were also evident within a much larger corridor running eastwards from London, which was also characterised by a legacy of derelict land, high unemployment, deprivation, low community confidence and despoiled landscape.
- 3.9 However, despite these poor social, environmental and economic conditions, the potential of this area for regeneration and revitalisation has been recognised for some considerable time. In 1987 SERPLAN (the South East Regional Planning Conference) produced a report 'Development Potential in the East Thames Corridor' which noted *"much of the development potential of the region lies in the Eastern Thames Corridor, extending on both banks of the river from Tower Bridge to Southend and Sheerness."* It identified very large areas that could be developed but also the fact that much of it *"requires action to lift constraints caused by difficulties of access and other infrastructure problems and to improve the environment. The difficulties are substantial but by no means insuperable. Part of the problem is the poor image which the area seems to have in the eyes of many developers and industrialists and what is needed is a concerted effort by the authorities involved to eliminate the problems and to promote the area's latent potential."*
- 3.10 Since 1987 the East Thames Corridor, which was rebadged as the Thames Gateway in 1991 by then Secretary of the State for the Environment Michael Heseltine, has been the focus for considerable Government attention. Several national and regional plans have been prepared setting out a robust spatial planning framework for the regeneration and redevelopment for the Gateway, including the Thames Gateway Regional Planning Guidance 9a in 1995, 2003 Sustainable Communities Plan and the 2009 South East Plan.

- 3.11 The vision and planning framework for the Thames Gateway has had a strong influence on the regeneration and economic development strategy for Medway over the last two decades (and indeed continues to do so through the activities of the South East Local Economic Partnership and the Thames Gateway Kent Partnership).
- 3.12 As such the following sets out the key elements of the (North Kent) Thames Gateway regeneration strategy, and how these have been realised in Medway over the last decade.
- Enhanced Connections
- 3.13 From the outset the Thames Gateway spatial strategy for the North Kent sub region has recognised that realisation of the area's economic potential was dependent upon the delivery of enhanced connectivity. Over the last two decades a significant amount of investment has thereby been made in improving and enhancing strategic transport connections into the North Kent sub region.
- 3.14 In particular the domestic High Speed rail service (HS1), which was completed in November 2007, have brought North Kent within easy reach of central London. For example Strood is now only 34 minutes from St Pancras International.
- 3.15 To compliment the delivery of the new High Speed services several rail stations within Medway have seen significant investment and improvement including Strood, Gillingham and Rochester, which is currently being relocated and entirely rebuilt (as will be discussed further in Section 4 below).
- 3.16 There has also been major highways infrastructure investment, which has significantly enhanced capacity and connectivity. These include the delivery of the Medway Tunnel (1996) and the widening of the M2 and the new Medway viaduct (2003).
- 3.17 Taken together these transport infrastructure improvements have significantly improved the strategic connectivity of the North Kent sub region and Medway in particular, providing a robust basis for the regeneration and rejuvenation of the area. As will be discussed further below, these improvements have helped to deliver comparatively high levels of growth over the last decade, particularly in terms of residential development.
- Economic Development
- 3.18 Recognising that the closure of the Dockyard and the collapse of the associated industries left a significant economic void in Medway, the long-term economic development strategy for the area has also focused upon enhancing educational opportunities and delivering employment through the 'Universities at Medway' initiative.
- 3.19 The Universities at Medway is a unique partnership that has brought together

the University of Greenwich, the University of Kent, Canterbury Christ Church University and Mid-Kent College at a shared campus on part of the former Chatham Dockyard. The £120 million scheme is the first of its kind in the country and has increased student numbers in Medway to more than 10,000.

- 3.20 Complimentary to the Universities at Medway initiative, Medway has also recently been successful in securing funding for a new University Technical College (UTC), which will be delivered as part of the £650million redevelopment of Chatham Docks (known as Chatham Waters).
- 3.21 UTCs are government-funded schools that focus on technical and scientific subjects with view to filling the national skills shortage in engineering, manufacturing, health sciences, product design, digital technologies and the built environment.
- 3.22 Together these initiatives have not only significantly enhanced educational opportunities in Medway, but also helped diversify the local economy by expanding the (higher) education sector supporting the wider regeneration of the area.
- Regeneration
- 3.23 Since its formation in 1998 Medway Council have been committed to regenerating the area through the redevelopment of its legacy of brownfield sites. Reflecting the overarching aspiration of the Thames Gateway spatial strategy, the Council's vision has been to create attractive riverside developments in place of the derelict former industrial landscape, not only to enhance the environment, but also create new social and economic opportunities for the residents of Medway.
- 3.24 However, as explained above, whilst many of these brownfield sites benefited from river frontage, making them potentially attractive development sites, they were also often subject to significant constraints such as high levels of contamination or flooding.
- 3.25 Given the depressed land values in Medway, these constraints made the viability of redeveloping many of these sites challenging. As such it has been necessary for considerable public and private money to be invested in unlocking the development potential of these sites.
- 3.26 Of particular note is the investment that has been made in unlocking the development potential of the former Dockyard, particularly the areas known as Chatham Maritime and St Mary's Island.
- 3.27 In the mid 1990's a joint venture was established between English Partnerships and Countryside Properties, to bring forward development at St Mary's Island particularly by delivering new infrastructure.

- 3.28 One of the main constraints was the limited road access into the site. This was alleviated by the construction of the Medway Tunnel and Northern Relief Road in the late 1990's. English Partnerships also carried out extensive work on flood defences, remediation, and the installation of new services, in order to make it possible to attract new development to the Estate.
- 3.29 For its part the Council has been a key stakeholder in the delivery of St Mary's Island, keen to ensure that the new community created on the former Dockyard delivered a 'step change' in quality of the urban environment that would provide a robust basis for the longer-term regeneration of the Medway Towns.
- 3.30 St Mary's Island now accommodates several hundred new homes, as well as a primary school, community church, a community centre, a doctor's surgery and pharmacy, and a number of restaurants and other amenities. There is also extensive open space including a sports fields and play areas as well as a network of paths and cycleway.
- 3.31 Given the quality of the mixed-use community that has been created at St Mary's Island, property values are amongst the highest in Medway and are comparable to some of the higher value areas elsewhere in Kent.
- 3.32 The improvement in values that has been achieved on St Mary Island is now also helping to generate private sector interest and investment in developing elsewhere in Medway. In particular the land adjacent to St Mary's Island, known as Chatham Docks/Chatham Waters.
- 3.33 In September 2013 the owners of Chatham Docks, Peel Land and Property Limited, secured detailed planning permission for the first phase of an ambitious £650 million pound mixed use redevelopment of their site.
- 3.34 Recognising the values achieved on St Mary's Island, the landowners have been able to leverage a significant amount of private sector investment to deliver infrastructure to unlock the site. This is discussed further at Section 4 below.
- 3.35 Alongside the investment through national regeneration bodies, Medway Council through its in-house regeneration team, has also had considerable success in securing regeneration investment elsewhere in Medway, particularly Chatham Waterfront and Rochester Riverside.

- 3.36 During the period between 2004 and 2011 Medway Council secured a considerable amount of investment for a number of projects and development sites:

Spending 2004 - 2011	Amount
Rochester	£40,364,075.00
Transport Initiatives	£39,522,710.00
Chatham	£17,226,719.00
Strood	£14,024,000.00
Medway Renaissance Partnership	£8,200,000.00
Medway Park	£5,000,000.00
Innovation Centre	£3,500,000.00
Community Initiatives	£3,048,736.00
Great Lines City Park	£2,126,112.00
Strategies & Assessments	£1,925,231.00
Gillingham	£814,268.00
Total	£135,751,851.00

- 3.37 This illustrates that as well as investment in individual projects, such as the Bus Station and Medway Park, there has also been significant investment in unlocking specific development sites such Rochester Riverside and Strood Riverside.
- 3.38 Due to the national budget deficit programme there was a cessation of Government funding in 2011 and as a consequence Medway Renaissance was disbanded. However as an in-house body Medway was able to retain much of the skills and knowledge that had been built up over the preceding five years within the Regeneration and Economic Development (RED) Team.
- 3.39 As will be discussed further in the next section Medway, through the RED Team, has thereby been well placed to tap into new sources of funding, particularly those available via the Local Economic Partnership and Local Growth Fund to continue to support the regeneration of Medway.

Land Supply

- 3.40 The Thames Gateway/Medway regeneration strategy, and the significant level of public investment secured to deliver it, has been successful in attracting a significant level of development interest in Medway.
- 3.41 The Council, as a planning authority, has been keen to encourage this and as a consequence a significant bank of residential planning permissions has been built up.

The table below shows the quantum of approved housing units over last eight years, which is as far back as the detailed information covers. Although the delivery of these units are phased over the plan period (discussed in more detail below), these figures demonstrate that the Council has a very good record at delivering permissions.

Housing units with extant permissions ¹								
Financial Year	06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14
Housing units with extant permission ¹	7551	7800	7669	7424	7175	6287	6630	11043
Annual Target	815	815	815	815	815	1000	1000	1000

¹Includes resolutions to approve subject to s.106 agreement or referral to the S.o.S. It does not include approved student accommodation schemes.

Recession

- 3.42 However, despite the public investment, the recent recession has acted as a significant break upon the delivery of development in Medway, in common with other areas nationally.
- 3.43 As has been well documented the ability of developers to achieve finance has been severely restricted during the recession, and this has constrained delivery across the country. However these constraints have been particularly acute in Medway due to the relatively low land values.
- 3.44 In low value areas development viability is very often more challenging, with margins that much tighter. Developments with more challenging viability are perceived to be a greater risk, and as such find it more difficult to attract development finance.
- 3.45 As highlighted earlier in this report land and property values in Medway are some of the lowest in Kent and the South East and as a consequence it is understood that it has been difficult for developers to achieve the finance necessary to bring sites forward in recent years.
- 3.46 This has been further compounded by the fact that land values and house prices in Medway have suffered a greater reduction than the rest of Kent and the South East during the recession. The tables below illustrate this. Lower house prices further reduce development viability and thereby making it even more difficult for developers to achieve finance and bring forward developments.

Medway Average House Prices 2007 – 2013				
Year	Medway	Kent	South East	Eng & Wales
March 2007	£157,400	£196,700	£219,200	£178,900
March 2008	£163,200	£207,500	£227,900	£184,000

March 2009	£134,900	£172,300	£186,900	£153,100
March 2010	£140,900	£183,700	£208,700	£165,300
March 2011	£138,500	£182,500	£206,800	£161,700
March 2012	£134,600	£179,600	£206,900	£160,400
March 2013	£136,500	£180,600	£209,200	£160,800
2007-12 % change	-14.5	-8.7	-5.6	-10.3
2012-13 % change	+1.4	+0.6	+1.1	+0.2

Source: Land Registry Property Price Data (13th June 2013)

Residential Land Values: Rochester 2008 – 2010			
Site Type	Small sites	Bulk Land	Sites for flats or maisonettes
Year	£/Hectare	£/Hectare	£/Hectare
2010	1,450,000	1,400,000	1,400,000
2009	2,100,000	2,000,000	2,000,000
2008	2,700,000	2,500,000	2,100,000

Source: Valuation Office Agency

3.47 The challenging economic conditions resulted in a drop off of developer interest in Medway. **Diagram 1.0** illustrates that the crash resulted in a 30% reduction in the number of applications received by the authority between 2007/8 and 2008/9. The diagram also illustrates that the number of planning applications has remained at this low level throughout the recession. There are now signs of an uptake in the market, with a 10% increase on planning applications received seen in the first half of this financial year.

