

Cabinet – Supplementary agenda No.1

A meeting of the Cabinet will be held on:

Date: 18 December 2018

Time: 3.00pm

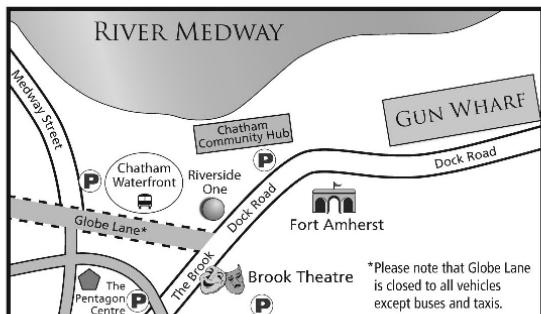
Venue: Meeting Room 2 - Level 3, Gun Wharf, Dock Road, Chatham ME4 4TR

Items

5. Local Plan Update Report	(Pages 3 - 294)
Please find attached Appendices 1-9 to the report.	
12. Local Plan: Authority Monitoring Report	(Pages 295 - 406)
Please find attached Appendices 1-2 to the report.	

For further information please contact Wayne Hemingway/Jade Milnes, Democratic Services Officers on Telephone: 01634 332509/332008 or Email: democratic.services@medway.gov.uk

Date: 10 December 2018



This agenda and reports are available on our website
www.medway.gov.uk

A summary of this information can be made available in other formats from **01634 333333**

If you have any questions about this meeting and you want to speak to someone in your own language please ring **01634 335577**

বাংলা 331780	ગુજરાતી 331782	ਪੰਜਾਬੀ 331784	કુર્ડ 331841	اردو 331785	Русский 332374
中文 331781	हिन्दी 331783	Polski 332373	ଓଡ଼ିଆ 331786	فارسی 331840	Lietuviškai 332372

APPENDIX 1

**Medway
Local Development Scheme
2019 - 2022**

December 2018



Medway Local Development Scheme 2019 - 2022

December 2018

Contents

- 1. Introduction**
- 2. Update to Local Development Scheme**
- 3. Neighbourhood Plans and other policy documents**
- 4. Resources and project management**
- 5. Contact information**

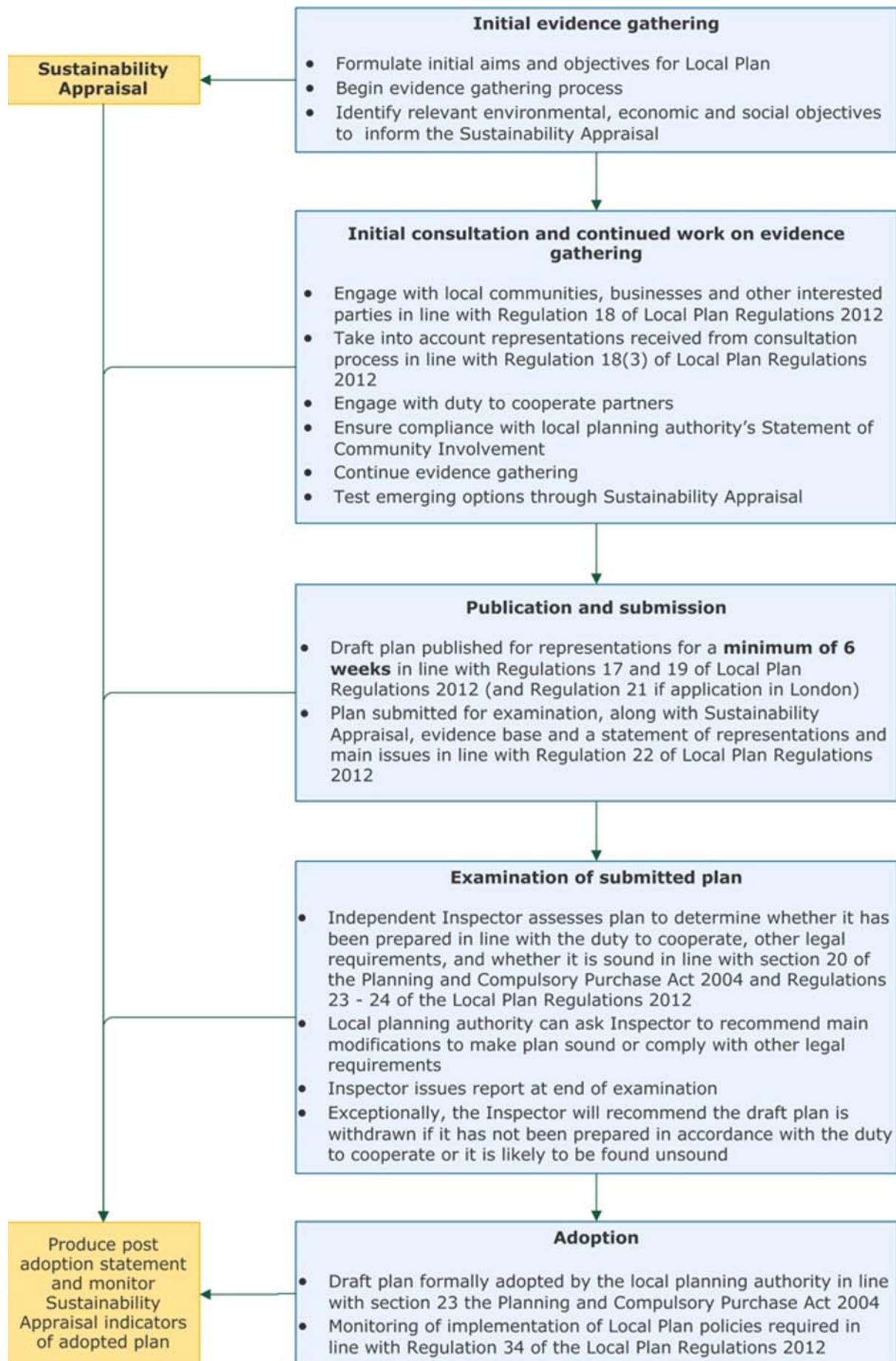
1. Introduction

- 1.1 This Local Development Scheme provides an updated programme for the production of a new local plan that will provide the basis for development policy in Medway. The scheme covers the period from 2019 to 2022, and updates the Medway Local Development Scheme published in January 2018. The council has produced a revised Local Development Scheme to reflect the current position in the plan making process.
- 1.2 The Planning and Compulsory Purchase Act 2004, as amended, requires local planning authorities to prepare, maintain and publish a Local Development Scheme (LDS). The first Medway Local Development Scheme was published in April 2005, and the council has periodically reviewed the scheme to ensure its accuracy and that it aligns to the current legislative and local context. The LDS provides public information on the process and timetable for the preparation and review of local development documents, and is used by the council to help plan resources and workstreams. It allows the community and stakeholders to find out about the council's intentions for the planning of Medway, and when they can participate in the plan making process.
- 1.3 The National Planning Policy Framework was revised in July 2018, and has reiterated the role of development plans to manage growth. Local planning authorities have a statutory duty to prepare and update local plans for their area. The government has provided further details on its expectations for plan-making in Planning Practice Guidance. The Secretary of State has extended powers to intervene in plan making where progress is unsatisfactory, and has taken up this power where he considered that planning authorities had not made sufficient progress.
- 1.4 The current development plan for Medway is made up of the saved policies from the Medway Local Plan adopted in 2003, together with some earlier saved policies specific to waste and minerals. Details of the saved policies that form the development plan are set out on the council's website at:

https://www.medway.gov.uk/info/200149/planning_policy/146/current_planning_policies/2
- 1.5 Medway Council is aware of its ageing Local Plan and is working towards the publication of its draft plan to provide an updated development strategy and policy framework to manage Medway's sustainable growth. The council has been engaging with the Ministry of

Housing, Communities and Local Government, and the Planning Advisory Service, to provide updates on the preparation of the Medway Local Plan, and demonstrate that the council is committed to positively planning for the development needs of the area.

- 1.6 The council has carried out three rounds of formal consultation at 'Regulation 18' stage. The council undertook an initial Regulation 18 'Issues and Options' consultation in early 2016. A further consultation stage on 'Development Options' was held in 2017. Representations made at the Development Options consultation stage requested that the council explicitly consider a development option that did not include reference to development on land at Lodge Hill, Chattenden. This would provide greater clarity in assessing the potential impact of development on a designated Site of Special Scientific Interest. Therefore the council provided a further opportunity to make representations, through a Regulation 18 consultation on a Development Strategy document in 2018.
- 1.7 The preparation of the new local plan has involved collating an evidence base including identification of development needs, infrastructure capacity and needs, transport and sustainability assessments and land availability. The council has also carried out assessments of the Green Belt within the borough, and drafted a strategy for the management of Medway's heritage. The council recognises the government's intention for local planning authorities to use its Standard Method for calculating Local Housing Need, and we will update our evidence base. Details of the evidence base produced for the new local plan are published on the council's website at:
https://www.medway.gov.uk/info/200149/planning_policy/519/future_medway_local_plan/2
- 1.8 The Council will meet the requirements of sustainability appraisal throughout the plan preparation process, carrying out iterative appraisals of the sustainability of the options, proposals and draft policies in the emerging Local Plan and prepare reports setting out the findings. This will be carried out at the key stages of plan preparation. The Council will consult on the Sustainability Appraisals in line with its Statement of Community Involvement. The recommendations from the Sustainability Appraisals will be addressed in the emerging Local Plan.
- 1.9 The process for the preparation of local plans is set out in the diagram below, provided in Planning Practice Guidance.



2. Update to Local Development Scheme

- 2.1 The Council's work on the new Medway Local Plan is the focus of this Local Development Scheme. The new local plan will cover the period 2018-2035. The Local Plan will cover the whole of Medway, and will be prepared in conformity with national planning legislation, specifically the National Planning Policy Framework, 2018. On adoption it will replace the saved policies from the Medway Local Plan 2003. The Local Plan is a Development Plan Document (DPD).
- 2.2 The new local plan will include strategic policies, including for waste and minerals, and a number of local policies to manage development. It will also have a policies map and provide for land allocations to meet development needs for housing and employment.
- 2.3 Work on the local plan has identified that lack of infrastructure capacity presents major constraints to growth, particularly the scale of development needs projected for Medway. The council is seeking opportunities to secure investment to upgrade infrastructure locally, and through these measures, to boost the capacity for growth. Medway Council is bidding to the government's Housing Infrastructure Fund for up to £170m of investment into strategic infrastructure that could support growth proposed in the new local plan.
- 2.4 The ambitious HIF bid will be submitted to Homes England in March 2019, with a decision expected in May 2019. If successful, the bid will address a number of constraints and allow significant growth on the Hoo Peninsula to form part of Medway's development strategy. If the bid is not successful, it is unlikely that such a scale of growth could be supported, and the council would need to look at different approaches and levels of development. This is critical to the content and strategy of the draft plan.
- 2.5 The council has taken legal advice and has decided to update the Local Development Scheme (LDS) to align Publication of the draft plan to the decision on the HIF bid in Spring 2019. This document represents the updated programme for the production of the new local plan.
- 2.6 A timetable for the preparation of the replacement Local Plan is set out in the table below.

Table 1: Key milestones for Medway Local Plan

Stage	Date
Regulation 18 – Issues and Options consultation	Jan-Feb 2016
Regulation 18 – Development Options consultation	Jan-May 2017
Regulation 18 – Development Strategy consultation	March-June 2018
Regulation 19 – Publication of draft plan	Summer 2019
Submission of plan for Examination	December 2019
Adoption (determined on outcome of Examination)	2020

3. Neighbourhood Plans and other policy documents

3.1 Neighbourhood Plans were introduced in the Localism Act in 2011. They are not compulsory, but when duly prepared they are a statutory document that forms part of the development plan. Neighbourhood plans must be in general conformity with the strategic policies of the adopted local plan, and have regard to any emerging local plans or relevant development plan documents. Communities in Medway have shown increased interest in preparing neighbourhood plans for their local areas. Once the plans are ‘made’, or adopted, they will form part of the development plan for Medway. Currently there are three Neighbourhood Areas designated in Medway, for the purpose of producing a neighbourhood plan:

- Cliffe and Cliffe Woods – designated June 2015
- High Halstow – designated June 2018
- Hoo St Werburgh – designated December 2018

3.2 A further community group in Luton is working towards the submission of an application to designate a neighbourhood area and to establish a neighbourhood forum to prepare the plan. The applications are expected in early 2019.

3.3 Further details of neighbourhood plans in Medway are available on the council’s website at:

https://www.medway.gov.uk/info/200149/planning_policy/142/neighbourhood_planning

3.4 In preparation for the new local plan, the Council has reviewed its Statement of Community Involvement. This provides the basis for effective and meaningful engagement in the preparation of the new Local Plan. The Planning Service has presented a draft to Cabinet in December 2018, seeking authority to consult on the document in early 2019. The council anticipates that it will adopt the updated SCI in March 2019. The Statement of Community Involvement is published at:

https://www.medway.gov.uk/info/200149/planning_policies/141/medway_statement_of_community_involvement

3.5 The council makes use of supplementary planning documents to provide guidance and certainty on bringing forward development. It promotes the use of masterplans and development briefs for regeneration sites, as a core component of the area's growth strategy. It has also produced guidance on developer contributions and obligations to assist in the development process. A full list of the supplementary planning documents and other policy documents is set out on the council's website at:

https://www.medway.gov.uk/info/200149/planning_policy/146/current_planning_policies/4

3.6 The council is preparing a Local Development Order, jointly with Tonbridge and Malling Borough Council to support the development of a key employment site at Innovation Park Medway. This covers a defined area on the border of Medway near Rochester Airport, that has been identified by both councils as a key location for a new business park. The councils will consult on the proposals in Spring 2019, with adoption of the LDO anticipated later in 2019.

3.7 The emerging Local Plan is informed by work on infrastructure planning and delivery. The council has not yet progressed a Community Infrastructure Levy. We will plan further work on infrastructure funding in line with the viability studies and delivery strategies being produced for the draft plan.

4. Resources and project management

4.1 Medway Council has strong corporate commitment to the adoption of a replacement Local Plan, and the importance of this work is recognised and supported across the authority. The Medway Local Plan will be

produced by the Council's Planning Service, with the work being led by the Planning Policy team. The service is supported by the specialist technical skills and knowledge of other teams, including Environmental Protection, Regeneration Delivery and Public Health.

- 4.2 The Council will seek to use its processes of community involvement and engagement and its Duty to Cooperate activities and organisations to help inform and develop the plan, making effective use of intelligence and resources. The plan will be supported by a comprehensive evidence base, including housing, employment, retail, transport, heritage, infrastructure, and the natural environment.
- 4.3 The Council has established management and reporting structures to support the delivery of the local plan, including the use of briefings and reporting to senior managers and members throughout the plan preparation process. Risk management is integral to reporting and monitoring. The Planning Service regularly reviews work streams on the local plan, to take account of new legislation and significant changes in the local context. There is a dedicated cross party member advisory group supporting the production of the local plan.

Reporting progress

- 4.4 The Council will publish this updated Local Development Scheme on its website and make it available for inspection at the Council's offices at Gun Wharf. There is a dedicated page on the council's website for the LDS:

https://www.medway.gov.uk/info/200149/planning_policies/597/local_development_scheme_and_monitoring

- 4.5 Progress on the Local Plan and supporting activities, such as demonstrating that the Duty to Cooperate is being met in the preparation of the plan, is reported annually in the Authority's Monitoring Report. The report will show the progress being made on the Local Plan, and the degree of compliance with the LDS. The Authority Monitoring Report is published each December on the Council's website:

https://www.medway.gov.uk/info/200149/planning_policy/597/local_development_scheme_and_monitoring/2

5. Contact information

Further information about Medway's planning policy work is available on the council's website at:

https://www.medway.gov.uk/info/200149/planning_policy

You can contact the Planning Policy team at:

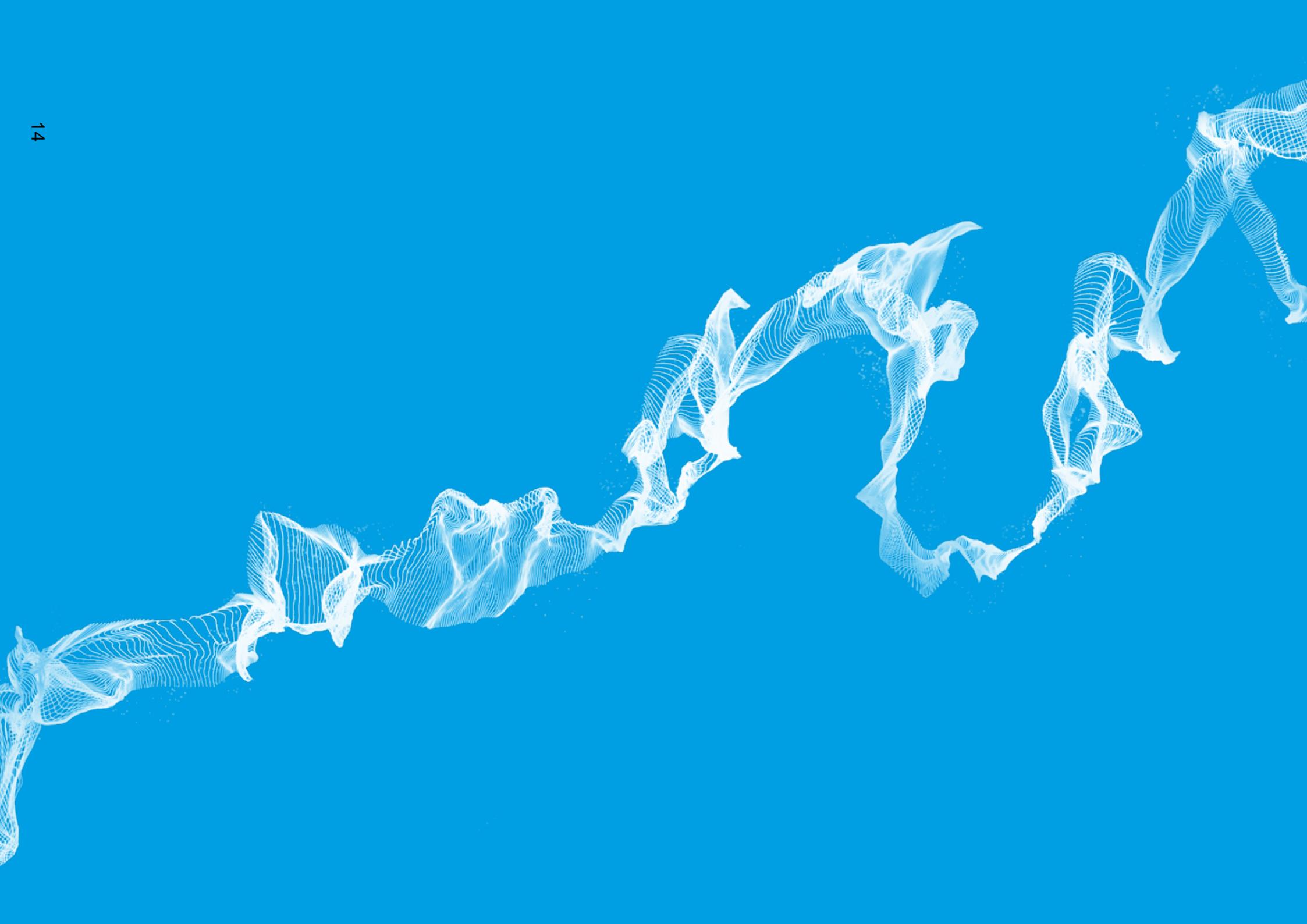
Planning Service
Regeneration, Culture, Environment & Transformation
Medway Council
Gun Wharf, Dock Road, Chatham, Kent ME4 4TR

Email: futuremedway@medway.gov.uk

Telephone: 01634 331629

Waterfront University City: connecting innovation people and place; driving **growth for all**

MEDWAY 2035



Foreword



Cllr Alan Jarrett

Leader of
Medway Council



Cllr Rodney Chambers

OBE

Portfolio Holder for
Inward Investment,
Strategic Regeneration
and Partnerships,
Medway Council

Regeneration is both exciting and challenging. It is exciting to witness the tangible signs of regeneration as they emerge from the ground; rewarding to hear of people and businesses wishing to relocate to Medway, and uplifting to hear how the lives and wellbeing of Medway residents have been positively transformed. Such achievements drive us on, but must be delivered within a context of reduced government funding and must provide the taxpayer with high value for money. Medway 2035 rises to the challenge, positively creating the framework for the fast-paced delivery of significant benefits, offering growth for all.

