

CABINET

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THE INTERFACE LAND DEVELOPMENT FRAMEWORK

Portfolio Holder: Councillor Jane Chitty, Strategic Development and Economic Growth

Report from: Robin Cooper, Director of Regeneration, Community and Culture

Author: Brian McCutcheon, Local and Regional Planning Manager
Carly Stoddart, Senior Planner

Summary

This report provides an update on the preparation of a Supplementary Planning Document (SPD) for the Interface Land, Chatham Maritime. A four-week programme of public consultation on the development framework for the Interface Lands area of Chatham Historic Dockyard has now been completed and the results are set out in this report with approval being sought to adopt the revised development framework.

1. Budget and Policy Framework

- 1.1 The costs of preparing the development framework and the consultation have been met by Chatham Historic Dockyard Trust (CHDT), the South East England Development Agency (SEEDA) and the Council's existing budget. The development framework will be a supplementary planning document prepared in conformity with the provisions of the Planning and Compulsory Purchase Act 2004. Therefore, this is a matter for Cabinet.
- 1.2 The development framework contributes towards achieving the targets relating to three Local Area Agreements (LAA) indicators – the target for new homes, supported by appropriate infrastructure, the delivery of affordable and student housing and access to services and facilities by walking, cycling and public transport.

2. Background

- 2.1 The closure of Chatham Naval Base, Chatham in 1984 left an area in excess of 400 acres (162 hectares) of largely unoccupied buildings, land and water. The Interface Lands form the last major undeveloped site in the former Naval Base. The site is identified in the 2004 Medway Waterfront Renaissance

Strategy as, *'presenting an opportunity for a stunning mixed development that complements rather than competes'*.

- 2.2 The site straddles the boundary of Chatham Historic Dockyard and Chatham Maritime. Both Local Plan Policies S8 and S9 promote high quality design with Policy S9 stating *'the standard of urban design must be of the highest order'*. It is therefore established Council policy and has community support.
- 2.3 The Medway Local Plan allocation (Policy S9) states that a framework to guide development will be prepared jointly with Chatham Historic Dockyard Trust. This development framework will ensure that the site is developed in a manner that complements the existing Historic Dockyard and is of a design appropriate to its sensitive historic setting.
- 2.4 The site is owned partly by SEEDA and partly by Chatham Historic Dockyard Trust.

3. Options

- 3.1 The draft development framework has already been out to public consultation. It has generally been positively received and it is considered to provide a practical way forward in guiding developers and investors in relation to development proposals within the area.
- 3.2 Adoption will help to 'de-risk' the site by providing landowners and developer(s) with greater certainty as to what is expected by the Local Planning Authority. The alternative of not adopting the development framework would lead to a lack of clarity regarding the future of the Interface Lands and its development potential.

4. Advice and analysis

- 4.1 The development framework establishes guidance to:
 - Promote development appropriate to the scale, and character of the historic environment;
 - Promote development that reconnects the original Naval Base and Dockyard whilst preserving the Historic Dockyard's secure boundary;
 - Maintain and enhance existing vehicular and pedestrian routes;
 - Create a sense of arrival at the Historic Dockyard; and
 - Create a mix of uses to enhance and sustain Chatham Maritime/Historic Dockyard destination.
- 4.2 It achieves this by setting clear limits to the extent of the developable area of the site, including parameters that control the height of development. The development framework includes provision for public realm improvements and a street network that will encourage walking, as well as providing platforms for social interaction and facilitate the safe integration of pedestrians, cyclists and cars.
- 4.3 The development framework also takes into account environmental and heritage constraints such as flood risk, ecology and archaeology. The emphasis on design and creating an inclusive community aims to ensure that

this is a development of enduring quality and is therefore inherently sustainable.

- 4.4 To ensure longevity, the development framework has been developed to avoid designating sites for single or restricted uses. Instead the document plans and facilitates a supply of land which can cater for residential, business and employment needs but is flexible enough to be responsive to a changing economy or new business requirements.
- 4.5 The proposals build successfully on the Medway Waterfront Renaissance Strategy 2004. Developing the site is likely to take a number of years and the site's different character areas are likely to face different regeneration issues and challenges. With this in mind, the development framework will include a requirement for a comprehensive, detailed phasing strategy and implementation plan.
- 4.6 The development of the Interface Land is a considerable challenge but the site also offers enormous potential and the development framework reflects this.
- 4.7 A Diversity Impact Assessment is set out in **Appendix 3** to the report. The outcome was that the development framework does not require a full Diversity Impact Assessment.