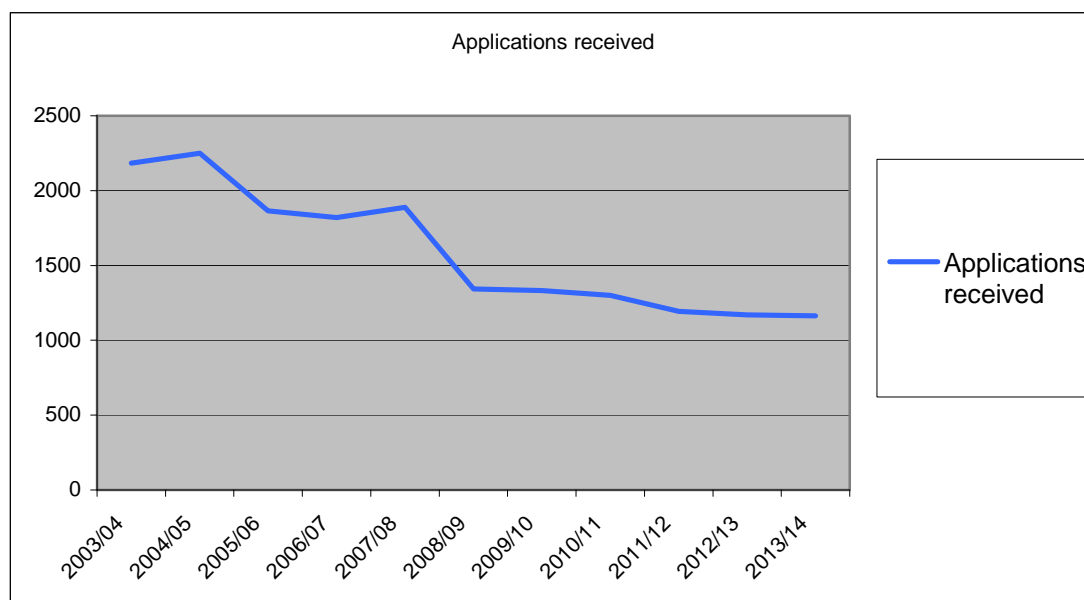


Diagram 1.0 – Planning Applications in Medway

3.48 Whilst the recession has constrained delivery in recent years, the historic regeneration investment and activity in Medway means that the Council is very well placed to meet the housing requirement over the next five years.

- 3.49 With many of the key regeneration sites having been the recipient of direct or indirect investment these are now substantively more viable and deliverable than they were prior to the recession.
- 3.50 With local indicators suggesting that market conditions are beginning to improve, delivery on these sites is expected in the coming years. The next section will outline the measures the authority has in place to capitalise on this position, and thereby to significantly increase the supply of housing in Medway over the next 5 years.

4.0 Implementation Strategy

- 4.1 The previous section has demonstrated that, the historic regeneration investment in Medway has resulted in a significant bank of residential permissions that are now well placed to be realised.
- 4.2 It is the purpose of this section to outline the measures that the Council has put in place to capitalise on this investment by realising some of these permissions and significantly increasing the supply of housing in Medway in the coming years.

New Local Plan

- 4.3 In February 2012 the Council submitted its Draft Core Strategy to the Secretary of State for Examination. The Draft Core Strategy proposed a spatial strategy which continued to focus attention upon regenerating the legacy of brownfield sites within the Medway Towns, whilst also delivering a large scale residential led mixed use development on a former Ministry of Defence training facility at Lodge Hill, Chattenden.
- 4.4 However, following the decision of Natural England to designate part of the Lodge Hill development site as a Site of Special Scientific Interest (SSSI), the Council withdrew its Draft Core Strategy in November 2013. Despite the withdrawal of the Draft Core Strategy, the Lodge Hill proposals are the subject of an extant planning application and these are discussed in more detail below.
- 4.5 The Council is now working towards the preparation of new Local Plan, which it expects to submit for examination at the end of 2016 with adoption anticipated to take place in summer 2017.
- 4.6 In support of this the Council is currently engaged in undertaking a comprehensive review of the Strategic Land Availability Assessment (SLAA) to identify potential development sites and allocations. This process commenced with a 'Call for Sites' in March 2014 where landowners and developers were invited to submit sites for consideration. In excess of 600 sites are currently being assessed by Officers and it is expected that the finalised SLAA will be published in 2015.
- 4.7 In addition the Council is also in the process of commissioning a Strategic Housing and Economic Needs Assessment (SHENA). As required by the NPPF and NPPG this will identify the future quantity of housing needed in Medway. This work will commence in December 2014, with the Report published in Summer 2015. The development needs assessment is being commissioned jointly with Gravesham Borough Council, and is aligned to the release of key data releases on migration and travel to work that will inform the findings.
- 4.8 It is expected that the new Local Plan will identify new housing allocations to provide supply for the medium to the long term, maintaining supply beyond the current bank

of extant identified and permitted sites.

Increased Housing Target

- 4.9 Following the introduction of the National Planning Policy Framework in 2012, local planning authorities are required to identify the level of objectively assessed needs for housing in their housing market area.
- 4.10 Having regard to the requirement of the South East Plan, the Draft Core Strategy identified a housing target of 815 dwellings per annum. However the withdrawal of the Draft Core Strategy in November 2013, alongside the earlier revocation of the South East Plan in February 2013, left a policy void in respect of the housing requirement for Medway. Whilst the emerging SHENA will fill this void, the Council acknowledges the importance of providing an appropriate basis for calculating housing needs in the interim.
- 4.11 To this end the Council commissioned consultants in 2013 to analyse demographic data to determine forecasts of household growth in Medway up to 2035. This provides a basis for calculating an annual requirement over the period of the new Local Plan. This analysis identified a potential range of growth scenarios, and the mid-range target recommended an allocation of 1000 homes per year. In June 2014 the Council formally approved 1000 dwellings per annum as the housing target for Medway, pending the outcome of the Strategic Housing and Economic Needs Assessment.
- 4.12 One thousand dwellings per annum is a significant uplift from the level established through the South East Plan and draft Core Strategy. The adoption of this higher housing target demonstrates the Council's commitment to '*boost significantly the supply of housing*' in Medway as required by the NPPF.

Regeneration Investment

- 4.13 As indicated in Section 2 the Council has secured a significant amount of investment over the last decade to help bring forward development on the legacy of brownfield, waterfront development sites in Medway. However, whilst much of this investment was specifically targeted at overcoming particular site constraints, the recession has acted as a substantive barrier to securing the necessary private interest to deliver development on these sites. A number of these key regeneration sites thereby remain unrealised.
- 4.14 However, the Council has been successful in securing further regeneration investment in the last few months. Recognising the important role that Medway continues to play in the Thames Gateway, the authority has been awarded one of the largest Local Growth Fund allocations to be made by the Government. The allocation, totalling £38.6m to be spent in the period 2015-21, is split between a number of projects specifically selected to facilitate and deliver growth.
- 4.15 With further public investment being made in a number of key regeneration sites, and with market conditions beginning to improve generally it is expected that

delivery on a number of key regeneration sites will be realised in the coming months and years. This is discussed in more detail below.

Rochester Riverside

- 4.16 This is a key waterfront regeneration site in Medway and as such has benefited from a considerable amount of public investment. There has been in excess of £40million invested in the site, including around £37million associated with the construction of new flood defences and land raising to make the site ready for residential development.
- 4.17 Phase 1 of development has been delivered on the site, and since the completion of the infrastructure improvements, interest in the site has now picked up stimulated by two factors.
- 4.18 Firstly the public investment being made in the delivery of the new Rochester Railway station. The new station is being located on the edge of the development site thereby improving access and making the site more attractive, particularly to railway commuters including those using the High Speed 1 connection to London.
- 4.19 Second the Council has prepared a new Development Brief for the site, which not only has regard to the location of the new Railway Station, but also better reflects the requirements of the market. In particular the new Development Brief proposes a lower density and suggests higher mix of housing rather than flats.
- 4.20 The Council is currently in the process of inviting expressions of interest from development partners and, as a consequence of the above factors this is generating substantive levels of interest.

Strood Riverside

- 4.21 Strood Riverside is also an important waterfront, brownfield development site that has had significant levels of historic investment. In particular over £13million was invested in land assembly. However unlike Rochester Riverside the site is not currently entirely free from constraint, being subject to relatively high level of flood risk.
- 4.22 To address this constraint the Treasury have awarded £4million of Public Works Loan Board funding to the Council to undertake flood defence works at Strood Riverside. The Council have appointed Mott Macdonald to draw up the specification for the flood defences and submit a planning application.
- 4.23 Alongside this direct investment in the site the Council has also secured £9.2million, through the Local Growth Fund to deliver highways and public realm improvements in Strood town centre itself. Although not directly facilitating development on the site it is expected that this investment will indirectly benefit the site by enhancing the attractiveness of Stood.
- 4.24 Alongside this investment the Council is progressing plans to develop the site

through liaison with developers. Again it is expected that given the sites access to both Rochester and Stood train stations the development site will be able to attract a premium given its attractiveness to commuters. It is therefore expected that developer interest in the site will be strong and it is expected that the first units will be ready for occupation by the end of 2016.

Chatham Centre and Waterfront

- 4.25 Chatham Centre and Waterfront has also had a substantive amount of historic regeneration investment, particularly around improvements to the highway network and bus station. In support of this historic investment the Council has now secured a further £5million of investment for public realm improvements, again via the Local Growth Fund.
- 4.26 The Council has published a Chatham Public Realm Brief and is currently inviting expressions of interest and expects to make an appointment in Spring 2015. It is intended that the public realm improvements, which will focus of the route from the train station in to the town centre, will further enhance the attractiveness of Chatham Centre and Waterfront with a view to generating some private sector interest and investment in the area.
- 4.27 It is however recognised that the values on the Chatham Town Centre and Waterfront sites remain relatively low and as such the realisation of the development potential of this area may take longer to be realised than other opportunities elsewhere in Medway.

Lodge Hill

- 4.28 This large site on the Hoo Peninsula has been determined as surplus to requirements by the Ministry of Defence and is proposed as a location for a strategic development of a new settlement, providing for up to 5000 homes, 5000 jobs, and supporting community facilities, such as schools, shops and health facilities and associated infrastructure. The site has been recognised for its strategic development potential for 20 years, being identified in planning policy documents dating back to the Thames Gateway planning framework in 1995. The Defence Infrastructure Organisation contracted Land Securities to bring forward this site for the development of a new settlement, and an outline planning application was submitted in 2011.
- 4.29 The site was an important component of housing allocations in the now withdrawn Core Strategy, and was the subject of an extended SSSI for its ecological interest in late 2013.
- 4.30 Work continued on the planning application and the production of an ecological compensation and mitigation package to accommodate development, whilst supporting wildlife. In September 2014, Medway Council's Planning Committee resolved to grant permission, subject to referral to the Secretary of State. At the time of writing this report, the Secretary of State had not yet provided a response to the council.

- 4.31 The developer is confident that the ecological compensation and mitigation package can be successfully delivered and that development will commence within the next five years.

Leveraging Private Sector Investment

- 4.32 As well as delivering defined intervention it is intended that the public investment will have a wider impact upon values. By ensuring that the regeneration investment delivers the high quality development, it is intended that this will have a positive impact upon values and thereby generate private sector interest in the wider area.
- 4.33 Medway has a strong track record in generating private sector investment of the back of regeneration schemes. As indicated above the historic investment in Chatham Dockyard has resulted in increased values which has generated private sector interest and investment in the adjacent site (Chatham Docks now known as Chatham Waters). In September 2013 the owners of Chatham Docks, Peel Land and Property Limited, secured detailed planning permission for the first phase of an ambitious £650 million mixed use redevelopment of their site.
- 4.34 The redevelopment of Chatham Docks demonstrates the success that can be achieved in Medway through carefully delivered regeneration initiatives. If this success is to continue going forward it is essential that the authority maintains its focus upon securing the high quality redevelopment of identified brownfield development sites, and seeks to encourage and support the development industry in delivering these opportunities, building on existing successes.