Medway 2035 ensures that the tremendous pace of regeneration in Medway continues. You will see plans for new homes at major new developments such as Rochester Riverside and Chatham Waterfront. You will see that our river, ecology, green spaces, culture and heritage have important roles to play in preserving and emphasising what makes Medway special. You will see that infrastructure requirements – including health, social care and wellbeing, education, transport and culture – are paramount. You will see that economic prosperity – new and growing businesses, high-quality business accommodation and a range of highly-skilled and well-paid jobs – is fundamental to everyone's success.

All of our ambitions reinforce the headline priority of our Council Plan: to ensure that Medway is a place to be proud of. Medway 2035 will help residents, businesses and visitors alike to champion this sentiment.

Alan Jarrett



Contents

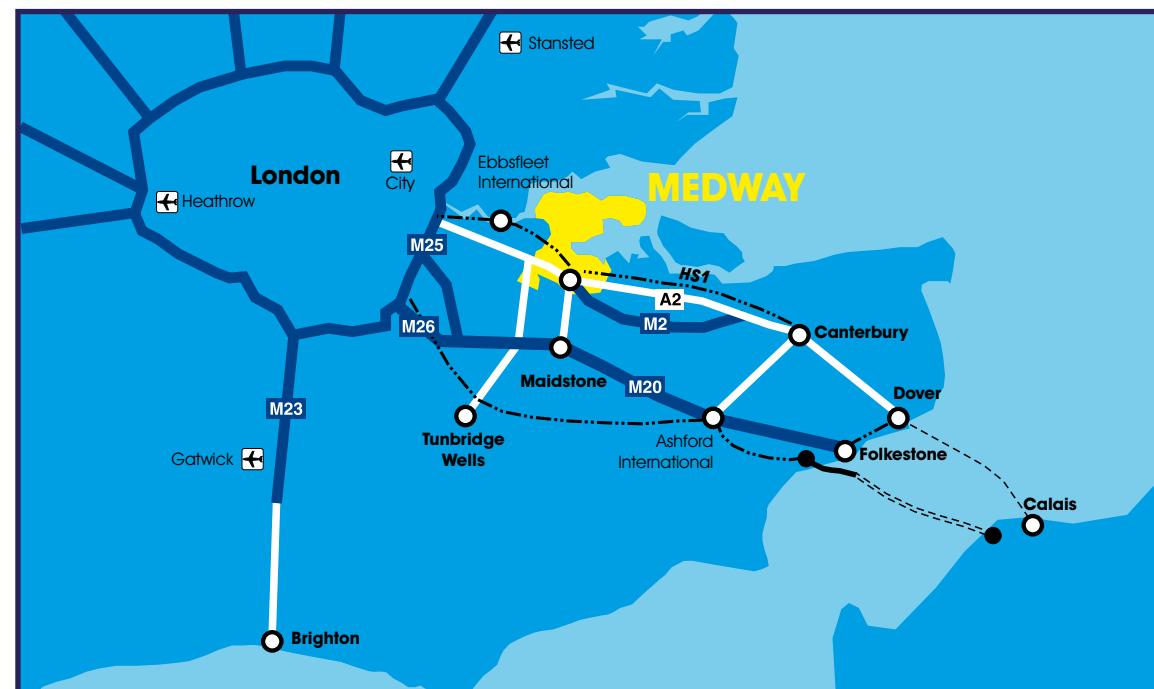
4

Foreword	3
Overview	6
Medway: The place for success.....	8
Destination: 2035	10
Milestones for success	14
Priorities.....	25
• Destination and placemaking	26
• Inward investment	40
• Innovation	42
• Business accommodation and digital connectivity	44
• Sector growth.....	45
• Improving employability	46
Delivery.....	51

Key regeneration sites

1. **ROCHESTER RIVERSIDE**
2. **INNOVATION PARK MEDWAY**
3. **CHATHAM WATERFRONT**
4. **STROOD RIVERSIDE**
5. **CHATHAM MARITIME**
6. **CHATHAM WATERS**
7. **GILLINGHAM WATERFRONT**
8. **ISLE OF GRAIN**
9. **KINGSNORTH**
10. **TEMPLE WATERFRONT**

Medway - ideally situated





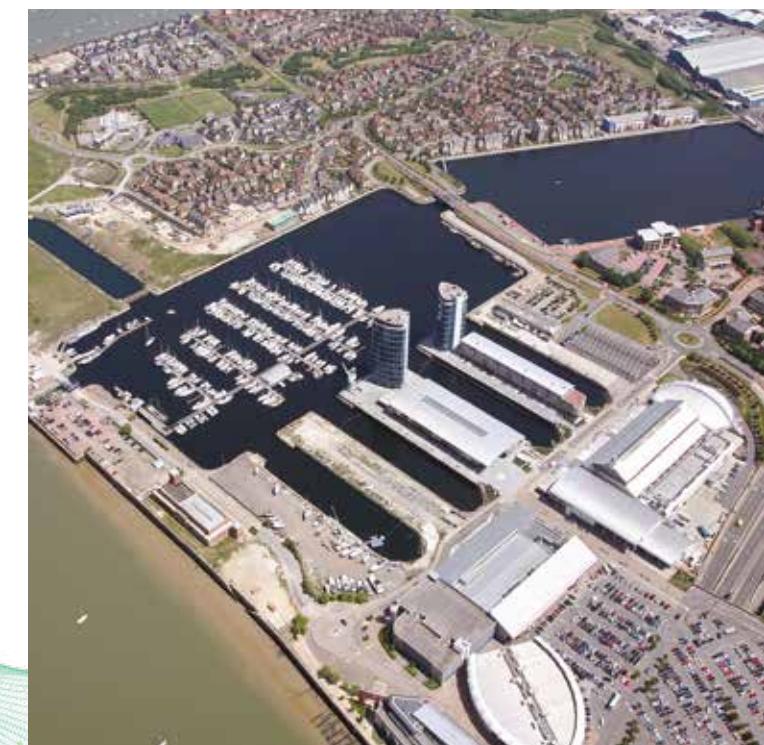
Overview

Medway Council is preparing a new Local Plan to provide direction for future growth for all.

The aim of the Local Plan is to ensure that Medway grows sustainably, to enable those who live and work here to have an outstanding quality of life, and to provide land for the homes, jobs and services that people need. The Local Plan will protect and enhance the area's distinctiveness, helping to promote and secure investment in the area's outstanding environment and heritage and helping to create a prosperous place, with advantages and opportunities for new and existing communities.

Medway 2035 complements the Local Plan by developing a structured routemap in support of the policies which will frame expected growth, and setting out an exciting vision of the future Medway which these policies will help secure. If the Local Plan exists to manage growth, Medway 2035 exists to deliver it.

Medway 2035 sets out the special qualities of the area that provide a bedrock for regeneration. It identifies six priorities as the focus for regeneration actions over the short, medium and long-term, and introduces the Medway Regeneration Delivery Plan, the framework for translating ambition into prioritised actions. Its priorities and objectives flow through to the work programmes of regeneration delivery partners across Medway and the south east. The final chapter explains in more detail how this will be achieved.





16

MEDWAY 2035 SETS OUT THE SPECIAL QUALITIES OF THE AREA THAT PROVIDE A BEDROCK FOR REGENERATION.

Medway: The place for success

Medway continues to grow fast, attracting new residents and businesses, and providing every reason for those already settled to remain.

In 1984, the closure of Chatham Dockyard had a devastating economic impact across Medway, leaving many residents jobless and many school leavers searching for prospects.

**THE RIVER MEDWAY IS RESURGENT
- ONCE AGAIN AT THE HEART OF
MEDWAY'S ECONOMY AND IN THE
HEARTS OF MEDWAY RESIDENTS.**

Today, Medway is transformed, and proud to be home to four universities, an £86m further education campus, a University Technical College, The Royal School of Military Engineering and an array of apprenticeship and adult education opportunities.

We have one of the strongest engineering and manufacturing sectors in the south east and are a respected and established creative industries hub, with creativity permeating multiple sectors. Medway is at the vanguard of innovation and enterprise, with plentiful start-up and growth business space for graduates and entrepreneurs, and with land available for commercial development.

Figures show that Medway's economy is worth over £5bn¹ - with a growth rate ahead of the rest of the UK.

Medway's popular town centres serve a population of over 275,000 - one of the largest conurbations in the south east outside London. There are excellent transport links from the capital, continent and beyond, including HS1 rail services with a journey time from London as short as 34 minutes. At the same time, abundant countryside and award-winning green spaces are just minutes away.





Medway attracts over 4.6m visitors each year, many enjoying our array of free festivals and events, and world-class military, religious and industrial heritage. The River Medway has an increasingly bustling and vibrant waterfront with exciting development opportunities – distinct from its protected and highly-valued marshland areas – and is at the heart of Medway's plans.

Culturally, Medway excels. It is home to the highest concentration of listed buildings and scheduled monuments in the country, two theatres, and the Royal Engineers Museum, Library and Archive (the only designated collection in Kent).

"MEDWAY COUNCIL IS A FORWARD-LOOKING LOCAL AUTHORITY WITH EXCELLENT AWARENESS OF THE STRATEGIC THINKING AND PRACTICAL STEPS REQUIRED TO DELIVER SUSTAINABLE GROWTH. MEDWAY IS SET TO INCREASINGLY BECOME AN ECONOMIC POWERHOUSE FOR THE REGION."

CHRISTIAN BRODIE - CHAIRMAN,
SOUTH EAST LOCAL ENTERPRISE PARTNERSHIP



Medway has received significant Heritage Lottery Fund investment, at The Historic Dockyard Chatham, Rochester Cathedral, Eastgate House, the Huguenot Museum and the Great Lines Heritage Park. Medway is increasingly recognised as a creative city, and stakeholders are committed to nominating Medway for the prestigious City of Culture award.

Beyond Medway's borders are a host of assets that enhance Medway's attractiveness as a place to live – ranging from shopping and leisure opportunities at Bluewater and Westfield Stratford City, to outstanding days out at the coast. The unrivalled beauty of Leeds Castle is also just moments away.

Partner agencies show an uplifting readiness to invest in Medway. Network Rail invested £26m in a brand-new train station in Rochester in 2015, and has funded improvements in all of Medway's five stations. A state-of-the-art bus station and reconfigured road network supports a vibrant atmosphere at Chatham waterfront



under the gaze of the Chatham Big Screen. Our joint health and wellbeing strategy, developed with NHS partners seeks to ensure that local people's lives are as full, meaningful and healthy as possible

Medway Council is an outward-looking unitary authority, at the forefront of acquiring and preparing land for regeneration and spearheading exciting partnerships. It has a suite of adopted development briefs to promote and guide regeneration activity and has an excellent track-record of consultation and engagement – including the flagship Developer Forum, and the wide-ranging stakeholders of the Place Board. Medway Council is currently delivering over £40m of government-funded transport, public realm and infrastructure projects and has targeted an ambitious £170m bid on infrastructure for the Hoo peninsula.

Medway is the place to live, work, learn, visit – and invest.

Destination: 2035

Imagine... 2035

Medway is an even greater place to live.

There will be a diverse mix of high-quality housing and employment space, and new waterfront and town centre communities. Fast and efficient transport connections and outstanding infrastructure and services will link us all. Healthy, prosperous, active residents will enjoy spending their leisure time locally, exploring Medway's world-class heritage, nature and culture.

Medway is an even greater place to work.

Residents have a wide range of high-quality employment opportunities. The number of local people working in Medway has an impact on carbon footprints, which are down, and air quality, which is up. Local businesses have prospered, and new ones continue to grow capitalising on supply chain opportunities at major regional developments such as Ebbsfleet Garden City, the Lower Thames Crossing and London Resort Park.

Medway is an even greater place to learn.

Residents have a wide range of outstanding academic and vocational learning opportunities on their doorstep, equipping them for high-value employment. Graduates and students are inspired and supported to remain in Medway. Learning disciplines are matched by employment opportunities.

Medway is an even greater place to visit.

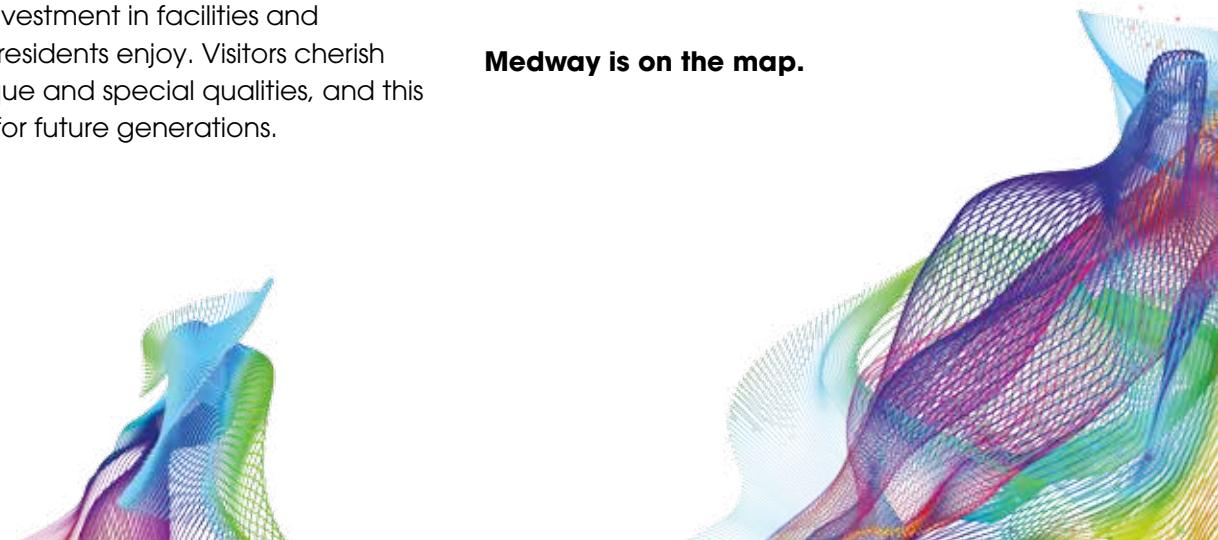
Visitors boost spend in the area, supporting business growth and creating jobs, and encouraging investment in facilities and services which residents enjoy. Visitors cherish Medway's unique and special qualities, and this protects them for future generations.

Everyone has benefitted from the area's regeneration

Medway is smart. Cutting edge-technology drives assets and services. Street lights respond to movement, and bins raise an alert when they're full. Traffic lights reduce journey times, mobile phones monitor health conditions. Car clubs mean you don't need to own a vehicle to drive.

Medway thinks like a city. City-scale facilities thrive. People the world over know Medway – where it came from, and what it stands for.

Medway is on the map.



IN 2035, MEDWAY WILL BE A SMART CITY THAT RESIDENTS AND BUSINESSES ARE PROUD OF – FOR ITS HOUSING, EDUCATION, EMPLOYMENT, LEISURE AND CULTURE OPPORTUNITIES, AND FOR OUTSTANDING ACCESS TO HEALTHCARE. ITS VIBRANT WATERFRONT ECONOMY, RICH HERITAGE AND INSPIRATIONAL GREEN SPACES WILL ENRICH MEDWAY AS A PLACE TO LIVE, WORK, LEARN AND VISIT.

► Rochester Riverside
(artist impression)

11



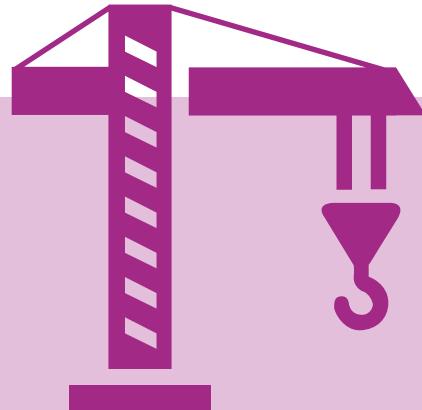


MEDWAY IS INCREASINGLY A SUSTAINABLE AND HEALTHY COMMUNITY, WHERE QUALITY HOUSING, EMPLOYMENT AND RECREATION OPPORTUNITIES ARE PLENTIFUL, AND WHERE THE SOCIAL AND PHYSICAL ENVIRONMENT PROMOTES EXCELLENT LIVING. IT IS PROUD TO HAVE DEMENTIA-FRIENDLY LIVING HIGH ON ITS RADAR.

Medway: A place to live

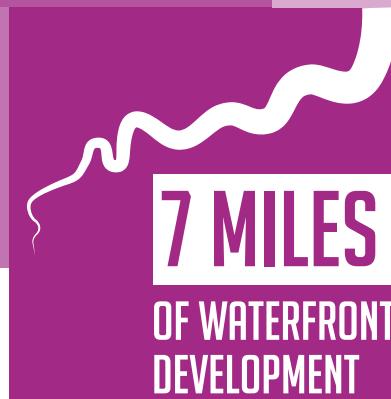
£1BN TRANSFORMATIONAL CHANGE

- NEW HOMES
- REGENERATION PROGRAMMES UNDERWAY
IN CHATHAM, STROOD, ROCHESTER RIVERSIDE
AND GILLINGHAM

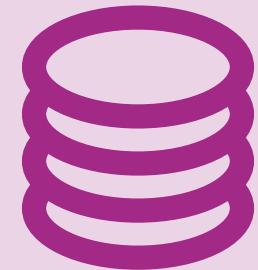


WELL CONNECTED

- 34 MINUTES BY HIGH SPEED
TRAIN TO LONDON
- FIVE STATIONS (€37M UPGRADES)
- EXCELLENT LINKS TO MOTORWAYS,
AIRPORTS AND EUROPE