5. Risk management

Risk	Description	Action to avoid or mitigate risk
Chatham World Heritage bid.	<p>The site lies within the core area of the proposed Chatham World Heritage site and its development has the potential to harm the setting of the Historic Dockyard and its defences including all of its scheduled ancient monuments and listed buildings.</p> <p>The UNESCO World Heritage Committee would not look favourably upon a bid where permission has been granted for development that may damage the Outstanding Universal Value of the potential World Heritage site.</p> <p>This risk will be triggered by publication of a development framework, which to pays insufficient regard to the possible impact of development. A possible consequence is weakening of the bid.</p> <p>This risk is rated D-2</p>	<p>The development framework has been developed in collaboration with English Heritage, the World Heritage Site Steering Group and the Chatham Historic Dockyard Trust. English Heritage has had significant involvement endorsing the development framework approach and influencing the content of document in relation to the heritage assets.</p> <p>The development framework makes provision for the retention and protection of archaeological features of national importance as well as the setting of existing scheduled ancient monuments and listed buildings.</p>
Failure to progress	<p>Would lead to uncertainty in development decisions and failure to attract investment/development.</p> <p>This risk is rated E-2</p>	<p>Strong support from the Council, Chatham Historic Dockyard Trust, SEEDA, the World Heritage Site Steering Group and the local community will provide investor/developer confidence.</p>

6. Consultation

- 6.1 The consultation exercise on the development framework complied with the Local Development Framework Statement of Community Involvement. Collaborative work and involvement with key stakeholders, including English Heritage, SEEDA and Chatham Historic Dockyard Trust. The consultation statement (**Appendix 4**) gives all the details of the consultation process. The consultation involved:

- Press release to local newspapers, radio and TV
- Press release on websites – CHDT, SEEDA and Medway Council websites
- Advertisement on site
- Public Exhibition on 19 August 2010 and 6 September 2010
- Presentation to the World Heritage Group on 8 September 2010
- Letters and leaflets residents and other occupiers within the dockyard and to:
 - St. Mary's Island Residents Association;
 - Brompton Residents Association;
 - Upnor Residents Association;
 - Defence Estates;
 - Chatham Maritime Trust;
 - Peel Holdings;
 - Medway Tourism Association;
 - Fort Amherst Trust;
 - Disability Groups;
 - Medway Youth Parliament

6.2 Details of responses to the consultation are set out in **Appendix 1**, along with the response to them. The development framework has been changed to successfully address the concerns raised while still taking forward the objectives of the development framework.

6.3 The changes to the SPD included:

- Providing further clarity in relation to what is considered appropriate in terms of the height and massing of buildings adjacent to Covered Slip Number 7
- Revising the wording of the land use section to be clear that there should not be an over domination of one use and that a mix of uses is expected
- Making comment on the potential for Universities at Medway to locate within the site
- Including wording to set out the purpose of an implementation plan and phasing strategy

6.4 Given the positive response to the wider consultation it is considered that the development framework should be adopted.

7. Regeneration, Community and Culture Overview and Scrutiny Committee – 29 September 2010

7.1 The Regeneration, Community and Culture Overview and Scrutiny Committee considered this report on 29 September 2010.

7.2 Members were advised of the consultation process and that no major changes to the development framework were suggested. The main issues that arose as a result of the consultation and that will be subject to minor changes within the SPD are:

- Mix of uses – avoid over domination of one particular use;
- Building heights within the waterfront area;

- Security and access to existing residential and tenanted locations of the Dockyard; and
- Phasing of future development.

7.3 Members welcomed the idea of using covered slips numbers 5 and 6 for car parking and asked why covered slip number 7 was not included in the Development Framework. Officers advised that this was by far the largest covered slipway and it had a viable future whereas the other covered slipways had been problematic to find a suitable use for. Members also checked that the Lower Boat House was still restricted by heritage controls.

7.4 The Committee recommended that Cabinet should adopt the development framework as a Supplementary Planning Document.

8. Financial and legal implications

8.1 If adopted the development framework will become a supplementary planning document prepared in conformity with 'saved' Medway Local Plan Policies S8 and S9 and in accordance with the provisions of the Planning and Compulsory Purchase Act 2004. As an adopted supplementary planning document the development framework will carry considerable weight in the determination of future planning applications.

8.2 In order to be adopted as a supplementary planning document the preparation of and consultation of the development framework must be in accordance with the Town & Country Planning (Local Development) (England) Regulations 2004 (as amended).

8.3 The costs of preparing the development framework and the consultation have been met by Chatham Historic Dockyard Trust with the assistance of SEEDA and the Council's existing budget.

9. Recommendation

9.1 It is recommended that The Interface Lands Development Framework be adopted as a supplementary planning document.

10. Suggested reasons for decision

10.1 To ensure there is an up-to-date planning framework for this important part of Chatham Historic Dockyard that will guide investment and planning decisions.

Lead officer contact

Carly Stoddart, Senior Planner, Gun Wharf Level 3, 01634 331604,
carly.stoddart@medway.gov.uk

Brian McCutcheon, Local and Regional Planning Manager, Gun Wharf Level 3,
 01634 331149, brian.mccutcheon@medway.gov.uk

Background papers

Medway Local Plan 2003

Local Development Framework Statement of Community Involvement

Appendices

Appendix 1 – Consultation Responses

Appendix 2 – Development Framework

Appendix 3 - Diversity Impact Assessment: Screening Form

Appendix 4 – Consultation Statement