Development Management Measures

- 4.35 As a planning authority the Council has a strong record of working closely with developers and landowners to encourage and support the delivery of development in Medway. The following sets out in detail the measures and mechanisms used by the planning department to create a positive development environment within Medway:
- 4.36 • Developer Engagement
Medway recognises that in order to provide a proactive and constructive environment for development it is essential that Officers and Members liaise regularly with landowners and developers, including Housing Associations, to aid a shared understanding of the sector and market.
- 4.37 To this end the Head of Planning Services organises and holds annual meetings with major developers, including their planning agents. The planning spokespersons from all the main political parties on the Council are also invited to attend these meetings. The agenda changes from year to year but is generally used for officers to inform developers of changes within the Authority's structures and potential impacts from new legislation.
- 4.38 The meetings also provide a forum for developers to discuss their issues and

views regarding Medway's Planning Service. What is it that is good and the Council should keep doing, what is not so good and needs to be changed, what do other authorities maybe do that Medway should think about doing itself.

- 4.39 Alongside these annual meetings during 2013 the Head of Planning Services invited the major housebuilders in for separate and individual meetings with himself and the Planning Chairman. At these, they discussed their existing developments or sites with planning permission. They discussed concerns on both sides, including any delays in the planning system, which were impacting upon their building, and also from Medway's perspective, the need for them to comply with planning conditions and properly complete their developments in a timely manner.
- 4.40 Through this regular and ongoing liaison with the development industry Medway has been able to understand the characteristics of the local market and responded effectively to changing conditions.
- 4.41
- Pre-Application Process
Medway recognises the importance of minimising risk for developers by providing a degree of certainty early in the planning process. To this end the Council has put a robust pre-application process in place. This includes presentations to Members, which developers find incredibly helpful as it gives them very early indication as to likely committee concerns. Schemes can also be put forward for design review through Kent Design.
- 4.42 Even if there may be 'in principle' objections to a scheme, the Council ensures negotiations on all detailed matters with a developer. Through this process the Council seeks to minimise objections should a scheme go to appeal, thereby minimising appeal time and ensuring that if allowed the scheme is the best that it can be.
- 4.43
- Planning Performance Agreements
Medway also encourages developers of major schemes to enter into Planning Performance Agreements (PPA), covering pre application and through the application process. The PPA enables service standards to be agreed with developers including timescale/ timeline for consideration of the application so both sides understand commitments and can plan resources.
- 4.44 The PPA process also enables developers to determine if they want a higher priority for their application. If so developers can pay for additional resource to be brought in to expedite their application.
- 4.45 In line with current Government discussions it is also intended to extend the Planning Performance Agreements (PPA) process to include the submission and clearance of conditions. This is one of the main areas that developers consider causes delay to delivery. Already the Medway PPA process enables

the Council to agree wording of conditions prior to the decision itself. Expanding the use of PPA's to cover condition clearance has been trialled successfully in Medway. Here the applicants agreed a programme and a payment of £500 per condition submitted with a further £500 if the condition was determined within 5 weeks (or an agreed extended time if issues raised during consideration of the condition).

- 4.46 • Viability and Section 106 Matters
Medway also recognises that ensuring clarity concerning exposure to financial contributions is crucial to minimise risk for developers. To this end Medway has produced an updated Developer Contribution Guide that provides clarity to developers of likely requests prior to land purchases. If developers subsequently want to negotiate on the basis of viability then the Council expects Open Book Appraisal and for developers to pay the costs of an independent assessment of the viability assessment. This is a fairly common approach now, particularly in London authorities.
- 4.47 If during development, developers then have unexpected issues - contamination or a down turn in the economy - which makes a site unviable to continue then the Council is happy to meet them to discuss measures to enable them to continue building. This can include, stage payments, delayed payments, amendments to S106 payments and even negotiations on amendments to the scheme. The Council has renegotiated several agreements in recent years to help developers through the recessionary period.
- 4.48 Taken together these mechanisms will continue to facilitate useful dialogue with the development industry, and ensure that Medway encourages and supports the delivery of development, thereby helping significantly boost the supply of housing in the area in the coming years.

5.0 Five Year Land Supply Position

5.1 It is the purpose of this section to *“identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirement”* as required by paragraph 47 of the NPPF. This section thereby comprises four parts:

- Firstly this section summarises the recently approved Housing Position Statement to set out the housing requirement for Medway for the current Plan period.
- Secondly this section also summarises the level of backlog that has built up since the start of the plan period.
- Thirdly, this section outlines each component of the authority’s five-year land supply, having regard to the ***Site Delivery Commentary*** and the ***Updated Housing Trajectory*** included at **Appendix 1** and **Appendix 2** respectively.
- Fourthly, drawing upon the historic analysis set out earlier in the report as well as a comparative analysis with other authorities in the Kent Thames Gateway, this section demonstrate that Medway is not a ‘persistent under deliverer’ despite the level of completions falling marginally below target in recent years.

This section concludes by drawing together this information to provide the current housing land supply figure for Medway.

Housing Requirement

5.2 As explained in Section 2 the revocation of the South East Plan and the withdrawal of the Submission Draft Core Strategy left a policy void with respect to the housing requirement for Medway.

5.3 In response to this the Council produced a Housing Position Statement in order to establish a basis for an up to date Objectively Assessed Need (OAN) figure for Medway in accordance with paragraph 47 of the NPPF. This new figure based on household projections over the plan period will be used by Medway to inform the determination of planning applications and provide a context for the new Local Plan, pending the outcome of the full development needs assessment in 2015.

5.4 The Position Statement is informed by the findings of the Opinion Research Service (ORS) Strategic Housing Market Assessment (SHMA) Update (October 2013), which refreshed the findings of the original North Kent SHMA 2010, by focusing on demographic projections up to 2035, the period of the new local plan.

5.5 2013 SHMA Update identified a mid-trend migration requirement of 1,000 dwellings resulting from 2011 based projections. The 2013 SHMA Update thereby recommended a new annual housing target figure of 1,000 dwellings to replace the 815 dwellings per annum housing requirement figure set out in the withdrawn South East Plan and Medway Draft Core Strategy.

5.6 In June 2014, Medway Council approved the Housing Position Statement, including

the new target of 1,000 dwellings per annum. It should be noted that the housing target will be updated on the publication of the emerging Strategic Housing and Economic Needs Assessment, which is expected to report in 2015.

Backlog

- 5.7 The plan period for the new Local Plan runs from 2011. Any backlog of undelivered housing prior to that date is assessed in terms of housing need. As explained above housing need has been considered within the Housing Position Statement, and moving forward will be incorporated into the Strategic Housing and Economic Needs Assessment.
- 5.8 Therefore, the shortfall of unmet housing need to be added to the housing target figure going forward relates to the current plan period i.e. the last three years. This equates to a total of 914 units as illustrated by the table below.

Housing completions since start of Plan Period			
Financial Year	11/12	12/13	13/14
Annual target	1000	1000	1000
Annual completions*	809	566	712
Surplus/deficit	-191	-434	-288
% annual target met	80.9%	56.6%	71.2%
Cumulative requirement	2630	3630	4630
Cumulative surplus/deficit	-192	-626	-914
% cumulative target met	92.7%	82.8%	80.3%
*inclusive of student accommodation (dwelling equivalent)			

- 5.9 In accordance with the Sedgefield method, this shortfall of unmet need is to be added to the required five-year housing land supply. Government guidance set out in the NPPG is that this is more appropriate than spreading the shortfall across the entire plan period (known as the Liverpool method) because it better accords with the Government's aims to boost housing supply in the short term.

Housing Land Supply Components

- 5.10 There are a number of components that collectively make up the supply available to meet the housing requirement in Medway these are:
- Sites with Planning Permission
 - Site Allocations
 - Sites identified through the completed Strategic Land Availability Assessment (SLAA)
 - Windfall Allowance

The figures associated with each of these components are set out at **Appendix 2 - Updated Housing Trajectory**. It is the purpose of this section to provide some supporting methodological commentary in respect of these components.

Sites

- 5.11 As indicated above there are four elements which are included within the land supply. When assessing the supply of housing the NPPF requires the authorities to consider if sites are 'deliverable' or 'developable'. The NPPF states at paragraph 47, footnote 11 that:
- 5.12 *"To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable. Sites with planning permission should be considered deliverable until permission expires, unless there is clear evidence that schemes will not be implemented within five years, for example they will not be viable, there is no longer a demand for the type of units or sites have long term phasing plans.*
- 5.13 A review of these sources was undertaken in November 2014 to identify the most up-to-date information in respect of the deliverability of these sites. The Trajectory included at **Appendix 2** of this report includes this updated information. A supplementary commentary in respect of large sites (both with permission and SLAA sites) is included at **Appendix 1**.
- 5.14 It should be noted that the consideration of the SLAA sites do not include any of the new sites that have been promoted through the 2014 SLAA Update 'call for sites' process, which took place between March and May this year.

Student Accommodation

- 5.15 The PPG states that: *"All student accommodation, whether it consists of communal halls of residence or self-contained dwellings, and whether or not it is on campus, can be included towards the housing requirement, based on the amount of accommodation it releases in the housing market"* (Paragraph: 039 Reference ID: 3-039-20140306)
- 5.16 Student accommodation is therefore included in housing delivery figures from the beginning of the current plan period, 2011/12. The justification for this ratio is set out below. As outlined above, Medway saw a rapid expansion of University provision through the Universities at Medway over the last decade, and with this a growth in the student population. This has been accompanied by the development of purpose built student accommodation, notably at Victory Pier, Gillingham.
- 5.17
- **Student Housing Needs**
The inclusion of student housing as a component of housing land supply is however dependent upon there being an understanding of student housing needs in an area, and this being reflected within the housing requirement.
- 5.18 The Housing Position Statement, building upon the evidence in the 2013 SHMA, sets out the current assessment of student housing needs in Medway. In summary, as none of the Medway universities have confirmed any

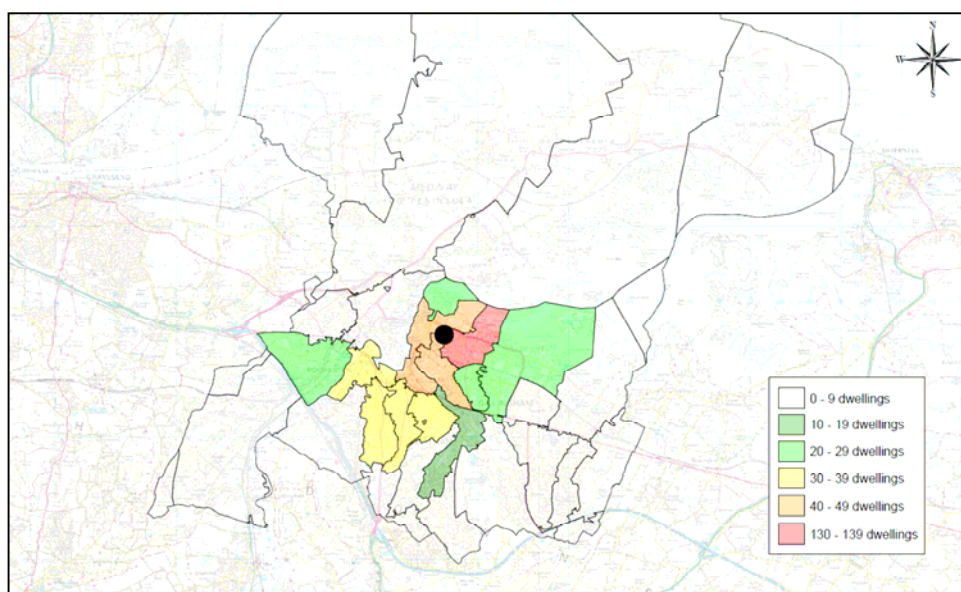
significant expansion plans, the student population in Medway is assumed to hold broadly constant.

5.19 • **Student Units Dwelling Equivalent**

The assumption has been made that four student units would release the equivalent of one dwelling into the housing market. The justification for this is set out below.

5.20 Census data shows that in March 2011, there were a total of 16,209 students living in Medway. Of these, 2,286 were living in a student household, and a further 395 were living alone. Council tax data for the number of Class N student exemptions (households which pay no council tax because they are entirely occupied by students) is collected in October and June. The June figures from 2011, which are the nearest to Census Day, show 702 properties with a Class N exemption. This means that on average, 3.8 students were occupying each general market dwelling at this time.