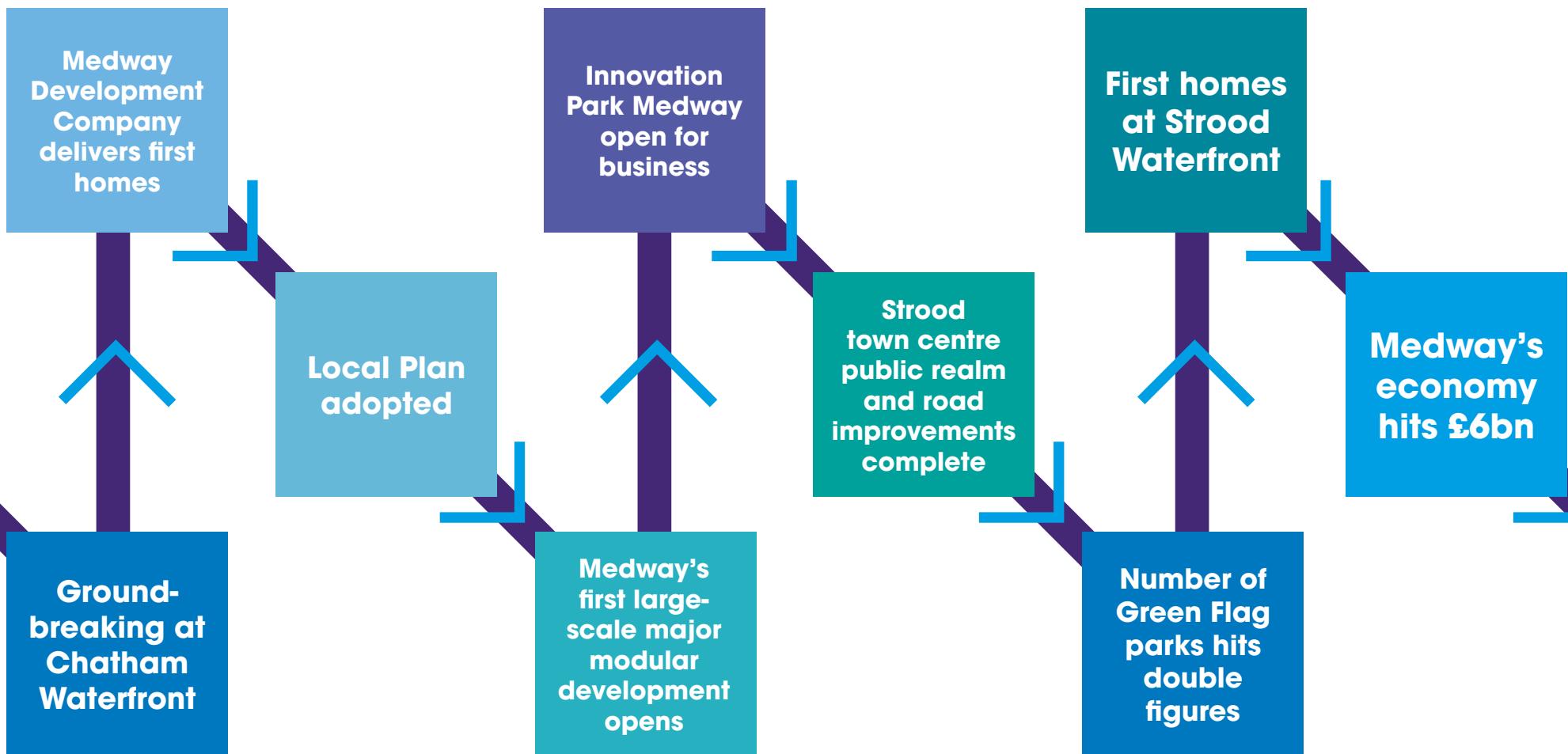


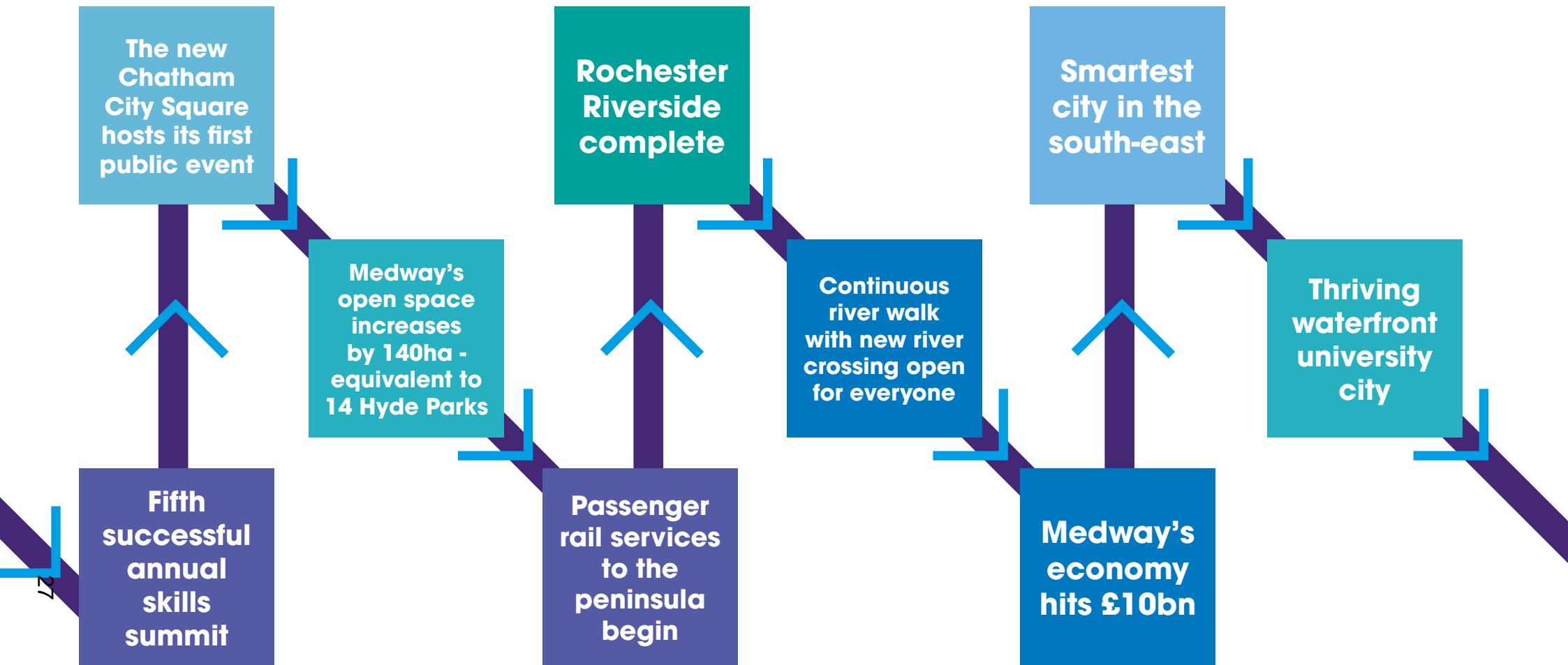
7 MILES OF WATERFRONT DEVELOPMENT

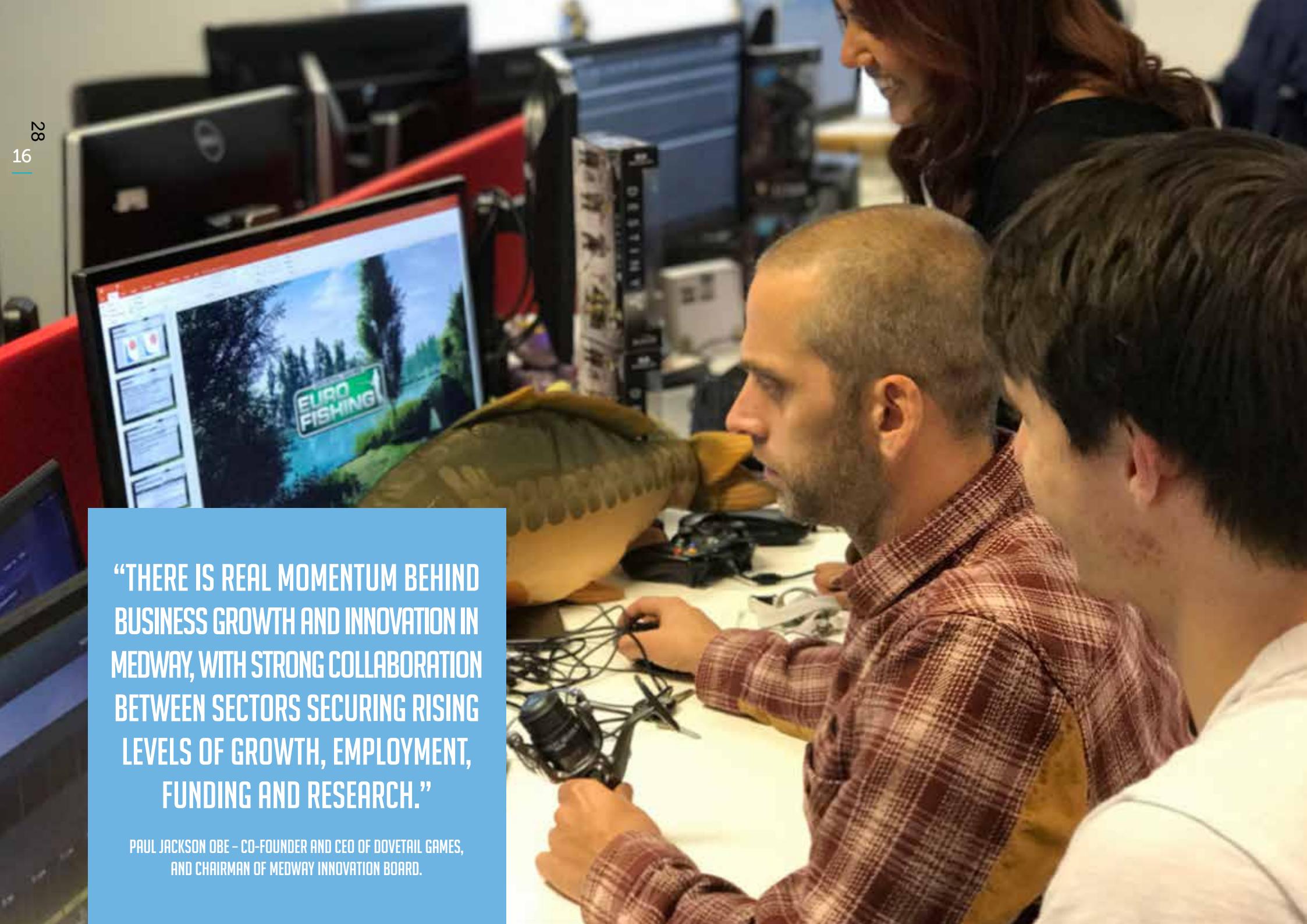


**LOWEST COUNCIL TAX
IN KENT AND ONE OF THE LOWEST
RATES IN THE M25 CORRIDOR**

Milestones for success



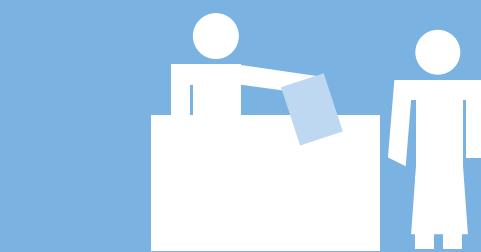




“THERE IS REAL MOMENTUM BEHIND BUSINESS GROWTH AND INNOVATION IN MEDWAY, WITH STRONG COLLABORATION BETWEEN SECTORS SECURING RISING LEVELS OF GROWTH, EMPLOYMENT, FUNDING AND RESEARCH.”

PAUL JACKSON OBE – CO-FOUNDER AND CEO OF DOVETAIL GAMES, AND CHAIRMAN OF MEDWAY INNOVATION BOARD.

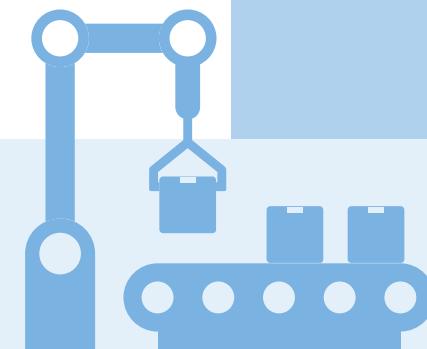
Medway: A place to work



GROWING EMPLOYMENT SPACES TO SUIT ALL BUSINESSES

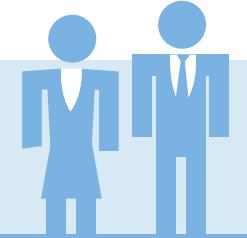
- INNOVATION CENTRE MEDWAY
- INNOVATION STUDIOS MEDWAY
- NORTH KENT ENTERPRISE ZONE AT INNOVATION PARK MEDWAY WILL BRING 1,300 HIGH QUALITY JOBS

 **SPACE**
FOR LARGER
INDUSTRIAL
UNITS



ENTREPRENEURIAL HUB

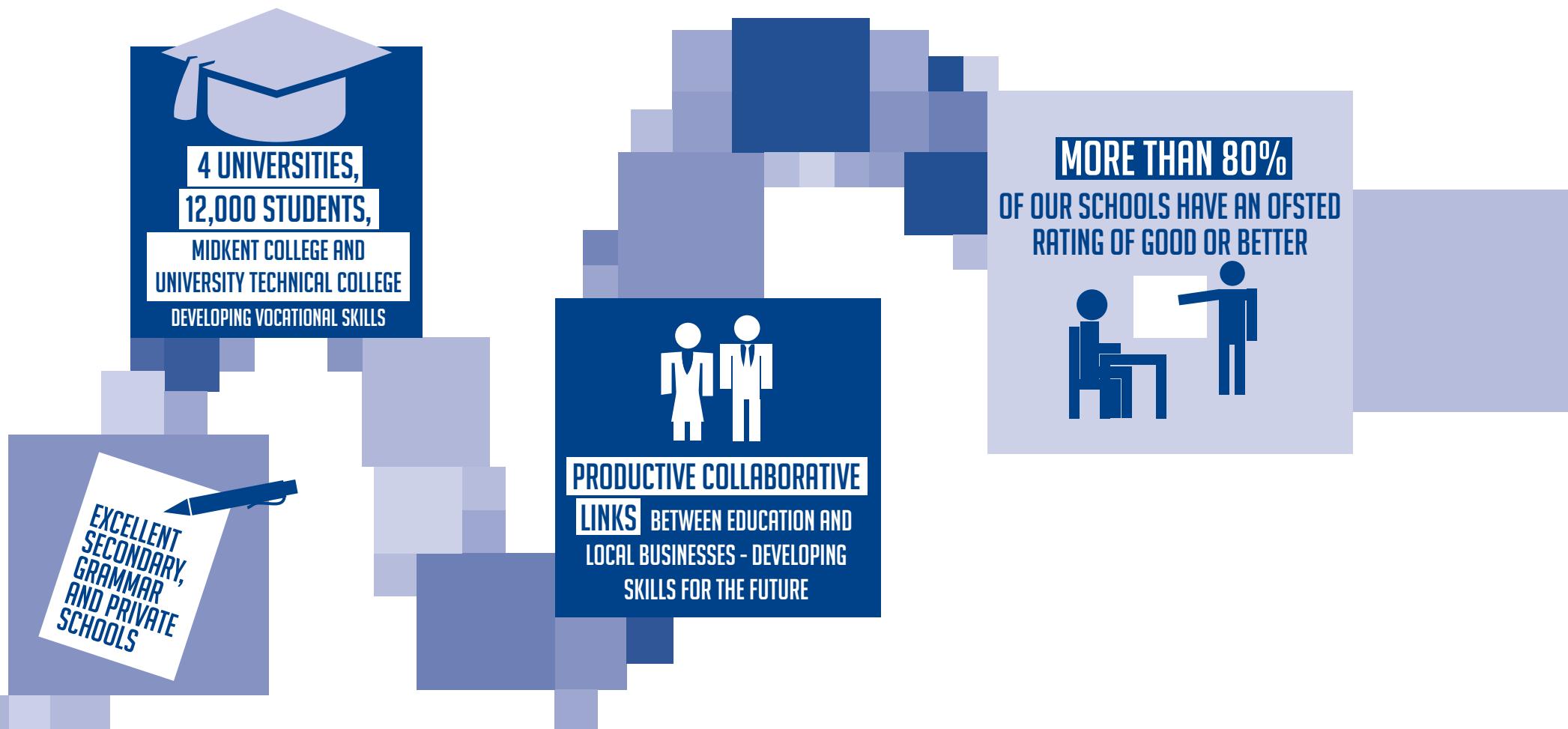
FOR ENGINEERING, MANUFACTURING,
CREATIVE AND INNOVATIVE TECH BUSINESSES.
DIVERSE SECTOR OPPORTUNITIES IN
HEALTHCARE, AGRICULTURE, MARITIME
INDUSTRIES, TOURISM AND CONSTRUCTION


OVER 14,000 BUSINESSES
AN ENTREPRENEURIAL HUB FOR HI-TECH
ENGINEERING AND CREATIVE BUSINESSES
MULTINATIONALS (BAE SYSTEMS/DELPHI)
TO SMALL AND MEDIUM-SIZED ENTERPRISES



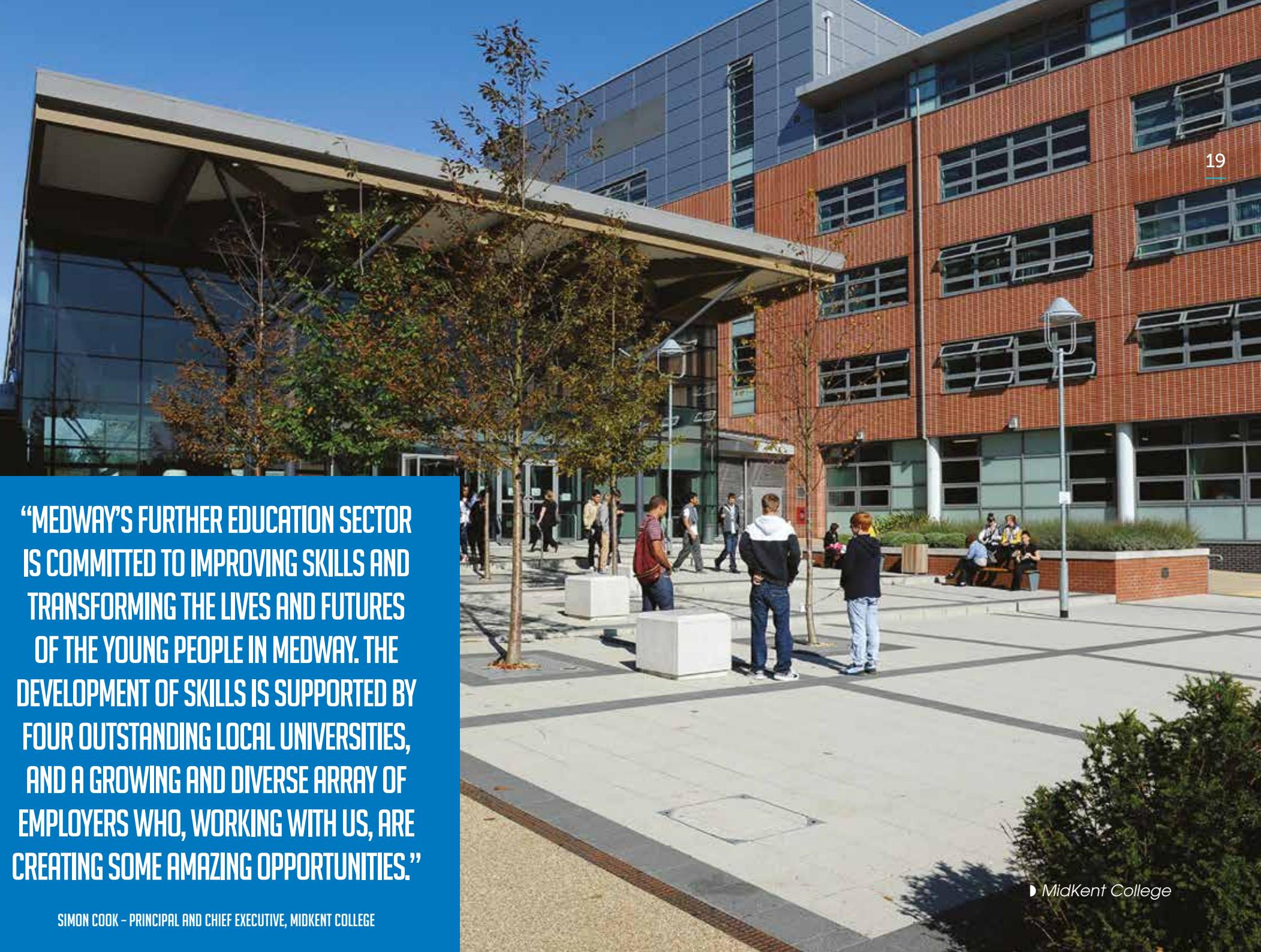
MEDWAY'S ECONOMIC GROWTH RATE
**3% HIGHER THAN THE
NATIONAL AVERAGE**

Medway: A great place to **learn**

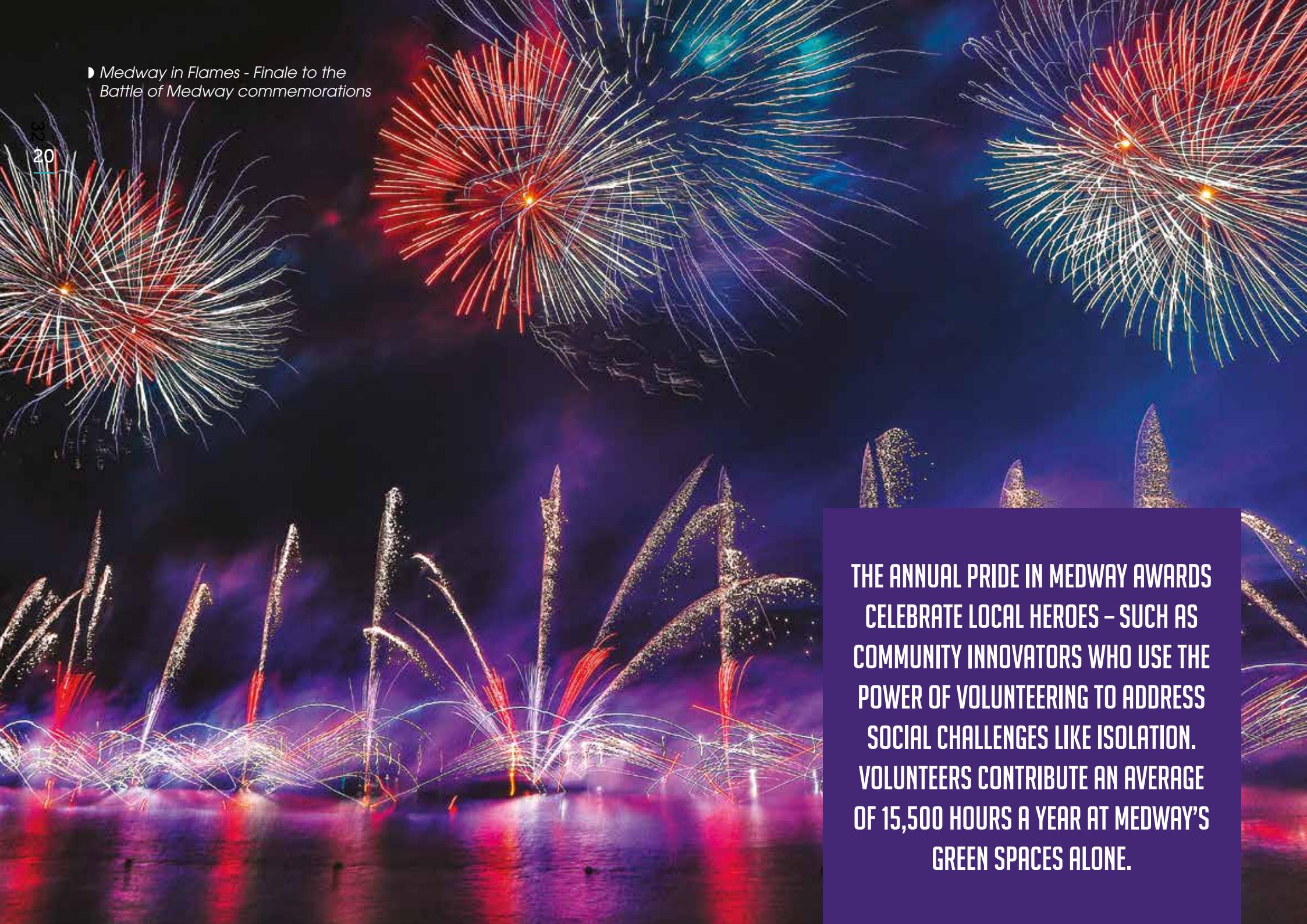


“MEDWAY’S FURTHER EDUCATION SECTOR IS COMMITTED TO IMPROVING SKILLS AND TRANSFORMING THE LIVES AND FUTURES OF THE YOUNG PEOPLE IN MEDWAY. THE DEVELOPMENT OF SKILLS IS SUPPORTED BY FOUR OUTSTANDING LOCAL UNIVERSITIES, AND A GROWING AND DIVERSE ARRAY OF EMPLOYERS WHO, WORKING WITH US, ARE CREATING SOME AMAZING OPPORTUNITIES.”

SIMON COOK – PRINCIPAL AND CHIEF EXECUTIVE, MIDKENT COLLEGE



► *Medway in Flames - Finale to the Battle of Medway commemorations*



THE ANNUAL PRIDE IN MEDWAY AWARDS
CELEBRATE LOCAL HEROES – SUCH AS
COMMUNITY INNOVATORS WHO USE THE
POWER OF VOLUNTEERING TO ADDRESS
SOCIAL CHALLENGES LIKE ISOLATION.
VOLUNTEERS CONTRIBUTE AN AVERAGE
OF 15,500 HOURS A YEAR AT MEDWAY'S
GREEN SPACES ALONE.

Medway: A great place to visit

21





RANSOMBE FARM – A BLEND OF NATURE
RESERVE AND WORKING FARM – HAS BEEN
DESCRIBED BY BOTANIST DAVID BELLAMY AS
“MEDWAY’S MIRACLE”

Priorities

23

Medway's ambitious regeneration vision is encapsulated in six priorities, each promoting wellbeing, inclusivity and growth for all. Pursuit of these themes will ensure no adult or child is left behind as we head towards the outstanding Medway of the future.



1

DESTINATION AND PLACEMAKING



Essential
to-do:

PUT MEDWAY ON THE MAP AS
A SMART AND SUSTAINABLE
WATERFRONT UNIVERSITY CITY



2

INWARD INVESTMENT



Essential
to-do:

INCREASE HIGH-VALUE
BUSINESSES AND EXPAND
HIGH-QUALITY EMPLOYMENT



3

INNOVATION



Essential
to-do:

CONTINUE TO SUPPORT
BUSINESS CREATION
AND GROWTH



4

BUSINESS ACCOMMODATION AND DIGITAL CONNECTIVITY



Essential
to-do:

**PROVIDE THE RIGHT
INFRASTRUCTURE FOR
BUSINESS SUCCESS**



5

SECTOR GROWTH



Essential
to-do:

**ENHANCE A STRONG
MIXED ECONOMY**



6

IMPROVING EMPLOYABILITY



Essential
to-do:

**MATCH BUSINESS
DEMAND AND
SKILLS SUPPLY**



Destination and placemaking

The River

The River Medway is a high value nature conservation area. Its estuary is both a Marine Conservation Zone and a Special Protection Area under international law for its birdlife. It is the historic heart of Medway, providing prime opportunities for sensitive residential estate development and environmental enhancement. It offers multiple benefits for health and wellbeing, for the economy and for nature. Its waterfront has outstanding potential for increased recreational, leisure and commercial uses in appropriate locations.

Medway Council will co-ordinate and deliver the exemplary build-out of our substantial waterfront estate, creating and enhancing high-quality, sustainable, vibrant and attractive community settings. We will promote increased leisure use of the river and active ground-floor frontages. This will help to unlock, and add to the quality of Medway's waterfront estate and support a vibrant waterfront economy and outstanding quality of life.

We will secure and use developer contributions to ensure a continuous waterfront walk and public access along both banks of the river.



**THE RIVER MEDWAY
IS THE HISTORIC
HEART OF MEDWAY**



Housing

Delivering new homes to meet the needs of Medway residents is key to maximising regeneration and economic growth. Medway's Local Plan will set out our strategy for meeting our growing and changing population's need for housing.

To meet the identified need Medway Council will continue to lead on a number of exciting major developments, trailblazing innovative ways of delivering housing and employment space, including via the Medway Development Company, potential joint venture arrangements with landowners and developers, and off-site modular construction opportunities.

Medway Council will support modern manufacturing methods, including the development of a modern manufacturing hub on the Hoo Peninsula, accelerating housing delivery by actively promoting modern methods of construction for sites within Medway – for example by showcasing the flagship Kitchener Barracks development.



Infrastructure

Successful delivery of homes and jobs is underpinned by timely and sufficient investment in infrastructure - including health and social care provision (in particular primary care), education, transport, culture and more.

Medway Council will maintain a robust and up-to-date Developer Contributions Guide in support of its Infrastructure Delivery Plan which identifies the services and investments needed to deliver sustainable and successful growth. We will continue to ensure that agreements within the Developer Contributions Guide are actively promoted to developers from the outset of discussions and are integral to planning permission.

Building on significant past success, we will continue to fully engage with government agencies and strategic investment bodies to secure national and regional funding for major infrastructure projects across Medway.

We will identify and progress large-scale infrastructure projects for foreign direct investment, as appropriate.

Chatham
Waterfront bus station

Transport

A functioning, modern city needs fast and efficient connections between homes, jobs, services and destinations.

Medway Council will support and promote initiatives to increase capacity and reduce or maintain journey times across Medway, via road improvement schemes and smart technology, and via increased uptake of public transport, cycling and walking. This will include engaging with external bodies to secure funding for identified schemes.

Longer-term, Medway Council will support and promote a bold behavioural shift towards integrated city-scale public transport solutions. This will include an exploration of the river as a natural highway, and the linked development of a network of passenger piers.

Medway Council will ensure residents benefit from infrastructure investment outside the immediate area, for example by working to secure improved access to the new Lower Thames Crossing and working to mitigate environmental impacts.



Smart city

Medway aspires to be the leading smart city in the south-east, investing in smart technology across all disciplines and promoting and supporting take-up by our partners. To achieve this, we will be 'smart aware', exploring and progressing modern technological responses to infrastructure and social needs and opportunities, such as transport and health care.

MEDWAY ASPIRES TO BE THE LEADING SMART CITY IN THE SOUTH EAST



Chatham – heart of the city

Chatham is the geographic centre of Medway and has a population of just under 80,000. It has a busy high street and thriving cultural scene and attracts visitors from outside Medway.

The character of Chatham is enriched by the unique heritage assets of The Historic Dockyard, Fort Amherst and the green backdrop of Great Lines Heritage Park. Chatham's centre boasts two theatres, one of which has undergone a £500,000 facelift. There is an uninterrupted waterfront walk from Gun Wharf to Sun Pier, with lighting, trees and CCTV.

The city centre benefits from a £4m government funded placemaking scheme, providing major public realm improvements between the train station and waterfront and from £8.5m investment in a new Heath and Wellbeing Centre. The Heritage Lottery Fund has invested £2m in initiatives linking Chatham's outstanding military setting to its waterfront heart.



Chatham regeneration

Chatham is the most sustainable of Medway's towns, with major rail and transport hubs and a significant area of retail floorspace. An enhanced visitor experience throughout the city centre - with a particular focus between the train station and waterfront - will include the delivery of two new public squares.

A greater diversification of land use in the centre will promote an enhanced range of leisure opportunities to boost the daytime and evening economy. New employment uses and high-quality city living will increase disposable income within and around the high street.

We will continue support for enhanced creative industries presence in and around the town centre, and throughout Medway as a whole

We will explore the potential for a pedestrian bridge connecting Medway City Estate and Chatham centre, bringing further disposable income to the town.

Chatham Maritime

Chatham Maritime is a real story of regeneration success. Once derelict industrial wasteland has been carefully transformed over three decades into a sustainable and vibrant community of almost 2,000 homes, with leisure, entertainment and education at its heart, a new school and doctor's surgery, and with great respect for ecology and heritage. The residential core has been billed as 'Britain's first and only strategically planned island community', and is adjacent to a bustling marina.

Medway Council has played a leading role in planning for and securing Chatham Maritime's success. This is continuing with exciting plans for a waterfront Creative Hub, uniting the Historic Dockyard and Universities at Medway complex, and providing unrivalled opportunities for Medway's cultural and creative students and practitioners



**"CHATHAM MARITIME IS A REAL BEACON OF
REGENERATION SUCCESS. THE MIXED-USE
DEVELOPMENT - FEATURING HUGELY POPULAR
HOMES, LEISURE, RETAIL AND ENTERTAINMENT
VENUES, AND THE OUTSTANDING UNIVERSITIES
AT MEDWAY COMPLEX - IS AN EXCELLENT CASE
STUDY OF HOW TO CREATE SUSTAINABLE,
VIBRANT COMMUNITIES. CHATHAM MARITIME
BOTH RESPECTS THE PAST AND EMBRACES
THE FUTURE".**

MATTHEW NORWELL, CHIEF EXECUTIVE, THAMES GATEWAY KENT PARTNERSHIP





31



43

Individual and vibrant centres

Alongside Chatham, the towns of Strood, Rochester, Gillingham and Rainham possess an exceptional geography, a rich heritage and resurgent economies. Their popular centres reflect and support local demographics.

We will strive to keep the retail vacancy rate at each of our town centres below the national average, and to increase the range and quality of shops and services.

We will develop and promote robust planning policy to continue to resist out-of-centre developments which threaten the economic vitality of our town centres.

Strood

Strood is the best connected of Medway's towns, with a journey time from London of just 34 minutes, excellent motorway connections, and stunning views of historic Rochester. It is compact and vibrant, with multiple shops, supermarkets and convenience stores, and a thriving retail park and successful market. It benefits from £6m investment in a Health and Wellbeing Centre and a £9m town centre transport and public realm improvement scheme.

A significant amount of developable land within the town centre is within Medway Council's control. We will secure and intensify residential and employment land usage around the town centre to consolidate usage, and increase town centre footfall opportunities. We will continue to integrate the retail park and

High Street to maximise spend opportunities in the town centre as a whole.

We will work with Network Rail to enhance the sense of arrival at Strood station, including improved visual and pedestrian access to the town centre, and a review of parking needs and opportunities.



Rochester

Rochester Castle and Cathedral define the town centre, which boasts a strong independent retail sector. Rochester is home to many of Medway's most successful festivals and events and has a popular award-winning farmers' market. Rochester has a thriving tourist economy, and a £26m train station on its doorstep.

We will progress the role of Corporation Street in consolidating links between the major development at Rochester Riverside and its historic centre. We will consider the creation of Market Square – a centre for cultural events at the heart of Rochester High Street and a vibrant link between old and new.

ROCHESTER IS HOME TO MANY OF MEDWAY'S MOST SUCCESSFUL FESTIVALS AND EVENTS AND HAS A THRIVING TOURIST ECONOMY AND A £26M TRAIN STATION ON ITS DOORSTEP. IT IS PROUD TO BE HOME TO KENT'S FIRST DEMENTIA-FRIENDLY MARKET



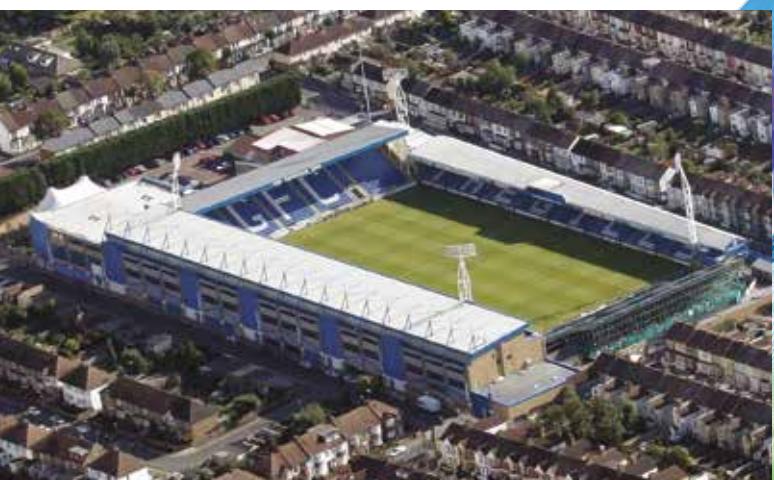
► Rochester High Street

Gillingham

Gillingham is the proud home of the Royal School of Military Engineering and more than 1,000 university students, and is an increasingly popular location for families. It is home to Kent's only league football club and to Kent's largest hospital, at the heart of the Medway community. This is vital for future healthcare provision for Medway residents and offers multiple training and career opportunities. The superlative Great Lines Heritage Park is on its doorstep.

We will promote increased usage of the town centre by the significant local communities nearby and at the waterfront, and seek to sustain the vibrancy of the High Street by pursuing redevelopment opportunities to bring new communities closer to the town centre.

Gillingham Football Club hopes to relocate and build a new stadium, and we will work with them to maximise employment and regeneration opportunities at the old and new club sites.



Rainham

Rainham has a compact and popular retail area serving local needs. Where new development comes forward, we will seek to integrate with existing communities, through upgrading public realm, walking and cycling routes, and linking the town with local neighbourhoods, countryside and coast.

The emphasis will be on strengthening Rainham town centre for retail, leisure and community uses, securing its role as a valued and vibrant area for local people.



Growing villages - The Hoo Peninsula

This rural area comprises a network of villages, strategic employment and infrastructure sites (including energy production and facilities for the importation of energy, fuel and minerals), and a productive agricultural economy, set within a landscape of estuarine marshland, wooded ridges, and farmland. Much of the area is designated of national or international importance for its environmental value. The Hoo Peninsula has a distinctively different character to urban Medway.

Villages such as Hoo St Werburgh are growing, and there is a need to plan for sustainable community development providing the services and infrastructure they need alongside the delivery of new housing and jobs. Large sites at Grain and Kingsnorth are important to Medway's portfolio of employment land. Medway Council has recognised this importance by progressing a £170m infrastructure bid to government dedicated to the Hoo peninsula.

We will ensure that services and infrastructure are delivered in support of new housing and jobs. This includes opportunities to boost the economy and the environment. We will support and promote opportunities for visitor and leisure activities sensitive to the area's environment.

We will pursue the unique opportunities at Grain and Kingsnorth to use water and rail transport, and accommodate land-intensive activities - such as a modern manufacturing hub.

Public realm – creating and connecting destinations. A modern accessible city

Medway's open spaces provide a high quality landscape and are significant environmental, recreational, health and wellbeing assets. The attractiveness of the public realm in Medway's town centres and neighbourhoods is crucial to ensure the continuing viability and vitality of these areas and to create safe and appealing places for people to meet and enjoy a range of activities.

We will continue to invest in our significant public realm and green space assets to maximise walking, cycling, event and leisure opportunities across Medway and to provide a network of linked destinations. This includes securing Green Flag status for outstanding open spaces and a programme of placemaking improvements across our town centres.

REGENERATING AND DEVELOPING COMMUNITIES NEEDS TO GO HAND-IN-HAND WITH TRANSFORMING HEALTH AND WELLBEING, AN AIM THAT IS REFLECTED IN MEDWAY 2035'S BOLD AND VIBRANT VISION FOR THE FUTURE. AS NEW INITIATIVES BUILD GROWTH IN MEDWAY, LOCAL HEALTH AND CARE SERVICES MUST CHANGE TO MEET PEOPLE'S NEEDS EFFECTIVELY NOW AND INTO THE FUTURE. AS A PARTNERSHIP OF NHS, SOCIAL CARE AND PUBLIC HEALTH, WE ARE FOCUSED ON IMPROVING THE RANGE, ACCESS AND QUALITY OF CARE THAT PEOPLE RECEIVE IN HOSPITALS, GP SURGERIES AND HEALTH CENTRES AS WELL AS HELPING THEM TO LEAD HEALTHIER, HAPPIER LIVES. BY WORKING CLOSELY WITH LOCAL PEOPLE AND ORGANISATIONS WE ARE SUPPORTING MEDWAY'S REGENERATION STORY.

GLENN DOUGLAS, CHIEF EXECUTIVE,
KENT AND MEDWAY SUSTAINABILITY AND TRANSFORMATION PARTNERSHIP



Chatham regeneration
artist impression

Heritage and culture – world-class breadth and depth

Medway will embrace and promote the fascinating past which shaped its present and will influence its future. Our world-class heritage landscape is an outstanding setting for a modern city. Medway's world-class military, naval and religious heritage will continue to be heralded as a unique attraction for the area.

We will articulate a clear strategy that recognises the significance of our heritage, and its place in building the identity of our future city. We will create a strategy for investment and prioritisation which helps make heritage relevant to our existing communities and growing population, and which echoes the aims of our strategic funding partners.

We will seek to increase the number of day and overnight visitors, and the amount of visitor spend, by the provision of supporting facilities and infrastructure and the promotion of cultural and physical links between historic assets.

We will carry on promoting the Great Lines Heritage Park Vision and Masterplan, increasing the quality and quantity of publicly-accessible greenspace and heritage at the heart of the city, and providing a major green link between town centres and a significant health and wellbeing asset for Medway.



**THE ROYAL SCHOOL
OF MILITARY
ENGINEERING HAS
BEEN BASED IN
MEDWAY FOR OVER
200 YEARS**



“MEDWAY HAS ACHIEVED MUCH TO BE PROUD OF IN ITS BRIEF 20 YEAR HISTORY. MOST IMPRESSIVE IS THE WAY THAT THIS CONTINUUM OF REGENERATION LEARNS LESSONS, AND TAKES INSPIRATION FROM ITS PAST. THE SIGNIFICANT ACHIEVEMENTS OF RECENT YEARS PROVIDE A SOLID AND STRATEGIC FOUNDATION FOR AN EXCITING FUTURE BASED ON A REAL SENSE OF PLACE AND AMBITIONS FOR SUSTAINABLE GROWTH.”

BILL FERRIS OBE – CHIEF EXECUTIVE, CHATHAM HISTORIC DOCKYARD TRUST



Transforming Medway's waterfront

Our major regeneration sites are supported by development opportunities across Medway. The council will promote and respond proactively to development opportunities at sites that conform to planning policy expectations. Other significant development sites include the Interface Land and Kitchener Barracks as well as sites such as Corporation Street brought forward by mhs homes (who are proud to provide the homes for one in 20 Medway residents)

Temple Waterfront

Medway Council is working with key landowners and delivery partners to develop Temple Waterfront as a well-integrated new community of up to 600 homes within a beautiful waterfront setting, connected to Strood town centre by an attractive waterfront walk.