5.21 The most recent council tax data, from October 2014 shows a reduction to 454 dwellings with a Class N exemption. Although October figures are generally lower than June because students are still registering with their universities, this does seem to back up the theory that provision of purpose-built student accommodation does release market housing for general use.



5.22 The most recent data also shows the broad location of market housing used for students within Medway. This is shown on the map above. It is not possible from this to identify the number of students per property, but an approximation can be made based on the type of housing occupied. The highest concentration by far is in an area of Chatham and Gillingham where the predominant housing type is small to medium terraced housing. This is likely to accommodate four students per property (three bedrooms plus

conversion of a spare reception room).

- 5.23 The next highest concentrations are also in areas of similar typology, although with a greater mix. The variations in house type include both larger and smaller properties (for example, smaller flatted units around Chatham town centre and larger individual properties in some of the older residential areas nearby). These can be assumed to largely cancel each other out in terms of average occupancy.
- 5.24 The proxy of four student bedrooms replacing one house is therefore considered the most robust to take forward, on the basis of both the Census 2011 data and an analysis of the current position.

Windfalls

- 5.25 Paragraph 48 of the NPPF states that a windfall allowance may be included in calculations of 5 year housing supply, provided this is backed up by local evidence. The table below shows that Medway has had a consistent supply of windfall sites (not including residential gardens or any site that has previously been identified) over the last ten years. Given the level of consistency of this supply, it is anticipated that a similar contribution will continue into the foreseeable future.

Year	Large Sites (5 or more units)	Small Sites (less than 5 units)	Total
2004/05	164	91	255
2005/06	211	100	311
2006/07	196	94	290
2007/08	46	95	141
2008/09	184	74	258
2009/10	244	63	307
2010/11	171	89	260
2011/12	149	42	191
2012/13	141	59	200
2013/14	127	39	166
10 year average	163	75	238

- 5.26 A windfall allowance based on this 10-year average is included in years 3-5 of the housing land supply. This avoids double counting from recent permissions on previously unidentified sites, which are already counted in the land supply calculation.

Housing Land Buffer

- 5.27 Paragraph 47 of the NPPF requires that Councils when providing for a 5 year housing land supply include an additional buffer of 5% brought forward from later in the plan period. The requirement increases to 20% *“where there has been a record of persistent under delivery of housing”* to ensure *“choice and competition in the market”*.

5.28 There is no definition of what constitutes “persistent under delivery”. The PPG recognises that this is a matter of judgement, that the factors affecting it will vary from area to area, and that it is legitimate to take into account a range of issues. Appeal decisions relating to the subject have also taken varying approaches, based on the evidence available in each case.

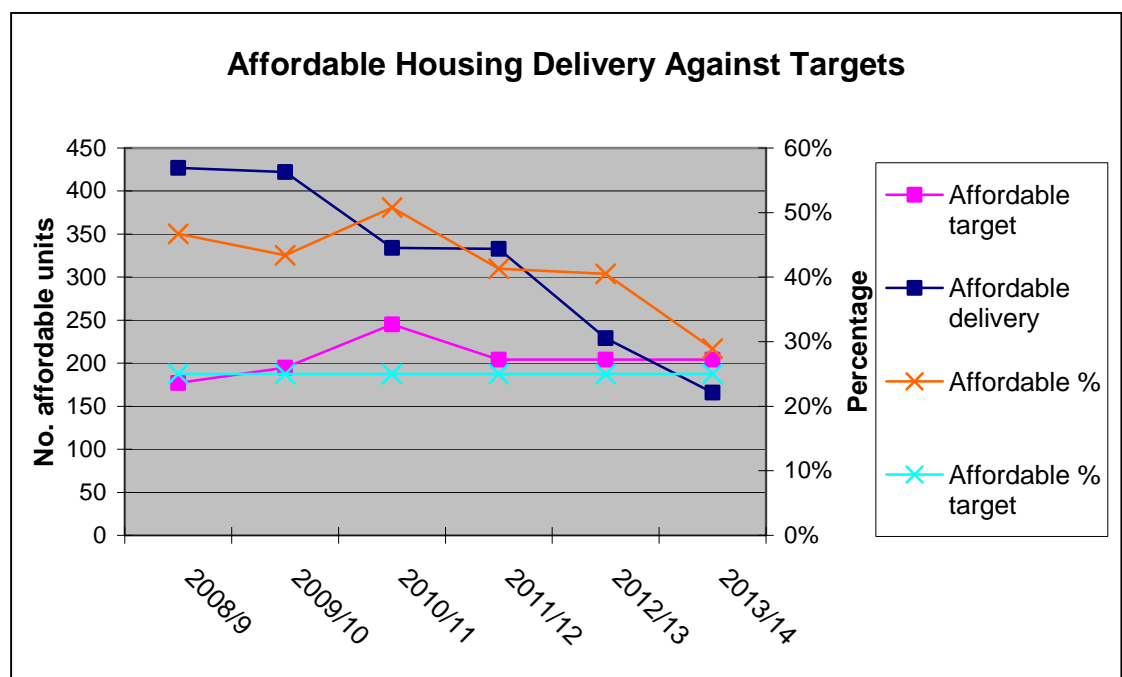
5.29 While Medway has not met its housing target in four of the last five years, it has not fallen below 80% of the cumulative target. Section 2 has already demonstrated that the shortfall in delivery is principally a result of the recession rather than the performance of the Authority, which has performed well under challenging conditions. The following three factors provide further weight to this analysis:

- **Record of Affordable Housing Delivery**

5.30 Although the difficult economic conditions have had an impact on private sector completions over the last five years, the position with regard to affordable housing delivery in Medway has remained very positive.

5.31 The Medway Local Plan 2003 contains the Council’s policy on affordable housing, which is to seek 25% of units delivered on site over 1ha or 25 units (0.5ha or 15 units in rural areas) as affordable. This target has been exceeded in 9 of the last 10 years, sometimes significantly.

5.32 Since 2008/09 a numeric target has also been set. This was set on an annual basis in coordination with the Government Office for the South East, until its closure. Since then, the target has been based on 25% of the draft Core Strategy’s housing target. The numeric target has been exceeded in all but the last financial year.



- 5.33 It is accepted that meeting affordable housing need is only part of the reason for needing to significantly boost housing supply. However, the fact that the Council is having considerable success in delivering housing to meet the needs of the sections of the community who have most difficulty in accessing the housing market is a factor that should be given significant weight in determining whether there is a problem of persistent under-supply.
- 5.34 The fact that this has continued to happen against a backdrop of reducing private housing delivery and significant reductions in grant funding available for affordable housing, further demonstrates that Council has been making every effort to continue to deliver housing. It is also an indication that the failure to meet targets in recent years has been due to the constraints of the market, as the most success has been achieved in the tenures where market factors have less influence.
- **Comparison with Neighbouring Authorities**
- 5.35 Given the challenging economic conditions of recent years, another indication of persistent under-delivery can be a comparison with the local market. If there is evidence that the authority has out-performed other authorities in the same market area, then this can demonstrate that the market constraints are the major influence on delivery rates, rather than anything that may be within the authority's control.
- 5.36 When performance against targets is considered, it is important to put Medway into the correct economic context. The other Kent Thames Gateway authorities (Dartford, Gravesham and Swale) are considered the most appropriate comparators. Being identified as part of a large growth area, they also have correspondingly high targets for both housing and jobs, with a focus on large-scale brownfield sites that often require investment in remediation and infrastructure to become deliverable. All four are working against a backdrop of relatively poor economic bases due to historic declines in core industries and lower skills levels. Housing and land prices are generally lower than the majority of the county. They have historically fared poorly in comparison to the rest of Kent and wider South East when assessed against economic measures.
- 5.37 Furthermore it should it should be noted that the Kent authorities that sit outside of the Thames Gateway all have housing targets based on South East Plan numbers. Given that the South East Plan reallocated housing need across the County to concentrate it in growth areas (the Thames Gateway and Ashford), these authorities may have housing targets that have been adjusted significantly downwards from their objectively assessed need. It is therefore not considered appropriate to compare Medway's historic and current performance against the authorities outwith the Kent Thames Gateway.
- 5.38 Of the four Kent Thames Gateway authorities, the tables below shows that Medway has been the best performer over the 5 years to 2012/13, and

second only to Swale over the longer 10-year period.

Performance Against Housing Targets to 2012/2013				
	5yr total	5yr target	5yr surplus/ deficit	5yr % met
Medway	3918	4445	-527	88.1%
Swale	2324	2700	-376	86.1%
Gravesham	1386	2045	-659	67.8%
Dartford	1869	2925	-1056	63.9%
	10yr total	10yr target	10yr surplus/ deficit	10yr % met
Swale	5725	5880	-155	97.4%
Medway	7181	8175	-994	87.8%
Dartford	4562	5595	-1033	81.5%
Gravesham	2873	3575	-702	80.4%

- 5.39 Over the same period, the housing growth figures for the overall Kent Thames Gateway exceeded both the national and the South East LEP area average, with an increase of 8.5% in numbers of dwellings, compared to 7.4% and 7.9% respectively.¹ This shows that Medway is performing better than a local market, which is itself outperforming the national and regional context.
- 5.40 In summary the factors set out above demonstrate that, within the context of the recession and its acute impacts within Medway, the authority has performed well. As such Medway's record should not be considered one of persistent under delivery. The Authority therefore considers it appropriate that only a buffer of 5% is applied.

Five Year Land Supply Position

- 5.41 Drawing together the commentary and analysis set out in this section, and the detailed information set out at Appendix 2, the five year housing land supply position in Medway can be summarised as follows:

¹ Figures taken from "Thames Gateway Kent Plan for Growth 2014-20 Review of Evidence", Kent Thames Gateway Partnership

Requirement over past 3 years since start of plan period 2011/12 (based upon annual requirement of 1000 dwellings)	3000
Housing Completions since 2011/12	1953
Student Units Dwelling Equivalent - Completions since 2011/12	134
Total Housing Completions since 2011/12	2087
Backlog	913
5 year requirement 2014/15 - 2018/19	5000
+ 5% buffer	5250 1050pa
+ 20% buffer	6000 1200pa
5% buffer plus backlog of 913 dwellings	6163 1233pa
20% buffer plus backlog of 913 dwellings	6913 1383pa
Sites phased within the next 5 years 2014/15-2018/19	6658
Years supply with 5% buffer (6683 / annual requirement 1233)	5.4 years
Years supply with 20% buffer (6683/ annual requirement 1383)	4.8 years

6.0 Monitoring & Review

- 6.1 It is the intention of the Authority to review the information and data that sits behind this report, and the housing land calculation specifically, every quarter to ensure that the most up-to-date information is available to the community and the development industry.

Housing Implementation Strategy 2014-15
Five Year Supply – Large Site Review

Site Ref	Site Name	Deliverables	Planning Status	Delivery Status								Risk
					1 14/15	2 15/16	3 16/17	4 17/18	5 18/19	6-10	11-15	
831 (MC378) Large Site	2-4 Balmoral Road, Gillingham	7 Units	Outline Permission achieved October 2013 and Reserved Matters approved February 2014	No significant physical or infrastructure constraints.	0	0	0	0	0	7	0	Medium Risk: The site is not subject to any substantive physical constraints and has an extant permission. However it is understand that the site does not presently have a developer and as such development may not come forward immediately. It is therefore assumed that this site will come forward in 2019/20.
1100 (MC369) Large Site	Greatfield Lodge, Darnley Road, Strood	21 Units	Planning Permission achieved January 2014	No significant physical or infrastructure constraints.	0	0	0	0	0	21	0	Medium Risk: The site is not subject to any substantive physical constraints and has an extant permission. However it is understand that the site does not presently have a developer and as such development may not come forward immediately. It is therefore assumed that this site will come forward in 2019/20.
0486 SLAA Site	Safety Bay House, Warwick Crescent	9 Units	Planning Application pending determination due 8/12/14	No significant physical or infrastructure constraints. Site works have commenced.	0	0	9	0	0	0	0	Low Risk: The site is not subject to any substantive physical constraints. It is expected that Planning permission will be granted shortly. It is understood that the landowner has a developer and they are keen to bring the site forward. Site works have commenced. As such t is expected that this site will come forward in 2016/17 prior to the expiration of the permission.