Rochester Riverside

Rochester Riverside is Medway's flagship regeneration opportunity. Medway Council is co-ordinating the exemplary build out of Rochester Riverside to deliver a high-quality, sustainable, vibrant and attractive community setting, which integrates with and augments historic Rochester. The new community will feature 1,400 homes, a new school, greenspaces, play equipment, hotel and community facilities. Rochester Riverside will both act as a catalyst and set the standard for development across Medway.

Strood Waterfront

Medway Council will transform the former Civic Centre and Strood Riverside site in to a flagship development of over 1100 homes, boasting stunning views of historic Rochester, excellent travel connections, and with unique and immediate access to two town centres. The vibrant development will connect seamlessly with Strood High Street, complementing and augmenting the existing town centre, whilst the new population will enhance the town's economic performance. The quality of the development, including the waterfront public realm, will reflect the Medway standard championed at Rochester Riverside.



Chatham Waterfront

Chatham Waterfront is a vibrant regeneration zone at the heart of the city. We will co-ordinate and deliver the high-quality build out of Chatham Waterfront, delivering new spend opportunities for Chatham town centre via the creation of attractive and sustainable residential units and leisure outlets. This key regeneration zone will act as a catalyst for the development of the wider waterfront area, including cultural and event space.

Chatham Maritime

St Mary's Island is a 150 acre residential development that forms part of the 350 acre Chatham Maritime regeneration project. Now almost complete, St Mary's Island includes play areas, a doctors' surgery, a community centre and a primary school. It is surrounded by stunning river views. Chatham Maritime also includes the Dockside Outlet Centre, and the exciting Interface Land development area, with the potential for a residential-led development and supporting commercial uses.

Gillingham Waterfront

This 10 acre waterfront site adjacent to Chatham Docks is delivering a mix of commercial and residential accommodation as well as increased public access to the river. Phase I of the development provided 600 new purpose-built student apartments for the University of Kent.

Chatham Waters

This major mixed-use regeneration scheme will include up to 1,350 homes, 3,500 jobs, a hotel, conference centre, shops and university facilities across a stunning 26 acre waterfront site.

Inward investment

Investment to unlock innovation and jobs

The aim of inward investment is to attract both jobs and businesses to the local economy. Raising the quality and quantity of jobs in Medway will secure important employment opportunities for residents and offer resilience to the Medway economy. There is significant opportunity to attract leading businesses to Medway and to grow our established high-value business base. Medway has an established Inward Investment Strategy and works closely with Locate in Kent in support of its inward investment objectives.

We will continue to promote Medway as a destination of choice for growth businesses, and develop Medway's reputation as a one-stop shop local authority for employment enquiries and needs. As well as helping local businesses to grow, we will focus on firms looking to relocate from London and UK firms looking for a second base.

Year-on-year we will seek to increase business presence in Medway, particularly businesses with high value activities. We will pursue efforts to protect business premises with higher-value uses through the planning system and by exploring opportunities for Medway Council to invest in property assets to assure higher value uses.

We will explore the opportunity to encourage industrial estate renewal and the associated intensification of uses, in particular, at Medway City Estate. This will realise opportunities to provide the quality employment land, of the right type and location for growing businesses in Medway.

We will continue to support businesses to remain, grow and relocate in Medway via advice, guidance and the promotion of grants and funding instruments.





GOVERNMENT HAS INVESTED
OVER £8M IN INNOVATION
PARK MEDWAY, PROVIDING THE
INFRASTRUCTURE AND FACILITIES
FOR A THRIVING HIGH-VALUE
EMPLOYMENT CENTRE.

Innovation

Supporting business creation and growth

Medway will offer our most innovative entrepreneurs and businesses the highest quality support available to boost skills and jobs, and drive our economy forward. This includes start-up and follow-on accommodation, grants and loans, and advice and guidance.

We will assure Medway's place at the vanguard of innovation by providing the infrastructure and support for success. This will include the 'seeding' of innovation across Medway, particularly in town centres, and promoted by flagship workspace hubs.

We will work with local universities to extend the Innovation Vouchers scheme to a wider programme of student entrepreneurship.

Medway will be seen as a beacon for university-industry partnerships.

Innovation Centre Medway and Innovation Studios Medway

Innovation Centre Medway is Medway's flagship business accommodation, where technology innovators, start ups and early years organisations are given the space and support to grow into thriving businesses. Opened in 2009, Innovation Centre Medway was joined in 2017 by its satellite site, Innovation Studios Medway - a purpose-built space ideal for start-up and micro-firms.

Medway Council will continue to set the gold standard for serviced business accommodation, by achieving optimum occupancy of ICM and ISM, and ensuring all tenants positively contribute to Medway's innovation agenda.



INNOVATION CENTRE MEDWAY IS THE ONLY CENTRE IN THE SOUTH EAST TO HOLD A BUSINESS AND INNOVATION CENTRE (BIC) QUALITY MARK.



55

Innovation Centre Medway

Innovation Park Medway and Enterprise Zone

Innovation Park Medway sits within the North Kent Enterprise Zone. It is a strategic gateway economic hub centred around Rochester Airport. The existing general aviation facilities will be retained and improved and high value economic activities provided on surplus land to create skilled employment opportunities. Over the longer term reinvestment will be encouraged on the Laker Road and airport industrial estates and other adjoining sites. This will establish Innovation Park Medway as a significant economic location, and a model for the area.

We will deliver more than £8m government investment in innovation Park Medway, providing the infrastructure and facilities for a thriving high-value employment centre.

We will work with local academic and industry partners to establish an on-site University Hub, with shared innovation facilities and on-site



Innovation Mentors – skilled professionals who support business start-up, growth and collaboration.

Medway Council will lead by example, delivering flagship 'honeypot' business premises with high-value business tenants, setting the physical and sector standards for future occupation.

We will investigate and progress land assembly options to enable the expansion of the development area, and to increase its economic impact.

We will use the area's Enterprise Zone status to champion Innovation Park Medway as a hub for entrepreneurial growth and to generate incentives to be offered to targeted business occupants.



Business accommodation and digital connectivity

The right tools for success

Medway is home to a number of significant business and industrial estates that provide good quality accommodation for the area's 14,000+ businesses. Medway Council has led the charge in the development of business premises, in particular by bringing forward its owned and operated Innovation Centre and Studios both with superfast broadband. There is a growing opportunity to build on these successes.

With a generally ageing commercial stock profile, most employment estates operating at capacity, and a lack of modern office space to allow business growth, it is vital that Medway identifies sites that provide the land and facilities for Medway businesses to grow and to attract inward investment. This will include a range of locations to meet

different business needs, including edge-of-centre sites. Medway Council will investigate acquisition and investment opportunities, leading by example in securing high-value employment space.

We will seek optimised use of the railway line from Hoo junction to the Isle of Grain, supporting intensified usages.

We will secure and promote the highest possible broadband speeds across Medway and, in particular, in concentrated employment zones recognising broadband speeds as a modern foundation of success.



Sector growth

Capitalising on our strengths

Medway's industrial heritage has made Medway a commercially attractive place, particularly for engineering and manufacturing businesses, but also for construction businesses and functions which support the financial and public sector.

Medway is thriving as a creative hub, tourism continues to grow and there is an increasing focus on the healthcare sector to reflect growing and ageing populations.

We will develop a coherent approach to employer engagement. We will engage with the Kent and Medway Guilds, with a focus on

MEDWAY'S KEY SECTORS:
▪ ADVANCED ENGINEERING AND
MANUFACTURING ▪ CONSTRUCTION
▪ CREATIVE AND CULTURAL
▪ HEALTH AND SOCIAL CARE
▪ IT AND DIGITAL.

Medway's key sectors, promoting collaboration between schools, colleges and employers.

We will support the development of Medway as a 'creative city', and the importance of creativity across sectors. This will be reflected in support for a new Creative Hub at Chatham Maritime.

Medway is set to benefit tremendously from the new Kent and Medway Medical School, which will deliver 100 undergraduate places each year, with multiple medical placements in local healthcare facilities



► Medway Fine Printmakers

► Copper Rivet Distillery





Improving employability

Match business demand with skills supply and retain graduate talent.

Approximately 56 per cent of Medway workers have local jobs, below the Kent figure of 78 per cent. Medway's thriving further education and university presence offers an excellent skills base and significant scope to secure high quality jobs for a high quality workforce. This will help maintain or reduce traffic flows outside Medway and increase leisure-time opportunities for residents.

To help Medway's workers find local jobs that meet their skills and aspirations, and thereby secure growth for all, we will promote the importance of lifelong learning and skills attainment, and promote new local job opportunities stemming from inward investment to residents, apprentices and graduates.

We will continue to support the development of the Medway Skills Board, spearheading an

integrated 'one-council' approach to skills development from reception to retirement and providing a specific forum for college and university engagement. The Skills Board will shape and work to deliver the aims of an 'all age' skills plan for Medway, bringing benefits to residents and businesses alike. We will keep abreast of employer skills demands and support education providers in matching local supply with local requirements.

Medway Council will continue to lead by example in recruiting a significant cohort of apprentices each year through its Apprenticeship Academy. We will work directly with local businesses and training providers to match applicants to industry, and to raise understanding of the value of apprenticeship opportunities.

In particular, Medway Council will work with the University Technical College to promote higher-level apprenticeships as an attractive next step for students.



SCHOOLS AND DISCIPLINES TAUGHT AT MEDWAY UNIVERSITIES:

- PHARMACEUTICAL, CHEMICAL AND ENVIRONMENTAL SCIENCES
- ENGINEERING AND SCIENCE
- JOURNALISM
- ANIMATION
- DIGITAL AND MEDIA
- BUSINESS
- CRAFT AND PRODUCT DESIGN
- PROFESSIONAL PRACTICE
- COMPUTING
- PERFORMING ARTS
- MUSIC AND FINE ART
- PHOTOGRAPHY
- POLICY, SOCIOLOGY AND SOCIAL RESEARCH
- EARLY YEARS AND EDUCATION
- HEALTH AND SOCIAL CARE
- SPORT AND EXERCISE SCIENCE
- FASHION AND TEXTILES



► University of Greenwich, Medway campus

Further and higher education

Medway is proud to be home to four universities, an £86m further education campus and a University Technical College. It is therefore extremely well placed to support entrants to the labour market and growing businesses. A strong and diversified economy includes highly skilled employment opportunities for Medway's graduates.

Building on the success of Innovation Centre Medway, and the award of central government funding for Innovation Park Medway we will work closely with further education and higher education providers to secure appropriate job opportunities across Medway, and to prepare Medway businesses for supply opportunities such as Ebbsfleet Garden City, the Lower Thames Crossing and the proposed London Resort Park.

We will seek to increase the percentage of Medway's 12,000 students who stay in Medway after they graduate, supporting and developing initiatives to promote talent retention. This will include the promotion of Medway as a creative city, and a specific focus on engineering / manufacturing and construction.

MEDWAY IS PROUD TO BE HOME TO FOUR UNIVERSITIES, AN £86M FURTHER EDUCATION CAMPUS AND A UNIVERSITY TECHNICAL COLLEGE.



Regeneration delivery

49

Vision without action is merely an idle dream.

Yet combined with action, vision is the foundation of an exciting and sustainable future which benefits all of Medway's residents.

Alongside Medway 2035 sits the Medway Regeneration Delivery Plan – a detailed analysis of the short, medium and long term actions which will deliver our ambitions. These actions provide a pipeline of projects ready for engagement with those who are ready to invest.

Medway Council has a strong track record of delivering major projects in partnership with funders and the private and third sectors. We will continue to work with other agencies to deliver high quality regeneration in line with public expectations and to manage resources effectively.

Forward-thinking authorities recognise that plans evolve. Medway Council is at the vanguard of regeneration, not just in leading by outstanding example on project delivery but by promoting a research and development watching brief, remaining alert to new priorities and influences, and seeking out new opportunities and partnerships.

Medway 2035 is a flexible working document, ready to respond rapidly to emerging intelligence in the pursuit of growth for all.







PAST USES RENDERED MUCH OF THE MEDWAY WATERFRONT AN INDUSTRIAL WASTELAND. WITH THE RISE OF LEISURE USES, AND A FOCUS ON WATERFRONT REGENERATION SITES, A NEW TREND – OF RECREATION, CITY LIVING AND ECONOMIC OPPORTUNITY – HAS BEGUN.



To find out more, or get involved in
Medway's exciting regeneration opportunities,
email **regeneration@medway.gov.uk**



Medway Council

Gypsy and Traveller Accommodation Assessment (GTAA)

Final Report

May 2018



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Contents

1. Executive Summary	5
Introduction and Methodology	5
Key Findings	6
Additional Pitch Needs – Gypsies and Travellers	6
Additional Plot Needs - Travelling Showpeople	7
Transit Recommendations	8
Implications of Changes to Government Guidance	8
2. Introduction	10
Definitions	10
The Planning Definition in PPTS (2015)	10
Definition of Travelling	11
Legislation and Guidance for Gypsies and Travellers	13
PPTS (2015)	13
3. Methodology	15
Background	15
Glossary of Terms	15
Desk-Based Review	15
Stakeholder Engagement	14
Working Collaboratively with Neighbouring Planning Authorities	14
Survey of Travelling Communities	14
Engagement with Bricks and Mortar Households	15
Timing of the Fieldwork	17
Applying the Planning Definition	17
Calculating Current and Future Need	20
Pitch Turnover	21
Transit Provision	22
4. Gypsy, Traveller & Travelling Showpeople Sites & Population	23
Introduction	23
Sites and Yards in Medway	24
Traveller Caravan Count	24
5. Stakeholder Engagement	25
Introduction	25
Views of Key Stakeholders and Council Officers in Medway and Gravesham	25
Neighbouring Authorities	28

6. Survey of Travelling Communities	36
Interviews with Gypsies and Travellers.....	36
7. Current and Future Pitch Provision.....	38
Introduction.....	38
New Household Formation Rates	38
Breakdown by 5 Year Bands.....	40
Applying the Planning Definition.....	40
Pitch Needs – Gypsies and Travellers that meet the Planning Definition.....	42
Pitch Needs – Unknown Gypsies and Travellers	44
Pitch Needs - Gypsies and Travellers that do not meet the Planning Definition	44
Plot Needs – Travelling Showpeople that meet the Planning Definition.....	46
Plot Needs – Unknown Travelling Showpeople	47
Plot Needs – Travelling Showpeople that do not meet the Planning Definition	47
Transit Recommendations	48
8. Conclusions	50
Gypsies and Travellers.....	50
Travelling Showpeople	50
Transit Provision.....	50
Summary of Need to be Addressed	51
Implications of Changes to Government Guidance	51
List of Figures.....	52
Appendix A: Glossary of Terms	53
Appendix B: Unknown Households	55
Appendix C: Households that do not meet the Planning Definition	57
Appendix D: Site and Yard Lists (November 2017)	59
Appendix E: Household Interview Questions	60
Appendix F: Technical Note on Household Formation and Growth Rates.....	69

1. Executive Summary

Introduction and Methodology

- 1.1 The primary objective of this Gypsy and Traveller Accommodation Assessment (GTAA) is to provide a robust assessment of current and future need for Gypsy, Traveller and Travelling Showpeople accommodation in Medway Council. As well as updating previous GTAAAs, another key reason for completing the study was the publication of a revised version of Planning Policy for Traveller Sites (PPTS) in August 2015. This included a change to the definition of Travellers for planning purposes. The key change that was made was the removal of the term persons...*who have ceased to travel permanently*, meaning that those who have ceased to travel permanently will not now fall under the planning definition of a Traveller for the purposes of assessing accommodation need in a GTAA (see Paragraph 2.7 for the full definition).
- 1.2 The GTAA provides a credible evidence base which can be used to aid the implementation of Development Plan policies and the provision of new Gypsy and Traveller pitches and Travelling Showpeople plots for the period up to 2035. The outcomes of this study supersede the outcomes of any previous GTAAAs completed in Medway.
- 1.3 The GTAA has sought to understand the accommodation needs of the Gypsy, Traveller and Travelling Showpeople population in Medway through a combination of desk-based research, stakeholder interviews and engagement with members of the travelling community living on all known sites and yards. A total of 25 interviews were completed with Gypsies and Travellers and 4 interviews were completed with Travelling Showpeople. ORS also completed interviews with 1 household living in bricks and mortar and with 12 Officers from the Council and from neighbouring authorities.
- 1.4 The fieldwork for the study was completed between October and November 2017 and the baseline date for the study is November 2017 which was when the majority of the household interviews were completed.

Key Findings

Additional Pitch Needs – Gypsies and Travellers

- 1.5 Overall the additional pitch needs for Gypsies and Travellers from 2017-2035 are set out below. Additional needs are set out for those households that meet the planning definition of a Gypsy or Traveller, for those unknown households¹ where an interview was not able to be completed (either due to households refusing to be interviewed, or not being present despite up to three visits to each pitch) who may meet the planning definition, and for those households that do not meet the planning definition – although this is not now a requirement for a GTAA².
- 1.6 Only the need from those households who meet the planning definition and from those of the unknown households who subsequently demonstrate that they meet it should be formally considered as need arising from the GTAA.
- 1.7 The need arising from households that meet the planning definition should be addressed through site allocation/intensification/expansion policies.
- 1.8 The Council will need to carefully consider how to address the needs associated with unknown Travellers as it is unlikely that all of this need will have to be addressed through the provision of conditioned³ Gypsy or Traveller pitches. In terms of Local Plan policies, the Council should consider the use of a criteria-based policy (as suggested in PPTS) for any unknown households that do provide evidence that they meet the planning definition, as opposed to making a specific allocation in Local Plan policies.
- 1.9 The need for those households who do not meet the planning definition will need to be addressed through other means such as the Strategic Housing Market Assessment (SHMA) or Housing and Economic Development Needs Assessment (HEDNA) and through separate Local Plan policies. This is reflected in the latest consultation draft of the National Planning Policy Framework (March 2018).
- 1.10 There were 14 Gypsy or Traveller households identified in Medway that meet the planning definition, 15 unknown households that may meet the planning definition and 11 households that do not meet the planning definition.
- 1.11 There is a need for **34 additional pitches** for households that meet the planning definition. This is made up of 6 concealed or doubled-up households or adults, 1 household living on an unauthorised pitch/development, 2 households living on pitches with temporary planning permission, 10 teenage children who will be in need of a pitch of their own in the next 5 years, and 15 from new household formation⁴ using a formation rate of 2.25% derived from the household demographics.
- 1.12 Need for up to 15 additional pitches for unknown households is made up 5 households living on unauthorised pitches/developments, 5 households living on pitches with temporary planning permission, and 5 from new household formation using the ORS national formation rate of 1.50%⁵. If the ORS national average⁶ of 10% were applied this could result in a need for 2 additional pitches. Whilst the proportion of households in Medway that meet the planning definition (56%) is higher than 10% this

¹See Paragraph 3.22-3.29 for further information on unknown households.

² See Paragraph 3.30 for further information.

³ Pitches with specific planning conditions restricting occupation to Gypsies and Travellers as defined by Annex 1 in PPTS (2015).

⁴ See Paragraphs 7.4-7.13 for further information.

⁵ See Chapter 7 for further details.

⁶ Based on over 2,500 interviews completed by ORS across England.

is based on a small household base. Therefore, it is felt that it would be more appropriate to consider the more statistically robust ORS national figure. However if the locally derived proportion were to be applied this could result in a need for 8 additional pitches.

1.13 Whilst not now a requirement to include in a GTAA, there is a need for up to 8 additional pitches for households that do not meet the planning definition. This is made up 3 households who are living on unauthorised pitches/developments, 2 concealed or doubled-up households or adults, and 3 from new household formation derived from the household demographics.