Site Ref	Site Name	Deliverables	Planning Status	Delivery Status								Risk
					1 14/15	2 15/16	3 16/17	4 17/18	5 18/19	6-10	11-15	
0471 (MC248) Large Site	Former Bar Intermission PH, 124 Pier Road, Gillingham	7 Units	Planning Permission achieved July 2014	No significant physical or infrastructure constraints.	0	0	7	0	0	0	0	<p>Low Risk: The site is not subject to any substantive physical constraints and has an extant permission.</p> <p>It is expected that this site will come forward in 2016/17 prior to the expiration of the permission (18/07/2017).</p>
0863 SLAA Site	11-47 Cross Street, Chatham	16 Units	Approved development brief. Pre-app discussion (October 2014) Application expected in Spring 2015	No significant physical or infrastructure constraints.	0	0	0	16	0	0	0	<p>Medium Risk: The site is not subject to any substantive physical constraints. Planning Permission has previously been achieved for the site. Positive pre-app discussions were held in September 2014 and it is expected that a planning application will be submitted in the next few months. Subject to receiving planning approval it is expected that this site will come forward in 2017/18 prior to the expiration of the permission.</p>
0632 (MC371) Large Site	Colonial Mutual House, Quayside	160	Pre-app October 2014 Discussions ongoing concerning scope of Planning Performance Agreement and this is expected to be agreed shortly. Application expected in January 2015.	No significant physical or infrastructure constraints.	0	0	50	60	50	0	0	<p>Medium Risk: The site is not subject to any substantive physical constraints. Constructive pre-app discussions were held in October 2014. Pre-app scheme proposing 270 Units although scheme likely to change and numbers will reduce. It is expected that a planning application will be submitted in the next few months. Subject to receiving planning approval it is expected that this site will come forward in 2016/17 prior to the expiration of the permission.</p>

Site Ref	Site Name	Deliverables	Planning Status	Delivery Status								Risk
					1 14/15	2 15/16	3 16/17	4 17/18	5 18/19	6-10	11-15	
0844 (GL150) Large Site	Amherst Hill, Brompton	34 Units (remaining)	Approved Development Brief October 2010 Planning Permission granted March 2013	No significant physical constraints. Infrastructure complete.	34	0	0	0	0	0	0	Low Risk Planning Permission has been implemented although some conditions are still outstanding. Some units are already occupied. It is expected the development will be completed in 2015.
470 (MC 196) Large Site	Mid Kent College, Horsted, Maidstone Road, Chatham	273 Units	Planning Permission granted April 2008 and reserved matters/condition discharged by March 2012	No significant physical constraints. Site infrastructure is complete for phase 1. Highways infrastructure is complete for Phase 1 and 2.	23	40	40	50	50	70	0	Low Risk Phase one is at an advanced stage of construction and occupation. Discussions are currently ongoing concerning a redesign of Phase two although it is not expected that there will be any reduction in the number of units. In addition the landowners have had positive pre-application discussions concerning an additional third phase and an application is expected in the next few months. Site investigations and surveys indicate there are no constraints upon
824 (MC366) Large Site	Land at Chatham Docks, Pier Road, Gillingham	950 Units	Detailed Planning Per mission Phase 1 achieved September 2013	Site clearance has been completed; site infrastructure is completed; highways infrastructure is well advanced.	0	48	125	125	125	527	0	Low Risk: Significant investment has been made in clearing the site and delivering infrastructure. The site is therefore now free from constraints. Given the above the landowner is keen to deliver development quickly and a potential developer (Barretts) has been found. Development is expected forward quickly.
0033 SLAA Site	RSME Kitchener Barracks	348 Units	Pre-app October 2014 Planning Application December 2014.	Site not subject to any significant physical or	0	48	100	100	100	0	0	Medium Risk: The site is not subject to any substantive physical constraints.

Site Ref	Site Name	Deliverables	Planning Status	Delivery Status								Risk
					1 14/15	2 15/16	3 16/17	4 17/18	5 18/19	6-10	11-15	
				infrastructure constraints.								Constructive pre-app discussions were held in October 2014. It is expected that a planning application will be submitted in 1 st December. Subject to receiving planning approval it is expected that this site will come forward in 2015/16.
472 (GL073) Large Site	Land at St Marys Island, Maritime Way, Chatham Maritime	367 Units	Reserved Matters for next phase approved July 2014	Commencement on next phase of development is expected in January 2015, delivering 40 – 50 units per year.	42	35	55	55	60	120	0	Low Risk Permissions are in place and there are no known development constraints. Developer has confirmed development timescales and has a high degree of confidence this will be achieved.
0467 SLAA	38 London Road Strood	10 Units	Invalid planning application previously submitted.	No new application proposals are expected in the short term.	0	0	0	0	0	10	0	Low Risk Given the absence recent activity on this site delivery has been forecast outside of the 5-year supply. The status of this site will be reviewed in due course.
0818 SLAA	J7, Chatham Maritime	75 Units	SLAA Site	No application proposals are expected in the short term.	0	0	0	0	40	35	0	Low Risk Given the absence recent activity on this site delivery has been forecast outside of the 5-year supply. The status of this site will be reviewed in due course.

Site Ref	Site Name	Deliverables	Planning Status	Delivery Status								Risk
					1 14/15	2 15/16	3 16/17	4 17/18	5 18/19	6-10	11-15	
0820 SLAA	Interface Land, Chatham Maritime	525 Units	Approved Development Brief for the Interface Land (October 2010)	No application proposals are expected in the short term.	0	0	0	0	0	525	0	Low Risk Given the absence recent activity on this site delivery has been forecast outside of the 5-year supply. The status of this site will be reviewed in due course.
0102 SLAA	1-35 High Street Chatham (Grays garage)	26 Units	Allocated Site.	Landowner is seeking a development partner for the site; at this stage no intentions to submit a planning application.	0	0	0	0	0	26	0	Low Risk Given the absence recent activity on this site delivery has been forecast outside of the 5-year supply. The status of this site will be reviewed in due course.
454	35 Avery Way Allhallows	12 Units	Planning permission previously for 12 flats has since expired.		0	0	0	0	0	12	0	Low Risk Given the absence recent activity on this site delivery has been forecast outside of the 5-year supply. The status of this site will be reviewed in due course.
0090 SLAA ME254/0090 Allocation	Strood Riverside	496 units	Allocated – Development Brief adopted 2006	Site is subject to significant flood risk that threatens viability of site. £4M funding from the Public Works Loan Board has been awarded to undertake the required defence works. Specification currently being drawn up, application for river wall expected Dec	0	0	0	152	152	192	0	Medium Risk Site is allocated but planning permission yet to be achieved. Infrastructure constraints (flood defences) exist but public funding is available for the required works. Some risk that final specification cost may exceed allocated funding.

Site Ref	Site Name	Deliverables	Planning Status	Delivery Status								Risk
					1 14/15	2 15/16	3 16/17	4 17/18	5 18/19	6-10	11-15	
				14/Jan 15. Developer procurement required – initial discussions underway.								
0137 SLAA	Civic Centre, Strood	398 units 2,000m ² retail, employment or leisure uses	Not allocated but shown for residential-led redevelopment in Strood Town Centre Masterplan 2009	Site is subject to significant flood risk which makes development currently unviable.	0	0	0	0	0	398	0	High Risk No funding has been identified to undertake flood defence works which are estimated to cost in the region of £15M. However, Regeneration team are actively seeking potential funding sources and have been successful in achieving government funding for similar schemes on other regeneration sites.
0515 Large Sites	Rochester Riverside	1500 units Retail, commercial space, community facilities	Outline application approved Phase 1 completed Revised masterplan & development brief adopted 2014	Land remediation & flood protection works including land raising & new river wall previously carried out over whole site. No known constraints remaining that affect viability.	0	79	100	150	150	621	300	Low Risk Site has outline planning permission & approved development brief. Reserved matters approval still to be sought (in phases) but should not result in significant delay. Serious constraints have been resolved by public funding; site is now considered viable.
0685	Temple Marsh (Strood Waterfront Action Area)	620 units 10,300m ² employment 1,800m ² retail 200m ² community uses	Outline application approved	Preliminary infrastructure works have been carried out (foul sewage) Some land contamination issues to be resolved due to	0	0	100	150	150	220	0	Low Risk Site has outline planning permission. Reserved matters approval still to be sought but unlikely to result in significant delay. Due process to be followed with legal aspects but not considered a risk – has informed

Site Ref	Site Name	Deliverables	Planning Status	Delivery Status								Risk
					1 14/15	2 15/16	3 16/17	4 17/18	5 18/19	6-10	11-15	
				<p>previous uses including landfill. Unlikely to cause significant delay or viability issues.</p> <p>Remaining infrastructure works self-funding from development. Off-site works minimal.</p> <p>Developer procurement & landowners agreements underway. First reserved matters application expected end 2015.</p>								timing.
0700 SLAA	Ex-service station, adj. 86 Corporation Street, Rochester	60 units	Previous withdrawn application. Discussions current on potential revised scheme.	<p>Land contamination likely to be an issue given previous use of site.</p> <p>Proximity to new Rochester Station (currently under construction) may affect timing</p>	0	0	29	0	0	0	0	<p>Medium Risk</p> <p>Site has yet to receive planning permission, although is relatively unconstrained. Concerns were raised regarding scale of previous application; may be some reduction in numbers resulting from planning application process.</p>
0708	Land r/o former St Matthews School, Borstal	18 units	Planning application submitted	<p>Topography is difficult but for a scheme of this scale can be overcome.</p> <p>No other known constraints.</p>	0	18	0	0	0	0	0	<p>Low Risk</p> <p>Although current application is yet to be determined, the site is relatively unconstrained and it is likely that some form of development will be approved within 5 years even if current application is unsuccessful.</p>

Housing Phasing 2014 - Interim Update October 2014

This phasing spreadsheet was compiled in 2014

The phasing was calculated following discussions with Development Management, Housing Strategy and the RED team and is designed to take into account the current market circumstances. For existing SLAA sites, the response from the 2014 call for sites has been used. No new sites from the 2014 call for sites have been included as they are yet to be assessed for suitability.

The phasing is made up from 4 different sources which are detailed in the tabs at the bottom of the worksheet:

Allocations - these are the remaining sites allocated for development in the Medway Local Plan 2003

Large sites - these are sites with 5 or more units that currently have planning permission (please note, in some cases where a site has nearly finished being built, the spreadsheet may show less than 5 remaining)

Small sites - these are sites with less than 5 units which currently have planning permission

SLAA Pipeline Sites - these are sites that have been identified the Strategic Land Availability Assessment with the potential to yield housing.

Please note that these sites do not have planning permission and in order to gain a planning consent would have to be assessed against a number of criteria.

A final summary of the phasing from these sources is shown in the tables below.

It should be made clear that this phasing is an estimate only and therefore should be treated accordingly.