Figure 1 – Additional need for Gypsy and Traveller households in Medway (2017-2035)

Status	Total
Meet Planning Definition	34
Unknown	0-15 (10% = 2)
Do not meet Planning Definition	8

Figure 2 – Additional need for Gypsy and Traveller households in Medway that meet the Planning Definition by 5 year periods

Years	0-5	6-10	11-15	15-18	Total
	2017-22	2022-27	2027-32	2032-35	
	22	4	5	3	34

Additional Plot Needs - Travelling Showpeople

1.14 Overall the additional plot needs for Travelling Showpeople from 2017 to 2035 are set out below. Additional needs are set out for those households that meet the planning definition of a Travelling Showperson, for those unknown households where an interview was not able to be completed (either due to households refusing to be interviewed, or not being present despite three visits to each site) who may meet the planning definition, and for those households that do not meet the planning definition – although this is not now a requirement to include in a GTAA.

1.15 Only the need from those households who meet the planning definition and from those of the unknown households who subsequently demonstrate that they meet it should be considered as need arising from the GTAA.

1.16 The need arising from households that meet the planning definition should be addressed through yard allocation/intensification/expansion policies.

1.17 The Council should carefully consider how to address the needs associated with unknown Showpeople as it is unlikely that all of this will need to be addressed through the provision of conditioned Showpeople plots. In terms of Local Plan policies, the Council should consider the use of a criteria-based policy (as suggested in PPTS) for any unknown households that do provide evidence that they meet the planning definition.

1.18 The need for those households who do not meet the planning definition will need to be addressed through other means, such as the SHMA or HEDNA and through separate Local Plan policies.

1.19 There was 1 Travelling Showperson household identified in Medway that met the planning definition, 17 unknown households that may meet the planning definition and 3 households that do not meet the planning definition.

1.20 There is a need for **3 additional plots** arising from households that meet the planning definition. These are made up of 4 plots from new household formation derived from the household demographics. This also takes into account supply from 1 vacant plot.

- 1.21 There is a need for 2 additional plots for the unknown Travelling Showpeople households. This need is made up of 3 plots from new household formation using the ORS national formation rate of 1.00%. This also takes account of 1 vacant plot as there is no additional need in the first 5 years of the GTAA period from households that meet the planning definition.
- 1.22 Whilst not now a requirement to include in a GTAA, there is no need for additional plots for households that do not meet the planning definition.

Figure 3 – Additional need for Travelling Showpeople households in Medway (2017-2035)

Status	Total
Meet Planning Definition	3
Unknown	2
Do not meet Planning Definition	0

Figure 4 – Additional need for Travelling Showpeople households in Medway that meet the Planning Definition by year periods

Years	0-5	6-10	11-15	15-18	Total
	2017-22	2022-27	2027-32	2032-35	
	0	1	1	1	3

Transit Recommendations

- 1.23 Whilst there is some evidence of a number of unauthorised encampments in Medway in recent years, it is recommended that there is currently no need to provide any new transit pitches at this time. It is also recommended that the situation relating to levels of unauthorised encampments should be monitored whilst any potential changes associated with PPTS (2015) develop.
- 1.24 As well as information on the size and duration of the encampments, this monitoring should also seek to gather information from residents on the reasons for their stay in Medway; whether they have a permanent base or where they have travelled from; whether they have any need or preference to settle permanently in Medway; and whether their travelling is a result of changes to PPTS (2015). This information should be collected as part of a Welfare Assessment (or equivalent).
- 1.25 A review of unauthorised encampments, including the monitoring referred to above, should be undertaken once there is a sufficient evidence base following the changes to PPTS in 2015. This will establish whether there is a need for investment in any formal transit sites or emergency stopping places, or whether a managed approach is preferable. This review should be carried with other local authorities in Kent as well as with Kent County Council.
- 1.26 In the short-term, the Council should consider the use of management arrangements for dealing with unauthorised encampments and could also consider the use of Negotiated Stopping Agreements, as opposed to taking forward an infrastructure-based approach.
- 1.27 The term ‘negotiated stopping’ is used to describe agreed short term provision for Gypsy and Traveller caravans. It does not describe permanent ‘built’ transit sites but negotiated agreements which allow caravans to be sited on suitable specific pieces of ground for an agreed and limited period of time, with the provision of limited services such as water, waste disposal and toilets. Agreements are made between the authority and the (temporary) residents regarding expectations on both sides.
- 1.28 Temporary stopping places can be made available at times of increased demand due to fairs or cultural celebrations that are attended by Gypsies and Travellers. A charge may be levied as determined by the

local authority although they only need to provide basic facilities including: a cold water supply; portaloos; sewerage disposal point and refuse disposal facilities.

Implications of Changes to Government Guidance

- 1.29 A Judicial Review of the new planning definition started in September 2017 but had not yet been determined at the time of this report. The review is seeking to reinstate the former planning definition of a Traveller so it will include households that have ceased to travel permanently.
- 1.30 Should this review be successful a proportion of those households that do not meet the current planning definition may meet the definition if they can demonstrate that they have ceased to travel permanently but have travelled for work in the past. However given that the previous Housing Definition of a Traveller was repealed by the Housing and Planning Act (2016) it is unlikely that all of the households that do not meet the current Planning Definition will meet the previous Planning Definition.
- 1.31 In addition the Draft London Plan (December 2017) is proposing to introduce a different definition of a Traveller for planning purposes. This is very similar to the repealed Housing Definition in that it would also include households that have not travelled for work providing that they live in a caravan. Should this definition be more widely adopted it is likely that all households in Medway would meet it and total need will be for 57 additional pitches.

2. Introduction

2.1 The primary objective of this Gypsy and Traveller Accommodation Assessment (GTAA) is to provide a robust assessment of current and future need for Gypsy, Traveller and Travelling Showpeople accommodation in Medway. The outcomes of the study will supersede the outcomes of any previous Traveller and Travelling Showpeople Accommodation Needs Assessments completed in Medway.

2.2 The study provides an evidence base to enable the Council to comply with their requirements towards Gypsies, Travellers and Travelling Showpeople under the Housing Act 1985, the National Planning Policy Framework (NPPF) 2012, Planning Practice Guidance (PPG) 2014, Planning Policy for Traveller Sites (PPTS) 2015, and the Housing and Planning Act (2016).

2.3 The GTAA provides a robust assessment of need for Gypsy, Traveller and Travelling Showpeople accommodation in the study area. It is a credible evidence base which can be used to aid the implementation of development plan policies and the provision of Traveller pitches and plots covering the period 2017 to 2035. As well as identifying current and future permanent accommodation needs, it also seeks to identify any need for the provision of transit sites or emergency stopping places.

2.4 We would note at the outset that the study covers the needs of Gypsies (including English, Scottish, Welsh and Romany Gypsies), Irish Travellers, New (Age) Travellers and Travelling Showpeople, but for ease of reference we have referred to the study as a Gypsy and Traveller (and Travelling Showpeople) Accommodation Assessment (GTAA).

2.5 The baseline date for the study is November 2017, which was when the majority of the household interviews were completed.

Definitions

2.6 The planning definition for a Gypsy, Traveller or Travelling Showperson is set out in PPTS (2015). The previous definition set out in the Housing Act (2004) was repealed by the Housing and Planning Act (2016).

The Planning Definition in PPTS (2015)

2.7 For the purposes of the planning system, the definition was changed in PPTS (2015). The planning definition is set out in Annex 1 and states that:

For the purposes of this planning policy “gypsies and travellers” means:

Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependants’ educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

In determining whether persons are “gypsies and travellers” for the purposes of this planning policy, consideration should be given to the following issues amongst other relevant matters:

- a) Whether they previously led a nomadic habit of life.*
- b) The reasons for ceasing their nomadic habit of life.*

c) Whether there is an intention of living a nomadic habit of life in the future, and if so, how soon and in what circumstances.

For the purposes of this planning policy, “travelling showpeople” means:

Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above.

(Planning Policy for Traveller Sites, Department for Communities and Local Government (DCLG), August 2015)

- 2.8 The key change that was made to both definitions was the removal of the term *persons...who have ceased to travel permanently*, meaning that those who have ceased to travel permanently will no longer fall under the planning definition of a Traveller for the purposes of assessing accommodation need in a GTAA.
- 2.9 A Judicial Review of the new definition started in September 2017 but had not yet been determined at the time of this report.

Definition of Travelling

- 2.10 One of the most important questions that GTAAAs will need to address in terms of applying the planning definition is *what constitutes travelling?* This has been determined through case law that has tested the meaning of the term '*nomadic*'.
- 2.11 **R v South Hams Borough Council (1994)** – defined Gypsies as “persons who wander or travel for the purpose of making or seeking their livelihood (not persons who travel from place to place without any connection between their movements and their means of livelihood.)” This includes ‘born’ Gypsies and Travellers as well as ‘elective’ Travellers such as New Age Travellers.
- 2.12 In **Maidstone BC v Secretary of State for the Environment and Dunn (2006)**, it was held that a Romany Gypsy who bred horses and travelled to horse fairs at Appleby, Stow-in-the-Wold and the New Forest, where he bought and sold horses, and who remained away from his permanent site for up to two months of the year, at least partly in connection with this traditional Gypsy activity, was entitled to be accorded Gypsy status.
- 2.13 In **Greenwich LBC v Powell (1989)**, Lord Bridge of Harwich stated that a person could be a statutory Gypsy if he led a nomadic way of life *only seasonally*.
- 2.14 The definition was widened further by the decision in **R v Shropshire CC ex p Bungay (1990)**. The case concerned a Gypsy family that had not travelled for some 15 years in order to care for its elderly and infirm parents. An aggrieved resident living in the area of the family's recently approved Gypsy site sought judicial review of the local authority's decision to accept that the family had retained their Gypsy status even though they had not travelled for some considerable time. Dismissing the claim, the judge held that a person could remain a Gypsy even if he or she did not travel, provided that their nomadism was held in abeyance and not abandoned.
- 2.15 That point was revisited in the case of **Hearne v National Assembly for Wales (1999)**, where a traditional Gypsy was held not to be a Gypsy for the purposes of planning law as he had stated that he intended to

abandon his nomadic habit of life, lived in a permanent dwelling and was taking a course that led to permanent employment.

2.16 **Wrexham County Borough Council v National Assembly of Wales and Others (2003)** determined that households and individuals could continue to lead a nomadic way of life with a permanent base from which they set out from and return to.

2.17 The implication of these rulings in terms of applying the planning definition is that it will only include **those who travel (or have ceased to travel temporarily) for work purposes and in doing so stay away from their usual place of residence**. It can include those who have a permanent site or place of residence, but that it will not include those who travel for purposes other than work – such as *visiting* horse fairs, holidays and visiting friends or relatives. It will also not cover those who commute to work daily from a permanent place of residence.

2.18 It may also be that within a household some family members travel for nomadic purposes on a regular basis, but other family members stay at home to look after children in education, or other dependents with health problems etc. In these circumstances, the household unit would be defined as travelling for the purposes of this GTAA.

2.19 Households will also fall under the planning definition if they can demonstrate that they have ceased to travel temporarily as a result of their own or their family's or dependants' educational, health needs or old age. In order to have ceased to travel temporarily these households will need to demonstrate that household members have travelled for work purposes in the past and that household members plan to travel again for work purposes in the future.

2.20 This approach was endorsed by a Planning Inspector in Decision Notice for an appeal in East Hertfordshire (Appeal Ref: APP/J1915/W/16/3145267) that was issued in December 2016. A summary can be seen below.

Case law, including the R v South Hams Borough Council ex parte Gibb (1994) judgment referred to me at the hearing, despite its reference to 'purposive activities including work' also refers to a connection between the travelling and the means of livelihood, that is, an economic purpose. In this regard, there is no economic purpose... This situation is no different from that of many landlords and property investors or indeed anyone travelling to work in a fixed, pre-arranged location. In this regard there is not an essential connection between wandering and work... Whilst there does appear to be some connection between the travel and the work in this regard, it seems to me that these periods of travel for economic purposes are very short, amounting to an extremely small proportion of his time and income. Furthermore, the work is not carried out in a nomadic manner because it seems likely that it is done by appointment... I conclude, therefore, that XX does not meet the definition of a gypsy and traveller in terms of planning policy because there is insufficient evidence that he is currently a person of a nomadic habit of life.

2.21 This was further reinforced in a more recent Decision Notice for an appeal in Norfolk that was issued in February 2018 (Ref: APP/V2635/W/17/3180533) that stated:

As discussed during the hearing, although the PPTS does not spell this [the planning definition] out, it has been established in case law (R v South Hams DC 1994) that the nomadism must have an economic purpose. In other words gypsies and travellers wander or travel for the purposes of making or seeking their livelihood.

Legislation and Guidance for Gypsies and Travellers

2.22 Decision-making for policy concerning Gypsies, Travellers and Travelling Showpeople sits within a complex legislative and national policy framework and this study must be viewed in the context of this legislation and guidance. For example, the following key pieces of legislation and guidance are relevant when developing policies relating to Gypsies, Travellers and Travelling Showpeople:

- » The Housing and Planning Act, 2016
- » Planning Policy for Traveller Sites (PPTS), 2015
- » National Planning Policy Framework (NPPF), 2012
- » Planning Practice Guidance⁷ (PPG), 2014

2.23 The primary guidance for undertaking the assessment of housing need for Gypsies, Travellers and Travelling Showpeople is set out in PPTS (2015). It should be read in conjunction with the National Planning Policy Framework (NPPF). In addition, the Housing and Planning Act (2016) makes provisions for the assessment of need for those Gypsy, Traveller and Travelling Showpeople households living on sites and yards who do not meet the planning definition – through the assessment of all households living in caravans.

PPTS (2015)

2.24 PPTS (2015) sets out the direction of Government policy. As well as introducing the planning definition of a Traveller, PPTS is closely linked to the NPPF. Among other objectives, the aims of the policy in respect of Traveller sites are (PPTS Paragraph 4):

- » *Local planning authorities should make their own assessment of need for the purposes of planning.*
- » *To ensure that local planning authorities, working collaboratively, develop fair and effective strategies to meet need through the identification of land for sites.*
- » *To encourage local planning authorities to plan for sites over a reasonable timescale.*
- » *That plan-making and decision-taking should protect Green Belt from inappropriate development.*
- » *To promote more private Traveller site provision while recognising that there will always be those Travellers who cannot provide their own sites.*
- » *That plan-making and decision-taking should aim to reduce the number of unauthorised developments and encampments and make enforcement more effective.*
- » *For local planning authorities to ensure that their Local Plan includes fair, realistic and inclusive policies.*
- » *To increase the number of Traveller sites in appropriate locations with planning permission, to address under-provision and maintain an appropriate level of supply.*
- » *To reduce tensions between settled and Traveller communities in plan-making and planning decisions.*
- » *To enable provision of suitable accommodation from which Travellers can access education, health, welfare and employment infrastructure.*

⁷ With particular reference to the sections on Housing and Economic Development Needs Assessments

- » *For local planning authorities to have due regard to the protection of local amenity and local environment.*

2.25 In practice, the document states that (PPTS Paragraph 9):

- » *Local planning authorities should set pitch targets for Gypsies and Travellers and plot targets for Travelling Showpeople, which address the likely permanent and transit site accommodation needs of Travellers in their area, working collaboratively with neighbouring local planning authorities.*

2.26 PPTS goes on to state (Paragraph 10) that in producing their Local Plan local planning authorities should:

- » *Identify and annually update a supply of specific deliverable sites sufficient to provide five years' worth of sites against their locally set targets.*
- » *Identify a supply of specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15.*
- » *Consider production of joint development plans that set targets on a cross-authority basis, to provide more flexibility in identifying sites, particularly if a local planning authority has special or strict planning constraints across its area (local planning authorities have a Duty-to-Cooperate on strategic planning issues that cross administrative boundaries).*
- » *Relate the number of pitches or plots to the circumstances of the specific size and location of the site and the surrounding population's size and density.*
- » *Protect local amenity and environment.*

2.27 Local Authorities now have a duty to ensure a 5 year land supply to meet the identified needs for Traveller sites. However, 'Planning Policy for Traveller Sites' also notes in Paragraph 11 that:

- » *Where there is no identified need, criteria-based policies should be included to provide a basis for decisions in case applications nevertheless come forward. Criteria-based policies should be fair and should facilitate the traditional and nomadic life of Travellers, while respecting the interests of the settled community.*

3. Methodology

Background

3.1 Over the past 10 years, ORS has continually refined a methodology for undertaking robust and defensible Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessments. This has been updated in light of the introduction of the PPG in 2014, changes to PPTS in August 2015 and the Housing and Planning Act (2016), as well as responding to changes set out by Planning Ministers, with particular reference to new household formation rates. This is an evolving methodology that has been adaptive to changes in planning policy as well as the outcomes of Local Plan Examinations and Planning Appeals.

3.2 PPTS (2015) contains a number of requirements for local authorities which must be addressed in any methodology. This includes the need to pay particular attention to early and effective community engagement with both settled and traveller communities (including discussing travellers' accommodation needs with travellers themselves); identification of permanent and transit site accommodation needs separately; working collaboratively with neighbouring local planning authorities; and establishing whether households fall within the planning definition for Gypsies, Travellers and Travelling Showpeople.

3.3 The approach currently used by ORS was considered in April 2016 and July 2017 by the Planning Inspector for the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy. She concluded in her final Examination Report that was published in October 2017:

'The methodology behind this assessment incorporates a full demographic study of all occupied pitches, a comprehensive effort to undertake interviews with Gypsy and Traveller households, and consideration of the implications of the new national policy. I am satisfied that the GTAA provides a robust and credible evidence base and I accept its findings.'

3.4 The stages below provide a summary of the methodology that was used to complete this study. More information on each stage is provided in the appropriate sections of this report.

Glossary of Terms

3.5 A Glossary of Terms can be found in **Appendix A**.

Desk-Based Review

3.6 ORS collated a range of secondary data that was used to support the study. This included:

» Census data	» Information on enforcement actions
» Traveller Caravan Count data	» Previous Needs Assessments and other relevant local studies
» Records of unauthorised sites/encampments	» Existing national and local policy, guidance and best practice
» Information on planning applications/appeals	

Stakeholder Engagement

3.7 Engagement was undertaken with key Council Officers and with wider stakeholders through telephone interviews. A total of 7 interviews were completed with Council Officers from the study area (including Officers from Gravesham as the GTAA was a joint commission). A detailed topic guide was agreed with the Councils.

Working Collaboratively with Neighbouring Planning Authorities

3.8 To help support the Duty-to-Cooperate and provide background information for the study, telephone interviews were conducted with Planning Officers in neighbouring planning authorities. These interviews will help to ensure that wider issues that may impact on this project are fully understood. This included interviews with Officers from the Councils set out below. Again, a detailed topic guide was agreed with the Councils.

- » Dartford Borough Council
- » Kent County Council
- » Maidstone Borough Council
- » Sevenoaks District Council
- » Swale Borough Council
- » Tonbridge and Malling Borough Council

Survey of Travelling Communities

3.9 Through the desk-based research and the stakeholder interviews, ORS sought to identify all authorised and unauthorised sites/yards and encampments in the study area and attempted to complete an interview with the residents on all occupied pitches and plots. In order to gather the robust information needed to assess households against the planning definition of a Traveller, up to 3 visits were made to households where it was not initially possible to conduct an interview because they were not available at the time.

3.10 Our experience suggests that an attempt to interview households on all pitches is more robust. A sample based approach often leads to an under-estimate of need – and is an approach which is regularly challenged by the Planning Inspectorate at planning appeals.

3.11 ORS worked closely with the Council to ensure that the interviews collected all the necessary information to support the study. The household interview questions that were used have been updated to take account of recent changes to PPTS and to collect the information ORS feel is necessary to apply the planning definition. A copy of the household interview questions can be found in **Appendix E**. All sites and yards were visited by members of our team of experienced interviewers who work on our GTAA studies across England and Wales. Interviewers attempted to conduct semi-structured interviews with residents to determine their current demographic characteristics, their current or future accommodation needs, whether there is any over-crowding or the presence of concealed or doubled-up households, and travelling characteristics. Interviewers sought to identify contacts living in bricks and mortar to interview, as well as an

overall assessment of each site to determine any opportunities for intensification or expansion to meet future needs.

- 3.12 Interviewers also sought information from residents on the type of pitches they may require in the future – for example private or socially rented, together with any features they may wish to be provided on a new site or yard.
- 3.13 Where it was not possible to undertake an interview, interviewers sought to capture as much information as possible about each pitch from sources including neighbouring residents and site management (if present).
- 3.14 Interviewers also distributed copies of an information leaflet that was prepared by Friends, Families and Travellers explaining the reasons for the need to participate in the household interview as part of the GTAA process.