Completions to date					Target 815 deficit of 180 units is rolled forward into the new plan period and included within the requirement of 1000 dwellings pa
2006/07	2007/08	2008/09	2009/10	2010/11	
591	761	914	972	657	
Yr1	2	3	4	5	
Withdrawn Core Strategy Years					

Completions to date			Future Phasing															
2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029+
809	565	579	634	767	1695	1833	1780	1398	1233	1043	978	828	684	535	531	497	512	1569
Yr1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19+

Years from start of plan period			
1-5	6-10	11-15	16+
2011/12 - 2015/16	2016/17 - 2020/21	2021/22 - 2025/26	2026+
3354	7939	4068	3109

	Housing Completions to date		
	Yr1	Yr2	Yr3
	2011/12	2012/13	2013/14
Completions	809	565	579
Annual housing requirement	1000	1000	1000

	Housing Future Phasing															
	Yr4	Yr5	Yr6	Yr7	Yr8	Yr9	Yr10	Yr11	Yr12	Yr13	Yr14	Yr15	Yr16	Yr17	Yr18	Yr19+
	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029+
Phasing	634	767	1695	1833	1780	1398	1233	1043	978	828	684	535	531	497	512	1569
Annual housing requirement	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000

	Housing Cumulative		
	Yr1	Yr2	Yr3
	2011/12	2012/13	2013/14
Cumulative annual requirement	1000	2000	3000
Cumulative completed	809	1374	1953
Surplus/ deficit	-191	-626	-1047

	Housing Cumulative Future Phasing															
	Yr4	Yr5	Yr6	Yr7	Yr8	Yr9	Yr10	Yr11	Yr12	Yr13	Yr14	Yr15	Yr16	Yr17	Yr18	Yr19+
	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029+
Cumulative annual requirement	4000	5000	6000	7000	8000	9000	10000	11000	12000	13000	14000	15000	16000	17000	18000	19000
Projected completions	2587	3354	5049	6882	8662	10060	11293	12336	13314	14142	14826	15361	15892	16389	16901	18470
Surplus /deficit	-1413	-1646	-951	-118	662	1060	1293	1336	1314	1142	826	361	-108	-611	-1099	-530

	Student Housing Completions		
	Yr1	Yr2	Yr3
	2011/12	2012/13	2013/14
Completions	0	1	133

[illegible]

	Student Housing Cumulative		
	Yr1	Yr2	Yr3
	2011/12	2012/13	2013/14
Cumulative Completions	0	1	134

[illegible]

	Total Completions to Date		
	Yr1	Yr2	Yr3
	2011/12	2012/13	2013/14
Completions	809	566	712
Annual housing requirement	1000	1000	1000

	Total Future Phasing															
	Yr4	Yr5	Yr6	Yr7	Yr8	Yr9	Yr10	Yr11	Yr12	Yr13	Yr14	Yr15	Yr16	Yr17	Yr18	Yr19+
	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029+
Phasing	658	767	1695	1833	1780	1398	1233	1043	978	828	684	535	531	497	512	1569
Annual housing requirement	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000

	Total Cumulative Completions		
	Yr1	Yr2	Yr3
	2011/12	2012/13	2013/14
Cumulative annual requirement	1000	2000	3000
Cumulative completed	809	1375	2087
Surplus/ deficit	-191	-625	-913

	Cumulative Future Phasing															
	Yr4	Yr5	Yr6	Yr7	Yr8	Yr9	Yr10	Yr11	Yr12	Yr13	Yr14	Yr15	Yr16	Yr17	Yr18	Yr19+
	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029+
Cumulative annual requirement	4000	5000	6000	7000	8000	9000	10000	11000	12000	13000	14000	15000	16000	17000	18000	19000
Projected completions	2745	3512	5207	7040	8820	10218	11451	12494	13472	14300	14984	15519	16050	16547	17059	18628
Surplus /deficit	-1255	-1488	-793	40	820	1218	1451	1494	1472	1300	984	519	50	-453	-941	-372

5 Year Land Supply Calculation

Requirement over past 3 years since start of plan period 2011/12 (based upon annual requirement of 1000 dwellings)	3000
Housing Completions since 2011/12	1953
Student Housing Completions since 2011/12 (dwelling equivalent)	134
Total Housing Completions since 2011/12	2087
Backlog	913
5 year requirement 2014/15 - 2018/19	5000
+ 5% buffer	5250 1050 pa
+ 20% buffer	6000 1200 pa
5% buffer plus backlog of 913 dwellings	6163 1233 pa
20% buffer plus backlog of 913 dwellings	6913 1383 pa
Sites phased within the next 5 years 2014/15-2018/19	6733
Years supply with 5% buffer (6683 / annual requirement 1233)	5.5 years
Years supply with 20% buffer (6683/ annual requirement 1383)	4.9 years

In 2013 Medway Council commissioned Opinion Research Services (ORS). The brief to establish an up to date Objectively Assessed Need ahead of the full Strategic Housing Market Assessment due to be published in 2015. See Housing Position Statement

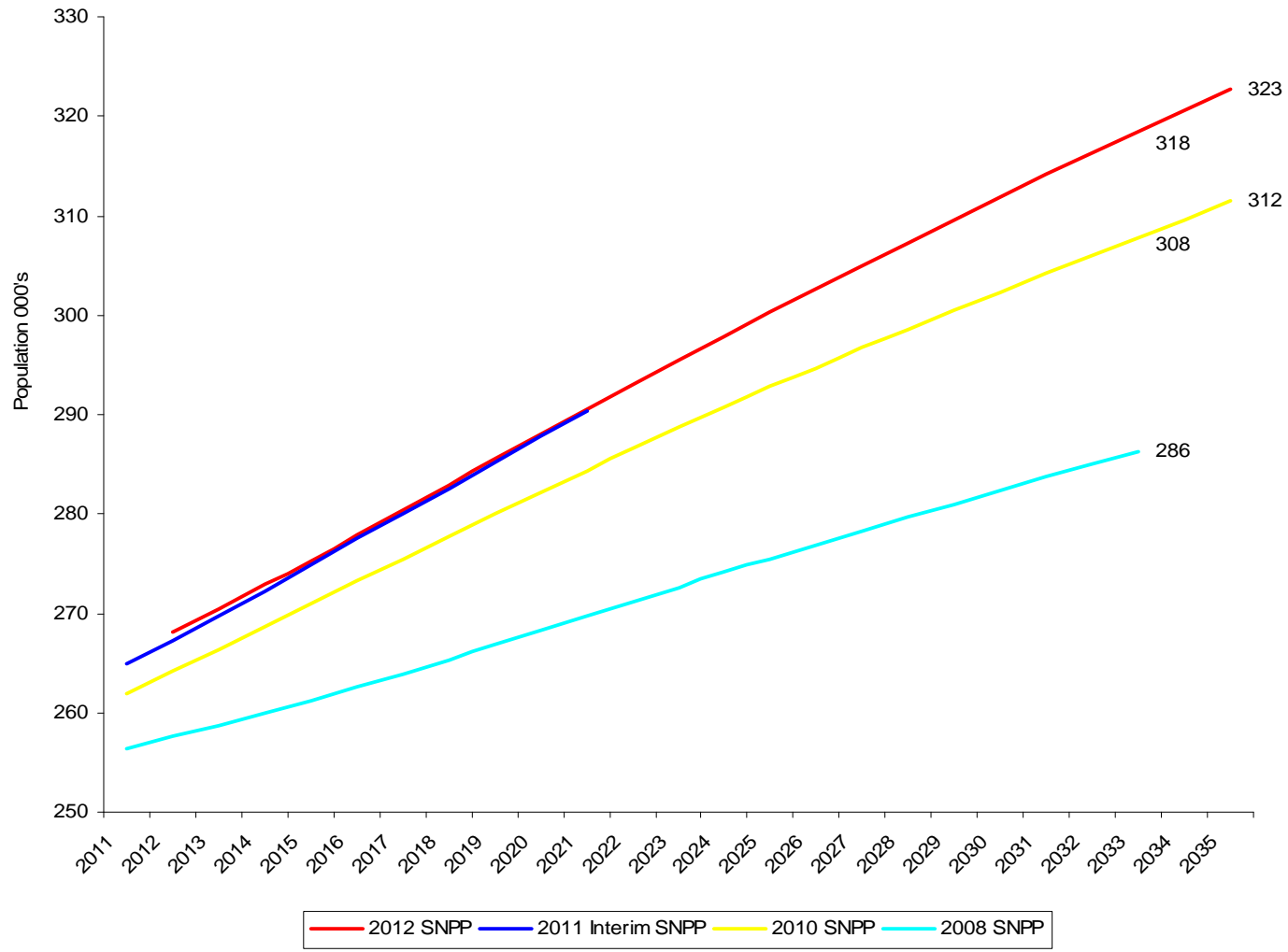
<http://www.medway.gov.uk/pdf/Housing%20Position%20Statement.pdf> It covers the new Local Plan period running from 2011-2035.

NB the data is rebased so previous surpluses and deficits are wiped out. New figures are introduced based on the latest available information. This data must be robust so using known sources like the Census and DCLG projections is essential. For Medway the previous annual housing target of 815 is superseded by the updated figure of 1000 dwellings per annum. This higher figure is based on the latest population projection which shows a larger population increase than the previous series.

Breakdown of 5 year supply

Large	3672
Small	290
Allocated	219
SLAA	1769
Windfall	714
Student Housing	24
TOTAL	6688

Medway population projections - 2008 to 2012 series comparisons (000's)



Small Sites 2014		1	2	3	4	5		6	7	8	9	10		11	12	13	14	15			
H_SiteRef	SiteAddress	2014/ 15	2015/ 16	2016/ 17	2017/ 18	2018/ 19	1-5 years	2019/ 20	2020/2 1	2021/ 22	2022/2 3	2023/2 4	6-10 years	2024/2 5	2025/26	2026/27	2027/28	2028/29	11-15 years	15 years+	Total
SMC1832	Fronting Palmerston Road R/O 18 Park Crescent Chatham	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
SMC1849	Land adjacent 2 Rushdean Road Strood	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1850	Land fronting Preston Avenue 60 Allison Avenue Darland	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1855	Land rear of 1 Frindsbury Road Fronting Wykeham Street Strood	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
SMC1865	Coach House Court lodge Farm The Street Stoke	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1866	7a Cottall Avenue Chatham	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1872	153 Maidstone Road Chatham	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1875	Land adjacent to 41 Springvale Rainham	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1893	Land adjacent to 19 Crest Road Rochester	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1894	Bloors Farm 538 Lower Rainham Road Rainham	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1899	Meresborough Barn Meresborough Road Rainham	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1900	Harbour View Sir Evelyn Road Borstal	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1901	7 Laurel Road Gillingham	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1902	Rear of 73a London Road Rainham	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1904	Land adjacent 5 Montgomery Avenue Chatham	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
SMC1905	Land between 47 & 51 Rochester Road Halling	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1909	1 Rowland Avenue Darland	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1944	The Black House Lower Rainham Road Rainham	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1945	Land adjacent 15 Westerham Close Twydall	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1949	Land at Chegwell Drive Walderslade	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC0458	Site at the Old Pattern Store Burns Road GILLINGHAM	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
SMC0710	1A Ross Street Rochester	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
SMC0737	42 Tadburn Green Chatham	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC0824	Junction of Chapel Road, adjacent to 1 Grayne Avenue Grain	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
SMC1158	146 High Street ROCHESTER	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1203	52 Christmas Lane High Halstow	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
SMC1257	7 Featherby Cottages Dial Road Gillingham	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1329	Land rear of 101 Berengrave Lane Rainham	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1338	289 Dale Street CHATHAM	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
SMC1418	Land adjacent to 20 Cross Street Gillingham	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
SMC1451	98 Princes Avenue Walderslade	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1488	Rest Haven Green Lane Grain	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1494	159 Wigmore Road Wigmore	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1500	Garages adjacent to Hastings Arms Lower Rainham Road Rainham	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
SMC1516	Land off rear of 2 Clover Bank View Walderslade	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1519	5 Osprey Avenue Gillingham	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
SMC1563	Rear of 43-44 & Croft Chalkpit Hill Chatham	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
SMC1568	Land adjacent to 68 St Leonards Avenue Chatham	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1

[illegible]

Small Sites 2014		1	2	3	4	5		6	7	8	9	10		11	12	13	14	15			
H_SiteRef	SiteAddress	2014/ 15	2015/ 16	2016/ 17	2017/ 18	2018/ 19	1-5 years	2019/ 20	2020/2 1	2021/ 22	2022/2 3	2023/2 4	6-10 years	2024/2 5	2025/26	2026/27	2027/28	2028/29	11-15 years	15years+	Total
SMC1847	Land rear of 11 Glebe Road Gillingham	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
SMC1848	36 The Spires Strood	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1851	223 Napier Road Gillingham	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1854	Garage block between 238-248 Dale Street Chatham	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
SMC1856	Beresford House 2 Beresford Road Gillingham	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
SMC1858	105 Balmoral Road Gillingham	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1862	72 Avery Way Allhallows	0	-1	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	-1
SMC1864	Orchard House Forge Lane High Halstow	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1871	118 High Street Strood	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1876	224-228 Nelson Road Gillingham	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1877	63 High Street CHATHAM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1878	24 Station Road Rainham	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1880	Fenn Farm Fenn Street St Mary Hoo	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1882	22 High Street CHATHAM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
SMC1883	The Boat House Elmhaven Marina Rochester Road Halling	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1884	Rear of 155 Barnsole Road Gillingham	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1892	113 Richmond Road Gillingham	0	0	-1	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	-1
SMC1895	Land adj 37 Salisbury Avenue Rainham	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1896	157 Brompton Farm Road Strood	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1897	Fronting Buttermere Close Rear of 140-144 Woodlands Road Gillingham	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1898	61 High Street Chatham	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
SMC1903	2 Swingate Avenue Cliffe	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1910	Rose Inn 1-3 Catherine Street Rochester	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1911	166 Edwin Road Rainham	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1912	Land South of 11 Buttermere Close Gillingham	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
SMC1913	Garage site adj 39 Tangmere Close Gillingham	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
SMC1915	152 High Street ROCHESTER	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1919	15 Main Road Hoo	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1921	Canopus 1 Hill Road Borstal	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1925	8 Glanville Road Strood	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1926	75 Louisville Avenue GILLINGHAM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1927	51 Wyles Street GILLINGHAM	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
SMC1929	46 Cromer Road Strood	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1931	Star Hill ROCHESTER	-1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SMC1932	59-61 High Street GILLINGHAM	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
SMC1935	4 Church Street CHATHAM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1938	Garage Site Fronting 1 & 2 Westerham Close Gillingham	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
SMC1939	285 Marlborough Road Gillingham	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1940	287 Marlborough Road Gillingham	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1941	289 Marlborough Road Gillingham	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1942	Garages off Romany Rd, RO Preston Way & Sturry Way 13-23 Romany Road Gillingham	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
SMC1943	Garage site land adjacent Dewdrop Public House Begonia Avenue Gillingham	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
SMC1954	The Archdeaonry The Precinct Rochester	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Small Sites 2014		1	2	3	4	5		6	7	8	9	10		11	12	13	14	15			
H_SiteRef	SiteAddress	2014/ 15	2015/ 16	2016/ 17	2017/ 18	2018/ 19	1-5 years	2019/ 20	2020/2 1	2021/ 22	2022/2 3	2023/2 4	6-10 years	2024/2 5	2025/26	2026/27	2027/28	2028/29	11-15 years	15years+	Total
SMC1955	Lant to rear of 81-85 Wayfield Road Chatham	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
SMC1956	Garrison Church Hall Maxwell Road Brompton	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SMC1958	264 High Street Chatham	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
		75	62	97	39	47	320	28	28	32	36	40	164	44	48	52	56	60	260	0	744

Large Sites 2014			1	2	3	4	5		6	7	8	9	10		11	12	13	14	15			
SLAA	H_SiteRef	SiteAddress	2014/ 15	2015 /16	2016 /17	2017 /18	2018/ 19	1-5 years	2019 /20	2020 /21	2021 /22	2022 /23	2023 /24	6-10 years	2024 /25	2025/ 26	2026 /27	2027 /28	2028/ 29	11-15 years	15years+	Total
	GL138	Melody Close Grain Road Wigmore	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
844	GL150	Amherst Hill Brompton	34	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	34
480	MC201	R/O 51-61 Downsview and adjacent to 54 and 61 Shanklin Close Chatham	2	12	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
488	MC262	Courtsole Farm Pond Hill Cliffe	14	2	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
141	MC284	Former Bishopcourt Kitchen Garden Love Lane Rochester	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
559	MC323	Land rear of 187/193 Princes Avenue Walderslade	0	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
914	MC325	Bridgeside Warwick Crescent Rochester	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
1097	MC370	Rear of 1-8 Featherby Cottages land fronting Danes Hill Gillingham	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
831	MC378	2-4 Balmoral Road Gillingham	0	0	0	0	0	0	7	0	0	0	0	0	7	0	0	0	0	0	0	7
516	ME342	Mercury Close, and adj to 62-72 Shorts Way Borstal	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
520	ME390	Hoo - North East Bells Lane Hoo	50	69	0	0	0	119	0	0	0	0	0	0	0	0	0	0	0	0	0	119
523	ME393	East of Wainscott Road Wainscott	33	49	0	0	0	82	0	0	0	0	0	0	0	0	0	0	0	0	0	82
472	GL073	Land at St Mary's Island Maritime Way Chatham Maritime	42	35	55	55	60	247	60	60	0	0	0	120	0	0	0	0	0	0	0	367
187	GL143	Station Road Rainham	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
493	MC035	7-13 New Road CHATHAM	0	14	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
915	MC149	5 Otway Terrace Chatham	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
537	MC150	22-26 Victoria Street ROCHESTER	0	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
511	MC153	Pier Road GILLINGHAM	71	50	50	50	50	271	50	50	50	40	0	190	0	0	0	0	0	0	0	461
544	MC161	77 Station Road Rainham	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
454	MC164	35 Avery Way Allhallows	0	0	0	0	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	12
456	MC186	Police Station Birling Avenue Rainham	23	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	23
484	MC190	R/O Victoria Street/High Street, Car Park The Terrace Rochester	0	0	0	0	0	0	19	0	0	0	0	19	0	0	0	0	0	0	0	19
470	MC196	Mid Kent College, Horsted Maidstone Road Chatham	23	40	40	50	50	203	50	20	0	0	0	70	0	0	0	0	0	0	0	273
248	MC209	3 Upper Luton Road Chatham	0	0	21	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	21
476	MC213	20 Old Road Chatham	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
531	MC225	39-41 High Street CHATHAM	40	0	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	40
1098	MC230	146 Canterbury Street GILLINGHAM	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
661	MC232	3 Old Road CHATHAM	0	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
541	MC233	174-176 Canterbury Street GILLINGHAM	17	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17
510	MC241	Rochester Police Station Cazeneuve Street Rochester	21	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	21

Large Sites 2014			1	2	3	4	5		6	7	8	9	10		11	12	13	14	15			
SLAA	H_SiteRef	SiteAddress	2014/ 15	2015 /16	2016 /17	2017 /18	2018/ 19	1-5 years	2019 /20	2020 /21	2021 /22	2022 /23	2023 /24	6-10 years	2024 /25	2025/ 26	2026 /27	2027 /28	2028/ 29	11-15 years	15years+	Total
471	MC248	Former Bar Intermission P H 124 Pier Road Gillingham	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
673	MC254	Rear of 5 New Road Chatham	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
899	MC273	208-214 Windmill Road Gillingham	0	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
897	MC275	Garage Block, adjacent 3 Witham Way Strood	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
889	MC289	Rock Working Mens Club 2 Rock Avenue Gillingham	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
682	MC293	Land between Sunlight Centre & 109 Richmond Road Gillingham	0	10	10	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	20
352	MC307	Former Cement Works Formby Road Halling	83	89	90	89	0	351	0	0	0	0	0	0	0	0	0	0	0	0	0	351
981	MC326	143-145 Canterbury Street GILLINGHAM	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
956	MC327	Shipwrights Arms 44-45 Hills Terrace Chatham	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
963	MC335	102 High Street CHATHAM	12	16	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	28
826	MC336	Former Dairy Site 111-113 Nelson Road Gillingham	16	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
987	MC338	82-84 King Street Rochester	24	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	24
843	MC346	Charles Street Strood	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
983	MC347	Chatham Waterfront Adjacent to Staples Medway Street Chatham	0	0	0	0	80	80	0	0	0	0	0	0	0	0	0	0	0	0	0	80
984	MC348	Chatham Waterfront adjacent to Bus Station Medway Street Chatham	0	0	0	0	31	31	0	0	0	0	0	0	0	0	0	0	0	0	0	31
1099	MC354	51 Cuxton Road Strood	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
746	MC356	Former Earl Estate Community Centre 103 Albatross Avenue Strood	0	18	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18
1039	MC359	Station Road Strood	0	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	20
1040	MC361	Between 50-52 Station Road Strood	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
530	MC362	389 High Street CHATHAM	0	0	0	21	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	21
1041	MC363	9 The Brook CHATHAM	0	14	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
727	MC365	Brompton Farm Brompton Farm Road Wainscott	0	16	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
824	MC366	Land at Chatham Docks Pier Road Gillingham	0	48	125	125	125	423	125	125	125	152	0	527	0	0	0	0	0	0	0	950
1018	MC367	Rear of 26-36 Napier Road Gillingham	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
704	MC368	Land at Carpeaux Close Chatham	25	12	0	0	0	37	0	0	0	0	0	0	0	0	0	0	0	0	1	38
1100	MC369	Greatfield Lodge Darnley Road Strood	0	0	0	0	0	0	21	0	0	0	0	21	0	0	0	0	0	0	0	21
632	MC371	Colonial Mutual House Quayside Chatham Maritime	0	0	50	60	50	160	0	0	0	0	0	0	0	0	0	0	0	0	0	160
1101	MC377	Wayne Court Miller Way Wainscott	-3	-3	0	0	0	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	-6

Taken from latest CFS

Large Sites 2014			1	2	3	4	5		6	7	8	9	10		11	12	13	14	15			
SLAA	H_SiteRef	SiteAddress	2014/ 15	2015 /16	2016 /17	2017 /18	2018/ 19	1-5 years	2019 /20	2020 /21	2021 /22	2022 /23	2023 /24	6-10 years	2024 /25	2025/ 26	2026 /27	2027 /28	2028/ 29	11-15 years	15years+	Total
1102	MC379	202-204 Station Road Rainham	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
547	MC380	85 Church Street GILLINGHAM	0	14	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
808	MC384	Queens Court Chichester Close Rainham	-2	8	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
515	ME293	Rochester Riverside Corporation Street Rochester	0	79	100	150	150	479	150	150	121	100	100	621	100	100	100	0	0	300	0	1400
757	ME383	Cross Street Chatham	0	0	0	59	59	118	0	0	0	0	0	0	0	0	0	0	0	0	0	118
524	ME403	Southern Water Site Capstone Road Chatham	0	0	19	50	0	69	0	0	0	0	0	0	0	0	0	0	0	0	0	69
685	ME413	Strood Waterfront Action Area Temple Marsh Roman Way/Knight Road Strood	0	0	100	150	150	400	125	95	0	0	0	220	0	0	0	0	0	0	0	620
514	MC372	Sandacres Upnor Road, Upnor	0	17	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17
875	MC376	Jeffrey Street, Gillingham	0	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
			560	636	758	900	848	3672	631	514	312	310	120	1807	122	124	126	28	30	300	18	5797

Taken from latest CFS

Allocations 2014		1	2	3	4	5		6	7	8	9	10		11	12	13	14	15			
HLS/SLAA Ref	SiteAddress	2014/15	2015/16	2016/17	2017/18	2018/19	1-5 years	2019/20	2020/21	2021/22	2022/23	2023/24	6-10 years	2024/25	2025/26	2026/27	2027/28	2028/29	11-15 years	16+	Total
ME004/0410	West of Vixen Close Lordswood	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	15
GL135/0219	Borough Road Gillingham	0	0	0	9	6	15	0	0	0	0	0	0	0	0	0	0	10	10	0	25
GL159/0003	89 Ingram Road Gillingham	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	5
GL181/0013	Medway House 277 Gillingham Road Gillingham	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	12
MC005/0213	352-356 Luton Road CHATHAM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	22
ME254/0090	Strood Riverside North Canal Road Strood	0	0	52	52	0	104	0	0	0	0	0	0	0	0	0	0	0	0	0	104
ME375/0090	Commissioners Road Strood	0	0	50	50	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	100
ME386/0100	328-338 and 342-344 High Street Rochester	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	15	0	15
ME407/0102	Gray's Garage High Street Chatham	0	0	0	0	0	0	0	28	0	0	0	28	0	0	0	0	0	0	0	28
ME410/0598	Cooks Wharf Off High Street Rochester	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	18	0	18
GL152/0164	East of Gillingham Golf Course Broadway GILLINGHAM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
	Total	0	0	102	111	6	219	0	28	17	0	0	45	0	0	0	0	43	43	45	352