Figure 5 – Friends, Families and Traveller Leaflet

The leaflet is titled 'MORE PITCHES PLEASE!' in large, bold, white letters on a dark green background. It features a collage of images including a modern caravan, a traditional gypsy wagon, and a family standing in front of a caravan. The FFT logo is in the top left corner. The text on the leaflet discusses the need for more Gypsy/Traveller sites and provides information on how to respond to questionnaires.

Friends, Families and Travellers (FFT)
We are writing to you from Friends, Families and Travellers (FFT) a national charity working on behalf of Gypsies and Travellers www.gypsy-traveller.org

MORE PITCHES PLEASE!

Councils are currently carrying out new Accommodation Needs Assessments. The assessments are being done to work out if there is a need for more Gypsy/Traveller sites in your area and it is really important that you take part in the process so that your Council identifies the true level of need for sites in your area.

Questions about travelling are particularly important.
In 2015 the Government changed the planning definition of what it means to be a 'Gypsy or Traveller' and it now reads as follows:
Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependents' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

This means that if you have completely stopped travelling, even if it is as a result of ill-health or old age or because you care for people who are too old or too ill to travel then you will be unlikely to meet the planning definition and any need you or your dependents have for a caravan site will no longer be included in the Council's assessment of its need for Gypsy/Traveller sites in your area.

How you answer the assessment questions is really important as it will affect the number of pitches required in an area.

So, if you are still travelling for work, even if it is only for part the year or in order to buy and sell goods at any of the traditional horse fairs etc. then it is essential you make that clear to your Council when it assesses its need for sites in your area!

We have already seen some examples of questionnaires being used by consultants to assess needs and have some concerns about the way in which the questions have been worded and the limited space on forms to give answers.

For example, on a form produced by ORS questionnaire there is a section in the questionnaire about travelling (Section F) which could cause people to give misleading answers.

For example, one question asks 'How many trips you have made in the last 12 months'
If you answer '0' to this question then you will probably not be deemed a Gypsy or Traveller according to the new planning definition, so don't forget to include trips such as for work, looking for work, going to horse fairs etc.

Another question asks 'When did you stop travelling'
Please think carefully before answering such a question. Have you stopped travelling for good? If so then you could be judged not to be a Gypsy or Traveller in planning terms.

Another question asks 'Do family members plan to travel in the future?'
Again, please bear in mind that if you answer 'No' you will be judged not to be a Gypsy or Traveller in planning terms, so think carefully about whether you are ever likely to be travelling again in the future.

Information
fft
Friends Families and Travellers

If you want to speak to us further please do not hesitate to call FFT on 01273 234 777 or your local Gypsy/Traveller group.

Engagement with Bricks and Mortar Households

- 3.15 The 2011 Census records 168 households that identified as Gypsy or Irish Travellers who live in a house or flat in Medway.
- 3.16 ORS apply a rigorous approach to making contact with bricks and mortar households as this is a common issue raised at Local Plan examinations and planning appeals. Contacts were sought through a range of sources including the interviews with people on existing sites, intelligence from the Council, outcomes from previous planning appeals, and adverts on social media (including the Friends, Families and Travellers Facebook group). Through this approach the study

endeavoured to do everything to give households living in bricks and mortar the opportunity to make their views known.

3.17 As a rule, ORS do not make any assumptions on the overall needs from household in bricks and mortar based on the outcomes of any interviews that are completed as, in our experience, this leads to a significant over-estimate of the number of households wishing to move to a site or a yard. The assumption is made that all those wishing to move will make their views known based on the wide range of publicity that has been put in place. Thus we are seeking to shift the burden of responsibility on to those living in bricks and mortar through demonstrating extensive efforts to make them aware of the study.

Figure 6 – Bricks and Mortar Advert



Friends, Families and Travellers

29 January ·

ORS would like to speak to anyone interested in developing a site or yard or who is living in bricks and mortar who would prefer to live on a site or yard in **#Arun, #Adur, #Barnet, #Brent, #CheshireEast, #CheshireWest, #Chester, #Chichester, #Dacorum, #Ealing, #Gravesham, #Halton, #Harrow, #Hillingdon, #Hounslow, #KingstonUponThames #Medway, #MoleValley, #Runnymede, #Spelthorne, #StAlbans, #SurreyHeath, #Warrington, #Watford and #Worthing**

This is part of a Gypsy and Traveller Accommodation Needs Assessments in these areas. Here are some details on what that means and advice on what questions you might be asked: <https://www.gypsy-traveller.org/.../answer-gypsy-traveller-a.../>



Opinion Research Services
Excellent research for the public, voluntary and private sectors

Gypsy, Traveller & Travelling Showpeople Accommodation Assessments

Opinion Research Services (ORS) is an independent research company who carry out Gypsy, Traveller and Travelling Showpeople Accommodation Assessments across the country. These assessments must be carried out by every council to inform them how many new pitches and plots will need to be provided in the future.

ORS would like to speak to Gypsies, Travellers and Travelling Showpeople who are looking to develop a site or yard or who live in bricks and mortar and would prefer to live on a site or yard in any of the following areas:

Arun, Adur, Cheshire East, Cheshire West and Chester, Chichester, Dacorum, Gravesend, Halton, Hounslow, Kingston upon Thames Medway, Mole Valley, Runnymede, Spelthorne, St Albans, Surrey Heath, Runnymede, Warrington, Watford and Worthing

Your views are very important to us.

For additional advice from Friends, Families and Travellers on the Needs Assessment process please visit http://www.gypsy-traveller.org/wp-content/uploads/2016/06/GTAA-leaflet-A4_v5.pdf

If you would like to speak to ORS about your accommodation needs please contact **Claire Thomas** on **01792 535337**

Timing of the Fieldwork

3.18 ORS are fully aware of the transient nature of many travelling communities and subsequent seasonal variations in site and yard occupancy. As such, all of the fieldwork was undertaken during the non-travelling season, and also avoided days of known local or national events. Fieldwork was completed between October and November 2017.

Applying the Planning Definition

3.19 The primary change introduced by PPTS (2015) in relation to the assessment of need is the change in the definition of a Gypsy, Traveller or Travelling Showperson for planning purposes. Through the site interviews, ORS sought to collect information necessary to assess each household against the planning definition. The relatively short time since the publication of PPTS (2015) has meant that only a small number of relevant appeal decisions have been issued by the Planning Inspectorate on how the planning definition should be applied. These decisions support the view that households need to be able to demonstrate that they travel for work purposes to meet the planning definition and stay away from their usual place of residence when doing so, or have ceased to travel temporarily due to education, ill health or old age.

3.20 The household survey included a section of structured questions to record information about the travelling characteristics of household members. This included questions on the following key issues:

- » Whether any household members have travelled in the past 12 months.
- » Which household members had travelled.
- » Whether household members have ever travelled.
- » The main reasons for travelling – carefully probing visits to fairs to determine whether for work or cultural purposes.
- » Where household members travelled to.
- » The times of the year that household members travelled.
- » Where household members stay when they are away travelling.
- » When household members stopped travelling.
- » The reasons why household members stopped travelling.
- » Whether household members intend to travel again in the future.
- » When and the reasons why household members plan to travel again in the future.

3.21 When the household interviews were completed, the answers from these questions on travelling were used to determine the status of each household against the planning definition in PPTS (2015). Through a combination of responses, households need to provide sufficient information to demonstrate that household members travel for work purposes and in doing so stay away from their usual place of residence, or that they have ceased to travel temporarily due to education, ill health or old age, and plan to travel again for work purposes in the future. The same definition applies to Travelling Showpeople as to Gypsies and Travellers.

3.22 Households that need to be considered in the GTAA fall under one of three classifications that will determine whether their housing needs will need to be formally assessed in the GTAA. Only

those households that meet, or may meet, the planning definition will form the formal components of need to be included in the GTAA:

- » Households that travel under the planning definition;
- » Households that have ceased to travel temporarily under the planning definition; and
- » Households where an interview was not possible who *may* fall under the planning definition.

3.23 Whilst the needs of those households that do not meet the planning definition do not need to be formally included in the GTAA, they have been assessed to provide the Council with components of need to consider as part of their work on wider housing needs assessments.

Unknown Households

3.24 As well as calculating need for households that meet the planning definition, the needs of the households where an interview was not completed (either due to refusal to be interviewed or households that were not present during the fieldwork period) need to be assessed as part of the GTAA where they are believed to be ethnic Gypsies and Travellers who **may** meet the planning definition. Whilst there is no law or guidance that sets out how the needs of these households should be addressed, an approach has been taken that seeks an estimate of potential need from these households. This will be an additional need figure over and above the need identified for households that do meet the planning definition⁸.

3.25 The estimate of potential need in unknown households seeks to identify potential current and future need from any pitches known to be temporary or unauthorised, and through new household formation. For the latter, the ORS national formation rate⁹ of 1.50% has been used as the demographics of residents are unknown.

3.26 Should further information be made available to the Council that will allow for the planning definition to be applied, these households could either form a confirmed component of need to be addressed in through the GTAA or the SHMA/HEDNA.

3.27 ORS are of the opinion that it would not be appropriate when producing a robust assessment of need to make any firm assumptions about whether or not households where an interview was not completed meet the planning definition based on the outcomes of households where an interview was completed.

3.28 However, data that has been collected from over 2,500 household interviews that have been completed by ORS across England since the changes to PPTS in 2015 suggests that, overall, approximately 10% of households who have been interviewed meet the planning definition – and in some local authorities, particularly London Boroughs, no households meet the planning definition.

3.29 ORS are not implying that this is an official national statistic - rather a national statistic based on the outcomes of our fieldwork since the introduction of PPTS (2015). It is estimated that there are up to 14,000 Gypsy and Traveller pitches in England. ORS have interviewed households on almost 20% of these pitches at a representative range of sites. Of the households that have been

⁸ Plus any additional unidentifiable need arising from concealed or doubled-up households or adults and 5 year need from teenage children.

⁹ See Chapter 7 for further details

interviewed, approximately 10% meet the planning definition. ORS also asked similar questions on travelling in over 2,500 pre-PPTS (2015) household interviews and also found that approximately 10% of households would have met the PPTS (2015) planning definition. It is ORS' view therefore that this is the most comprehensive national statistic in relation to households that meet the planning definition in PPTS (2015) and should be seen as a robust statistical figure.

- 3.30 This would suggest that it is likely that only a small proportion of the potential need identified from these households will need conditioned Gypsy and Traveller pitches, and that the needs of the majority will need to be addressed through the SHMA or HEDNA for example.
- 3.31 In terms of Local Plan policies, the Council should consider a criteria-based policy for any unknown households that do provide evidence that they meet the planning definition.
- 3.32 An assessment of need for unknown households can be found in **Appendix B**.
- 3.33 The ORS methodology to address the need arising from unknown households was supported by the Planning Inspector for a Local Plan Examination for Maldon Borough Council, Essex. In his Report that was published on 29th June 2017 he concluded:

150. The Council's stance is that any need arising from 'unknowns' should be a matter left to the planning application process. Modifications to Policy H6 have been put forward by the Council setting out criteria for such a purpose, which I consider further below. To my mind, that is an appropriate approach. While there remains a possibility that up to 10 further pitches may be needed, that cannot be said to represent identified need. It would be unreasonable to demand that the Plan provide for needs that have not been established to exist. That being said, **MM242h** is nonetheless necessary in this regard. It commits the Council to a review of the Plan if future reviews of the GTAA reveal the necessity for land allocations to provide for presently 'unknown' needs. For effectiveness, I have altered this modification from the version put forward by the Council by replacing the word "may" with "will" in relation to undertaking the review committed to. I have also replaced "the Plan" with "Policy H6" – the whole Plan need not be reviewed.

Households that Do Not Meet the Planning Definition

- 3.34 Households who do not travel fall outside the planning definition of a Traveller. However Romany Gypsies, Irish and Scottish Travellers may be able to claim a right to culturally appropriate accommodation under the Equality Act (2010). In addition, provisions set out in the Housing and Planning Act (2016) now include a duty (under Section 8 of the 1985 Housing Act that covers the requirement for a periodical review of housing needs) for local authorities to consider the needs of people residing in or resorting to their district with respect to the provision of sites on which caravans can be stationed, or places on inland waterways where houseboats can be moored. Draft Guidance¹⁰ related to this section of the Act has been published setting out how the government would want local housing authorities to undertake this assessment and it is the same as the GTAA assessment process. The implication is therefore that the housing needs of any Gypsy and Traveller households who do not meet the planning definition of a Traveller will need to be assessed as part of the wider housing needs of the area, for example through the SHMA or HEDNA process. This will form a subset of the wider need arising from households residing in caravans. An assessment of need for Travellers that do not meet the planning definition can be found in **Appendix C**.

¹⁰ Draft guidance to local housing authorities on the periodical review of housing needs for caravans and houseboats. (March 2016)

Calculating Current and Future Need

3.35 To identify need, PPTS (2015) requires an assessment of current and future pitch requirements, but does not provide a methodology for this. However, as with any housing assessment, the underlying calculation can be broken down into a relatively small number of factors. In this case, the key issue is to compare the supply of pitches available for occupation with the current and future needs of the population.

Supply of Pitches

3.36 The first stage of the assessment sought to determine the number of vacant and potentially available supply in the study area:

- » Current vacant pitches.
- » Pitches currently with planning consent due to be developed within 5 years.
- » Pitches vacated by people moving to housing.
- » Pitches vacated by people moving from the study area (out-migration).

3.37 It is important when seeking to identify supply from vacant pitches that they are in fact available for general occupation – i.e. on a public or social rented site, or on a private site that is run on a commercial basis with anyone being able to rent a pitch if they are available. Typically vacant pitches on small private family sites are not included as components of available supply, but can be used to meet any current and future need from the family living on the site.

Current Need

3.38 The second stage was to identify components of current need, which is not necessarily the need for additional pitches because they may be able to be addressed by space already available in the study area. This is made up of the following:

- » Households on unauthorised developments for which planning permission is not expected.
- » Concealed, doubled-up or over-crowded households (including single adults).
- » Households in bricks and mortar wishing to move to sites.
- » Households in need on waiting lists for public sites.

Future Need

3.39 The final stage was to identify components of future need. This includes the following four components:

- » Teenage children in need of a pitch of their own in the next 5 years.
- » Households living on sites with temporary planning permission.
- » New household formation.
- » In-migration.

3.40 Household formation rates are often the subject of challenge at appeals or examinations. ORS agrees with the position set out by DCLG in the Ministerial Statement of 2014 and firmly believe that any household formation rates should use a robust local evidence base, rather than simply relying on precedent. The approach is set out in more detail in Chapter 7.

3.41 All of these components of supply and need are presented in tabular format which identify the overall net need for current and future accommodation for both Gypsies and Travellers. This has proven to be a robust model for identifying needs. The residential and transit pitch needs for Gypsies and Travellers are identified separately and the needs are identified in 5 year periods to 2035.

Pitch Turnover

3.42 Some assessments of need make use of pitch turnover as an ongoing component of supply. ORS do not agree with this approach or about making any assumptions about annual turnover rates. This approach frequently ends up significantly under-estimating need as, in the majority of cases, vacant pitches on sites are not available to meet any additional need. The use of pitch turnover has been the subject of a number of Inspectors Decisions, for example APP/J3720/A/13/2208767 found a GTAA to be unsound when using pitch turnover and concluded:

West Oxfordshire Council relies on a GTAA published in 2013. This identifies an immediate need for 6 additional pitches. However the GTAA methodology treats pitch turnover as a component of supply. This is only the case if there is net outward migration yet no such scenario is apparent in West Oxfordshire. Based on the evidence before me I consider the underlying criticism of the GTAA to be justified and that unmet need is likely to be higher than that in the findings in the GTAA.

3.43 In addition, a recent GTAA Best Practice Guide produced jointly by organisations including Friends, Families and Travellers, the London Gypsy and Traveller Unit, the York Travellers Trust, the Derbyshire Gypsy Liaison Group, Garden Court Chambers and Leeds GATE concluded that:

Assessments involving any form of pitch turnover in their supply relies upon making assumptions; a practice best avoided. Turnover is naturally very difficult to assess accurately and in practice does not contribute meaningfully to additional supply so should be very carefully assessed in line with local trends. Mainstream housing assessments are not based on the assumption that turnover within the existing stock can provide for general housing needs.

3.44 As such, other than current vacant pitches on sites that are known to be available, or pitches that are known to become available through the household interviews, pitch turnover has not been considered as a component of supply in this GTAA.

Transit Provision

3.45 PPTS also requires an assessment of the need for any transit sites or stopping places. While the majority of Gypsies, Travellers have permanent bases either on Gypsy and Traveller sites or in bricks and mortar and no longer travel, other members of the community either travel permanently or for part of the year. Due to the mobile nature of the population, a range of sites or management approaches can be developed to accommodate Gypsies and Travellers as they move through different areas, including:

- » Transit sites
- » Temporary stopping places
- » Temporary (seasonal) sites
- » Negotiated Stopping Agreements

3.46 In order to investigate the potential need for transit provision when undertaking work to support the study, ORS sought to undertake analysis of any records of unauthorised sites and encampments, as well as information from the Ministry of Housing, Communities and Local Government (MHCLG)¹¹ Traveller Caravan Count. The outcomes of discussions with Council Officers and Officers from neighbouring planning authorities were also taken into consideration when determining this element of need in the study area.

¹¹ Formerly the Department of Communities and Local Government (DCLG).

4. Gypsy, Traveller & Travelling Showpeople Sites & Population

Introduction

4.1 One of the main considerations of this study is to provide evidence to support the provision of pitches and plots to meet the current and future accommodation needs of Gypsies, Travellers and Travelling Showpeople. A pitch is an area normally occupied by one household, which typically contains enough space for one or two caravans, but can vary in size¹². A site is a collection of pitches which form a development exclusively for Gypsies and Travellers. For Travelling Showpeople, the most common descriptions used are a plot for the space occupied by one household and a yard for a collection of plots which are typically exclusively occupied by Travelling Showpeople. Throughout this study, the main focus is upon how many extra pitches for Gypsies and Travellers and plots for Travelling Showpeople are required in the study area.

4.2 The public and private provision of mainstream housing is also largely mirrored when considering Gypsy and Traveller accommodation. One common form of a Gypsy and Traveller site is the publicly-provided residential site, which is provided by a Local Authority or by a Registered Provider (usually a Housing Association). Pitches on public sites can be obtained through signing up to a waiting list, and the costs of running the sites are met from the rent paid by the licensees (similar to social housing).

4.3 The alternative to public residential sites are private residential sites and yards for Gypsies, Travellers and Travelling Showpeople. These result from individuals or families buying areas of land and then obtaining planning permission to live on them. Households can also rent pitches on existing private sites. Therefore, these two forms of accommodation are the equivalent to private ownership and renting for those who live in bricks and mortar housing. Generally, the majority of Travelling Showpeople yards are privately owned and managed.

4.4 The Gypsy, Traveller and Travelling Showpeople population also has other forms of sites due to its mobile nature. Transit sites tend to contain many of the same facilities as a residential site, except that there is a maximum period of residence which can vary from a few days or weeks to a period of months. An alternative to a transit site is an emergency or negotiated stopping place. This type of site also has restrictions on the length of time someone can stay on it, but has much more limited facilities. Both of these two types of site are designed to accommodate, for a temporary period, Gypsies, Travellers and Travelling Showpeople whilst they travel. A number of authorities also operate an accepted encampments policy where short-term stopovers are tolerated without enforcement action.

¹² Whilst it has now been withdrawn, Government Guidance on Designing Gypsy and Traveller Sites recommended that, as a general guide, an average family pitch must be capable of accommodating an amenity building, a large trailer and touring caravan, parking space for two vehicles and a small garden area.

4.5 Further considerations for the Gypsy and Traveller population are unauthorised developments and encampments. Unauthorised developments occur on land which is owned by the Gypsies and Travellers or with the approval of the land owner, but for which they do not have planning permission to use for residential purposes. Unauthorised encampments occur on land which is not owned by the Gypsies and Travellers.