SLAA Sites 2014				1	2	3	4	5		6	7	8	9	10		11	12	13	14	15		16+	
Site Ref	Site Name	Site Source	Mixed Use	2014/15	2015/16	2016/17	2017/18	2018/19	1-5 years	2019/20	2020/21	2021/22	2022/23	2023/24	6-10 years	2024/25	2025/26	2026/27	2027/28	2028/29	11-15 years	2029 +	Site Total
0033	RSME Kitchener Barracks, Brompton	Withdrawn H&MU DPD	No	0	48	100	100	100	348	0	0	0	0	0	0	0	0	0	0	0	0	0	348
0050	Lodge Hill (Chattenden) Ministry of Defence Estate	Medway Local Plan 2003	Yes	0	0	350	325	325	1000	325	325	325	325	325	1625	325	325	325	325	325	1625	750	5000
0090	Strood Riverside, Canal Road	MLP 2003 Allocation	Yes	0	0	0	100	100	200	100	92	0	0	0	192	0	0	0	0	0	0	0	392
0100	320 - 344 High Street inc. 42 New Road, Rochester	MLP 2003 Allocation	No	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	51	0	51
0102	1-35 High Street, Chatham (Grays Garage)	MLP 2003 Allocation	Yes	0	0	0	0	0	0	0	26	0	0	0	26	0	0	0	0	0	0	0	26
0137	Civic Centre Strood	Urban Capacity Study	Yes	0	0	0	0	0	0	78	80	80	80	80	398	0	0	0	0	0	0	0	398
0144	St Bartholomews Hospital, New Road, Rochester	Urban Capacity	No	0	0	0	0	0	0	0	0	0	50	58	108	0	0	0	0	0	0	0	108
0249	Sorting Office, The Paddock, Chatham	Urban Capacity	Yes	0	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	25
0448	Garages off Tobruk Way/Burma Way, Chatham	Urban Capacity	No	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	7
0467	38 London Road Strood	Planning Permission	No	0	0	0	0	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	10
0486	Safety Bay House Warwick Crescent Borstal Rochester	Planning Permission	No	0	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	14	23
0502	32-34 Roosevelt Avenue Chatham	Planning Permission	No	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0534	33 Richard Street CHATHAM	Planning Permission	Yes	0	0	0	0	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	9
0551	308 Luton Road Luton	Planning Permission	Yes	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	5

SLAA Sites 2014				1	2	3	4	5		6	7	8	9	10		11	12	13	14	15		16+	
Site Ref	Site Name	Site Source	Mixed Use	2014/15	2015/16	2016/17	2017/18	2018/19	1-5 years	2019/20	2020/21	2021/22	2022/23	2023/24	6-10 years	2024/25	2025/26	2026/27	2027/28	2028/29	11-15 years	2029 +	Site Total
0561	284-286 High Street Chatham	Planning Permission	No	0	0	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	10
0598	R/O 329 - 337 (Featherstones) High St ROCHESTER	MLP 2003 Allocation/Call	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102	0	102	0	102
0669	39-41 Mills Terrace, Chatham	Planning Permission	No	0	0	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	8
0680	Between 142 & 152 Luton Road, Chatham	Planning Permission	No	0	0	0	0	0	0	0	0	0	0	16	16	0	0	0	0	0	0	0	16
0684	109 Frindsbury Road, Strood	Planning Permission	No	0	0	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	0	0	11
0700	Ex Service Stn, adj 86 Corporation Street, Roch	NLUD	No	0	0	29	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	29
0702	Former Tug & Shovel, North Street, Strood	NLUD, then application	No	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0703	31-39 Duncan Road, Gillingham	NLUD	No	0	0	0	0	0	0	0	0	0	0	15	15	0	0	0	0	0	0	0	15
0708	Land rear of former St Matthews School, Borstal	Call for sites	Yes	0	18	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18
0726	1-21 St Clements House, Corporation Street	Call for sites	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0728	10-40 Corporation Street, Rochester	Call for sites	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0731	46-86 Corporation Street, Rochester	Call for sites	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0740	Communal areas, John Street, Rochester	Call for sites	No	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	5
0741	Pattens Place, Rochester	Call for sites	No	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	6

SLAA Sites 2014				1	2	3	4	5		6	7	8	9	10		11	12	13	14	15		16+	
Site Ref	Site Name	Site Source	Mixed Use	2014/15	2015/16	2016/17	2017/18	2018/19	1-5 years	2019/20	2020/21	2021/22	2022/23	2023/24	6-10 years	2024/25	2025/26	2026/27	2027/28	2028/29	11-15 years	2029 +	Site Total
0745	Land between 104-106 Poplar Road, Strood	Call for sites	No	0	0	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	6
0755	Former Police Station, Chatham	Call for Sites	Yes	0	0	0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	0	0	40
0756	Pentagon, Chatham	Call for Sites	Yes	0	0	0	0	0	0	0	0	0	0	29	29	0	0	0	0	0	0	0	29
0758	Sir John Hawkins Car Park, Chatham	Call for Sites	Yes	0	0	0	0	0	0	0	0	120	0	0	120	0	0	0	0	0	0	0	120
0759	Whiffens Avenue Car Park, Chatham	Call for Sites	No	0	0	0	0	0	0	0	0	0	70	0	70	0	0	0	0	0	0	0	70
0760	Tesco, The Brook, Chatham	Call for Sites	Yes	0	0	0	0	0	0	0	0	0	0	0	0	60	0	0	0	0	0	0	60
0764	Land at Holy Trinity Church, Twydall Lane, Twydall	Call for Sites	No	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	7
0765	St Lukes Church, Sidney Road, Gillingham	Call for Sites	No	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	15
0806	Land at rear of 212 High Street, Chatham	Call for sites	No	0	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
0816	Meeting Hall, Queens Road, Gillingham	Call for Sites	No	0	5	0	0	0	5	5	0	0	0	0	5	0	0	0	0	0	0	0	10
0818	J7, Chatham Maritime	Call for sites	Yes	0	0	0	0	40	40	35	0	0	0	0	35	0	0	0	0	0	0	0	75
0820	Interface Land, Chatham Maritime	Call for sites	Yes	0	0	0	0	0	0	105	105	105	105	105	525	0	0	0	0	0	0	0	525
0822	Land at Robins and Day (Peugeot), High St, Rochester	Call for sites	Yes	0	0	0	0	42	42	42	0	0	0	0	42	0	0	0	0	0	0	0	84
0834	1 Batchelor Street, off the Brook, Chatham	Call for sites	Yes	0	0	0	0	0	0	0	0	0	0	20	20	30	0	0	0	0	30	0	50
0855	230, High Street, Rochester	Development Brief	No	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14
0856	240, High Street, Rochester	Development Brief	No	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14
0857	The Brook (r/o High St and Batchelor St) Chatham	Development Brief	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	35

SLAA Sites 2014				1	2	3	4	5		6	7	8	9	10		11	12	13	14	15		16+	
Site Ref	Site Name	Site Source	Mixed Use	2014/15	2015/16	2016/17	2017/18	2018/19	1-5 years	2019/20	2020/21	2021/22	2022/23	2023/24	6-10 years	2024/25	2025/26	2026/27	2027/28	2028/29	11-15 years	2029 +	Site Total
0858	Eldon St, Carpeaux Close and Hards Town, Chatham	Development Brief	No	0	0	0	8	7	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
0861	141-151 New Road and land at Union Street, Chatham	Development Brief	No	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	18	0	18
0863	11-47 Cross Street, Chatham	Development Brief	No	0	0	0	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
0864	King Street, Chatham	Development Brief	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0865	2-8 King Street and 1-11 Queen Street, Chatham	Development Brief	Yes	0	0	0	0	0	0	0	0	0	0	0	0	108	0	0	0	0	108	0	108
0866	55-105a The Brook & 1, 5, 11 & 13 King St, Chatham	Development Brief	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	50
0867	2-14 Railway Street & 142-146 High Street, Chatham	Development Brief	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	51
0869	Wickes, New Cut, Chatham	Development brief	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126	126
0871	Chatham Railway Station	Development Brief	No	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	279	279
0872	West of Maidstone Road, adj Chatham Rail Station	Development brief	No	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	173	173
0873	Rear of 47 High Street/Britton Street, Gillingham	Development Framework	No	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0875	Retail Core(High St,Jeffrey St,King St) Gillingham	Development Framework	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	50	41	0	0	91	0	91
0878	208 Canterbury Street, Gillingham	Planning Permission	No	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	5
0880	R/O 73,75-77 High Street, Rochester	Application	No	0	0	0	0	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	7
0886	3-7 Mill Road, Gillingham	Application	No	0	0	0	0	0	0	0	17	0	0	0	17	0	0	0	0	0	0	0	17
0895	154-158 Walderslade Road, Chatham	Application	No	0	0	0	0	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	9

SLAA Sites 2014				1	2	3	4	5		6	7	8	9	10		11	12	13	14	15		16+	
Site Ref	Site Name	Site Source	Mixed Use	2014/15	2015/16	2016/17	2017/18	2018/19	1-5 years	2019/20	2020/21	2021/22	2022/23	2023/24	6-10 years	2024/25	2025/26	2026/27	2027/28	2028/29	11-15 years	2029 +	Site Total
0900	Coal Yard 8 Westcourt Street Brompton	Planning Permission	No	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	0	6
0901	266-268 Chatham Hill, Chatham	Application	No	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	6
0462	9 Cross Street, Chatham	Application	No	0	0	0	0	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	10
0959	Garages rear of Charles Street Chatham	Application	No	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	5
		Total		4	79	515	565	666	1769	769	698	722	677	718	3424	573	423	418	483	454	2091	1506	8790

All windfalls			
Year	Large Sites	Small Sites	Total all
2004/05	200	113	313
2005/06	287	127	414
2006/07	240	144	384
2007/08	237	122	359
2008/09	399	111	510
2009/10	345	88	433
2010/11	327	101	428
2011/12	514	58	572
2012/13	263	76	339
2013/14	305	61	366
10 year average	312	100	412

Average windfall of past 10 years allowed for in years 3-5 only, as per advice from Counsel.

Counsel also advised that windfalls from garden areas should also not be included in windfall calculations, hence following table.

Windfalls not including garden areas or those previously identified in SLAA, Urban Capacity Study or HMU etc...			
Year	Large Sites not incl gardens	Small Sites not including gardens	Total all
2004/05	164	91	255
2005/06	211	100	311
2006/07	196	94	290
2007/08	46	95	141
2008/09	184	74	258
2009/10	244	63	307
2010/11	171	89	260
2011/12	149	42	191
2012/13	141	59	200
2013/14	127	39	166
10 year average	163	75	238

Yr1	Yr2	Yr3	Yr4	Yr5	Total over 5 years
2014/15	2015/16	2016/17	2017/18	2018/19	
0	0	238	238	238	714

Student Accommodation Sites Completions

H_SiteRef	SiteAddress	Number of Bedrooms	Completions to date			Future Phasing															
			2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029+
MC20082018	69-71 City Way Rochester	2 Beds		1																	
MC110768	Victory Pier Pier Road, Gillingham	502 Beds			126																
MC111051	Adj 1-30 St Marks House, Saxcton Street, Gillingham	28 Beds			7																
MC130674	Adult Education Centre and 46 Green Street Gillingham	97 Beds				24															
		Total	0	1	133	24															

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