Sites and Yards in Medway

4.6 In Medway, at the base date for the GTAA, there are 1 public site with planning permission for 11 pitches; 4 private sites with full planning permission (12 pitches); 5 private sites with temporary planning permission (11 pitches); 1 site that is tolerated for planning purposes (2 pitches); 5 unauthorised sites (9 pitches); 1 pitch that is awaiting the determination of a planning application; and 1 Travelling Showpeople yard with permanent permission (29 plots). There was no transit provision identified. See **Appendix D** for further details.

Figure 7 - Total amount of provision in Medway (November 2017)

Category	Sites/Yards	Pitches/Plots
Public sites	1	11
Private with permanent planning permission	4	12
Private with temporary planning permission	4	7
Sites tolerated for planning purposes	1	2
Unauthorised sites	5	9
Transit provision	0	0
Undetermined Sites	1	1
Travelling Showpeople provision - private	1	29

MHCLG Traveller Caravan Count

4.7 Another source of information available on the Gypsy, Traveller and Travelling Showpeople population is the bi-annual Traveller Caravan Count which is conducted by each Local Authority in England on a specific date in January and July of each year, and reported to MHCLG. This is a statistical count of the number of caravans on both authorised and unauthorised sites across England. With effect from July 2013 it was renamed the Traveller Caravan Count due to the inclusion of data on Travelling Showpeople.

4.8 As this count is of caravans and not households, it makes it more difficult to interpret for a study such as this because it does not count pitches or resident households. The count is merely a 'snapshot in time' conducted by the Local Authority on a specific day, and any unauthorised sites or encampments which occur on other dates will not be recorded. Likewise, any caravans that are away from sites on the day of the count will not be included. As such it is not considered appropriate to use the outcomes from the Traveller Caravan Count in the calculation of current and future need as the information collected during the site visits is seen as more robust and fit-for-purpose. However, the Traveller Caravan Count data has been used to *support* the identification of the need to provide for transit provision and this is set out later in this report.

5. Stakeholder Engagement

Introduction

5.1 To be consistent with the guidance set out in PPTS (2015) and the methodology used in other GTAA studies, ORS undertook a stakeholder engagement programme to complement the information gathered through interviews with members of the Travelling Community. This consultation took the form of telephone interviews which were tailored to the role of the individual.

5.2 This was completed jointly for Medway and Gravesham as the GTAA was a joint commission.

5.3 The aim of these interviews was to provide an understanding of: current provision and possible future need; short-term encampments; transit provision; and cross-border issues. Seven interviews were undertaken with Council Officers from the study area (Medway and Gravesham).

5.4 As stated in the Planning Policy for Traveller Sites, Local Authorities have a duty to cooperate on strategic planning issues that cross administrative boundaries (S.110 Localism Act 2011). In order to explore issues relating to cross boundary working, ORS interviewed a Planning Officer from six neighbouring local authorities:

- » Dartford Borough Council
- » Kent County Council
- » Maidstone Borough Council
- » Sevenoaks District Council
- » Swale Borough Council
- » Tonbridge and Malling Borough Council

5.5 Due to issues surrounding data protection, and in order to protect the anonymity of those who took part, this section presents a summary of the views expressed by interviewees and verbatim comments have not been used.

5.6 The chapter provides the response from Council Officers from the study area and from neighbouring authorities. The views expressed in this section of the report represent a balanced summary of the views expressed by stakeholders, and on the views of the individuals concerned, rather than the official policy of their Council.

Views of Key Stakeholders and Council Officers in Medway and Gravesham

5.7 Seven officers were interviewed from Medway Council and Gravesham Borough Council. A summary of the officers' views and input into the project are set out below.

Accommodation Needs

5.8 Since the last GTAA in Medway the Council have permitted several temporary sites as well as increasing the size of two sites on a permanent basis. Based on the most recent GTAA the Council

are meeting their needs however the need figures will be updated as part of the new assessment. As part of the Housing Strategy they have looked at the need in terms of providing more public pitches, however over the last 9 years there hasn't been a great need to start developing more sites.

- 5.9 Officers regarded the public site in Medway as being well maintained and meeting the needs of Gypsies and Travellers on the site. The Council took ownership of the maintenance of this site in 2004 and it has been well managed since then. Occupants are provided with pitches, wash rooms, electricity, sewerage, water etc. and they have tenancy or license agreements under the 1983 Mobile Homes Act.
- 5.10 Medway Council have approved a number of planning applications based on new need arising from existing families on approved sites. This comes from family members becoming older and forming families of their own. These households approach the Council, who then give them permission; therefore there should not be a problem with concealed or overcrowding in the area.
- 5.11 Two officers are aware of an unauthorised encampment in the area. This is on their own land, however they have moved on without consent. This is made up of four units. The public site is routinely visited every 2 weeks so they rarely have any issues with unauthorised households there. One officer recalled a recent incident of finding two or three Travellers digging into land on the side of the public site which belongs to a private land owner (farmer) in order to create space for further pitches. The Council had not been informed of this and had to spend money to put the land back for the farmer.
- 5.12 One officer feels that there is a sufficient amount of site accommodation as there has not been a dramatic increase in Gypsies and Travellers coming into the area since the last GTAA. Unless there is a change in migration into the area then there shouldn't be a problem going forward and the Council will continue to meet the need. However another officer believes that Medway need to provide more pitches as there is a waiting list for the public site.
- 5.13 The officer from Gravesham was aware that there was a large amount of families who needed providing for in the last GTAA and there have been some issues of overcrowded and concealed households. They also have occasional unauthorised encampments in the area which can be very time consuming to deal with.

Short-term Roadside Encampments

- 5.14 All officers in Medway were aware of short-term roadside encampments which can come into the area, particularly in recent months. Some Travellers park their caravans onto sites of friends or family already in the area. Favoured spots by Travellers includes Lower Rainham Road and areas towards the south of the area of outstanding natural beauty which runs adjacent to Maidstone. There are also a number of redevelopment sites run by the Council which are not secured properly. Travellers can gain access to these sites and pitch up.
- 5.15 Officers believe that Travellers come into the Medway area for a variety of reasons such as festivals, weddings, funerals, gatherings, work etc. One officer believes that there has been an increase in the number of unauthorised encampments recently due to their neighbouring authorities adopting their Local Plans meaning that those who cannot get planning permission in these areas are spilling over to the surrounding areas. The officer also believes that the change in

planning definition has meant that more people are voluntarily travelling seeking to meet the definition. One officer said that families who come into the area are predominantly Irish and often come for work. Some come back and fore from Kent to Europe to work.

5.16 Officers identified a number of issues which can occur from short-term roadside encampments in the area. The private sector housing team are often called upon when Travellers go onto areas of private land and there can be issues with moving them on and sometimes have to involve the police. They have had to go to court several times in the last 12 months to get a warrant to move them on.

5.17 The majority of officers did not feel the need to provide a transit site. One officer thought that this needed to be investigated further as the new planning definition may mean that more Travellers are travelling and in need of transit pitches. However the officer felt this could be best met by providing provision on their existing public site or by looking into providing negotiated stopping places.

5.18 One officer said that there is a holiday caravan site where Travellers are able to pitch up and pay a price however when offered this they often do not want to do this as they do not see why they should have to pay.

5.19 Two officers thought that Medway Council should be providing transit provision. There should be two different types of transit provision – seasonal provision for those coming through the borough and provision for those who need temporary accommodation while they look for a permanent site.

5.20 Gravesham also have Travellers coming into the area for work and other events such as weddings and funerals. The officer felt that a transit site would be helpful as it can often take a long time to move on Travellers and this would give them the option of moving onto a transit site. However the officer was aware that providing a transit site could result in other issues in the area as people may be unwilling to have a transit site near to where they live.

Cross-border Issues

5.21 Medway officers were not aware of any major cross-border issues with neighbouring authorities. One officer was concerned that this may change in the future as families are required to travel more due to the change in the planning definition. This officer also said that Gravesham and Tonbridge and Malling have a high proportion of Green Belt whereas Medway have a low proportion so there may be a shift in people coming into the area however this is not an issue at the present time.

5.22 Most officers felt that their neighbouring authorities are meeting their own need. Swale and Medway are divided by a large patch of green area; on the boundary of Medway is a Gypsy and Traveller site in the Swale boundary however they have not had any issues with this.

5.23 One officer was aware of issues in Gravesham and Tonbridge and Malling of pitches being available on public sites but families not wanting to live there due to conflicts with other families on the sites. The issue comes down to having the space for families but not a range of different sites to meet their needs.

5.24 The majority of officers were aware of cross-border or joint working with neighbouring authorities. There is a Kent-wide working group who meet up and discuss any Gypsy and Traveller issues. Through this group some authorities have decided to do their GTAA jointly such as Medway and Gravesham. They also inform each other how they are getting on with Local Plans etc. This group meets on a 6 monthly basis. One officer was also aware of instances where they have had to contact neighbouring authorities if Travellers from different areas have moved into Medway.

5.25 All officers felt that the Council are complying with the Duty to Cooperate, and most felt that neighbouring authorities were also complying. However some officers did not know enough about what other neighbouring authorities are doing to comment on this.

5.26 The officer from Gravesham was not aware of any cross-border issues, however Dartford and Sevenoaks do have issues with unauthorised encampments, but Kent County Council are often able to move these on.

5.27 Future priorities included assessing the need from the New Local Plan and setting site allocations as well as looking into the need for a transit site in the Medway area.

Bricks and Mortar

5.28 Only one officer in Medway was aware of two Gypsies and Travellers living in bricks and mortar. This officer passed details on to a colleague who sent letters out to these two Gypsies and Travellers. However there has been no response at this time of the report.

5.29 Other officers in Medway and Gravesham were not aware of any Gypsies and Travellers living in bricks and mortar, officers were aware of several families who used to live in bricks and mortar who have moved onto sites however none who have moved into bricks and mortar. The housing waiting list in Medway does not record the ethnicity of applicants.

Neighbouring Authorities

Dartford Borough Council

5.30 With regard to **overall accommodation need** in Dartford, the views of the officer interviewed were as follows:

- » The majority of the sites are in the Green Belt so the Council deal with issues as they come along. They are mostly dealing with enforcement enquiries in the borough at the moment. In terms of their strategic function Dartford has an Implementation Strategy which was adopted in June last year in preparation for the Development Policies Plan examination which went through and got adopted. This is the extension to the original assessment of need for the Core Strategy. The Council hasn't got much further than this but this will be addressed through the new Local Plan.
- » The officer thought that there may be overcrowding issues in terms of what they are seeing come through in planning applications. Most are either for completely new sites or they are for an extension or siting additional caravans on the existing

sites. Many of the recent consents granted have been on a temporary basis in light of personal circumstances.

- » There are some Gypsies and Travellers who live in bricks and mortar but there hasn't been a recent assessment of this. In the previous assessment there was an estimate of 50 households in bricks and mortar accommodation but they are not aware of how many of these want to move back onto sites or whether they are happy in the existing accommodation.
- » There have been a few new encampments that the officer is aware of. One was in the centre of town in a prominent location where a few Travellers pitched up on land waiting to be developed. The Police and Council worked to move them on.
- » The officer believes that short-term encampments occur due to a combination of factors. They have a reasonably high level of Traveller population in the borough and the proximity to the strategic road network means it is quite an easy place to stop off if they are going between different places and visiting family etc.
- » The officer believes that if there are sites near to the strategic road network then it would be preferable for a transit site to be set up there. The problem with Dartford is that most of the land near the road network is already allocated either for new housing or for storage and distribution uses which are prominent in the area. The area to the south of the borough is all Green Belt so national policy is that it is not acceptable to put new Traveller sites in the Green Belt, yet this is where most planning applications arise. There is however a need for transit somewhere in Kent. The best place would be close to one of the motorways or A roads and in areas that aren't so restricted by Green Belt issues.

^{5.31} With regard to the subject of **cross border issues** and the **Duty to Cooperate**, the views of the officer interviewed were as follows:

- » The officer was not aware of any cross boundary issues as there aren't any sites close to the border. Dartford is on the edge of things in terms of being able to meet their own need. The officer was not aware what other authorities are doing to meet their own need but the issues with the Green Belt are Kent-wide.
- » In Kent they have a liaison group from a planning policy point of view which meets quarterly. Some of these authorities are collaborating on producing a needs assessment. Dartford is not quite at a stage where they feel they need to do a needs assessment. For their new Local Plan the Implementation Strategy says that they can meet their 5 year supply but that there is an ongoing need. The Council have tried to reconcile their previous assessment due to the change in the planning definition of a Traveller. Through this they have estimated the likely levels of need in the borough but this is not concrete.
- » The Council are complying with the duty to cooperate. They are discussing wider Traveller needs in the wider Kent area and they have been involved in the Liaison Group. It is just the actual delivery of the sites which is a lot more difficult. The officer also believes that other local authorities are complying due to the meetings and collaborations with the needs assessment.

Kent County Council

5.32 With regard to **overall accommodation need** in Kent County Council (KCC), the views of the officer interviewed were as follows:

- » KCC are responsible for managing 10 public Gypsy and Traveller sites across Kent. They are also responsible for some unauthorised encampments across Kent on KCC land property or KCC highway.
- » The officer believes that Kent provides an excellent service, however it is down to the local districts and boroughs to look at their local plans in terms of future provision.
- » On the KCC sites officers often get told by the Gypsies and Travellers living there that they want to provide for their children in the future and they don't believe there are enough pitches available on their preferred sites. This is something which is often raised in conversations with them.
- » The officer was aware of unauthorised encampments. They typically have at least one occurrence a week that they must deal with.
- » The officer thinks that additional sites would be a good thing as there are a number of Gypsies and Travellers either coming through or currently in existence who would advocate for this.
- » The officer was aware of short-term unauthorised encampments. There are certain areas in Kent which suit Travellers more than others and so you can often see certain Travelling patterns in the area. In particular, Swale and East and North Kent are often preferred by Travellers and have high numbers who come through regularly. The officer believes that these can often occur due to working holidays and it tends to be seasonal, usually during the summer months.
- » Transit provision is something the districts and boroughs should be looking at themselves but KCC would be open to discussions with them around this topic. However, it also depends on the appetite of the wider population, whether it would be seen as a plus or a minus.

5.33 With regard to the subject of cross border issues and the Duty to Cooperate, the views of the officer interviewed were as follows:

- » KCC and the districts and boroughs share intelligence regarding whether they are aware of any travelling families who are coming through Kent. The vast majority of unauthorised encampments have no issues however sometimes there are elements of criminality and services need to be better coordinated including police. This enables cross party working which not only serves to help the local population but also the Gypsies themselves. This happens as much as it can as this is the best way to deal with it. The Duty to Cooperate is therefore being adhered to across KCC and the districts and boroughs however the officer believes that there is always room for improvement.

Maidstone Borough Council

5.34 With regard to **overall accommodation need** in Maidstone, the views of the officer interviewed were as follows:

- » The last GTAA in Maidstone was carried out in January 2012. As part of the Local Plan Examination they revisited the GTAA in light of the new planning definition which came out in 2015. The Council have done a lot of work in trying to identify sites.
- » In Maidstone borough they have allocated sites for 41 private pitches in the Local Plan. In terms of existing provision they have around 200 existing sites of varying planning status, some authorised and some unauthorised. There are two public sites in the borough which provide for 32 pitches.
- » The Council are making good progress in terms of the need they have identified to meet in the Local Plan. The Council are keeping pace, if not exceeding the numbers they need to provide.
- » There has been some evidence of concealed and overcrowded households in the GTAA. This was taken account of and the need figures reflect this. However they do not have a high number of these households.
- » The Council have looked at bricks and mortar households as part of their evidence gathering. Their consultants did interviews with Gypsies and Travellers who were living in bricks and mortar accommodation and gained information from relatives who were living on sites so their needs were taken into account. There was not a big need from this source, only 1 or 2 households.
- » Short-term encampments occur in the borough but only rarely. There has been one relatively recently but it is not something they have identified as an issue in the borough. The Gypsy and Traveller population tends to be more site based and settled. There aren't many actively transient households looking to stop at the side of the road. The Council have not picked up the need for a transit site as being an issue but they will look into this again the next time they do an assessment.

5.35 With regard to the subject of **cross border issues** and the **Duty to Cooperate**, the views of the officer interviewed were as follows:

- » Maidstone has the highest levels of need in Kent. Due to other authorities, particularly to the west, having Green Belt protection, the case for applications has to be made even more strongly if they are to get permission. This could be why the travelling community gravitates more towards Maidstone. Other authorities are measuring their needs as they reside within their areas accurately but their base populations are a lot lower and so their needs are a lot lower.
- » In terms of joint working there has been a group of planning policy officers across the local authorities in Kent who deal with Gypsy and Traveller matters. There is an informal arrangement where they meet twice a year to discuss progress on where they are, particularly in relation to evidence gathering and key issues at appeals. There have been lots of discussions about doing a Kent wide GTAA but this didn't prove possible. On a practical level there are good working relationships between the officers in Kent. Maidstone also worked with Sevenoaks to deliver a joint GTAA.

- » The Council have recently adopted their Local Plan and the inspector said they met the Duty to Cooperate. They are meeting the terms of what they are required to do. When it comes to renewing their evidence and progressing with the Local Plan review they will be exploring all avenues for joint commissioning or a joint policy approach.
- » The officer has no reason to think neighbouring authorities are not complying with the Duty to Cooperate.

Sevenoaks District Council

5.36 With regard to **overall accommodation need** in Sevenoaks, the views of the officer interviewed were as follows:

- » The last GTAA in Sevenoaks was carried out in April 2017. Sites are to be identified in the emerging Local Plan. The GTAA concluded that we did not need to provide any accommodation for Travelling Showpeople.
- » In the last GTAA two households considered their home to be overcrowded and eight households considered their pitch to be overcrowded.
- » No household stated they were doubled up or included concealed households. Three respondents commented that other family members sometimes stay on their pitch.
- » There are currently 134 Gypsy and Traveller households living on pitches across Sevenoaks District. The GTAA has identified a need range of at between 11 pitches (based on the PPTS definition of a Traveller) and 51 pitches (based on a cultural definition of a Traveller) over the Plan Period to 2035.
- » The Council need to identify suitable sites for pitches however this will be impossible unless they allocate within the Green Belt.
- » The 2011 Census suggested there were 80 Traveller households living in bricks and mortar accommodation. As part of the previous Sevenoaks GTAA, 23 households living in bricks and mortar accommodation were interviewed but only one was intending on moving to a pitch, equivalent to around 5% of households interviewed. Applying this to the estimate of households from the 2011 Census would result in a need from 4 households. This is included in modelling but the Council is not aware of any Gypsies and Travellers living in brick and mortar accommodation who have applied for planning permission for a pitch or have put themselves on the waiting list for a pitch.
- » There are occasional short-term roadside encampments moving through the area however none at the present time. Reasons these occur usually include family events (e.g. weddings), and seasonal/short term work opportunities. The Travellers are not looking to stay in the district permanently but are travelling through with a permanent base outside of the District.
- » The Council deals with these by looking at each case individually based on location and potential impact. Travellers often favour car parks or open spaces, places with easy access that tend to be flat.

- » The officer felt there was no need for transit provision. There have been no evictions on SDC owned land since 2008.

5.37 With regard to the subject of **cross border issues** and the **Duty to Cooperate**, the views of the officer interviewed were as follows:

- » Kent Planning Policy Officers meet regularly to consider how to plan for G&T provision and so the officer felt that they and their neighbouring authorities are complying with the Duty to Cooperate. Some joint GTAAAs have also been undertaken.

Swale Borough Council

5.38 With regard to **overall accommodation need** in Swale, the views of the officer interviewed were as follows:

- » Since the last GTAA Swale Borough Council have granted a number of permissions for Gypsies and Travellers, including granting temporary permissions and permanent ones.
- » Swale currently considers itself to have a 5 year supply of sites and the officer was not aware of any overcrowded or concealed households.
- » Swale currently has one unauthorised encampment, five tolerated sites and five temporary permissions.
- » The officer felt that there is a sufficient amount of site accommodation.
- » The Council do not currently do anything to meet the needs of Gypsies and Travellers and Traveling Showpeople who live in bricks and mortar.
- » The officer was aware that some short-term unauthorised encampments can occur in the area. These usually occur due to a lack of stopping places/transit sites. Swale does not currently have any transit provision. This is something which could possibly be looked into however they are currently awaiting recommendations from their GTAA.

5.39 With regard to the subject of **cross border issues** and the **Duty to Cooperate**, the views of the officer interviewed were as follows:

- » The officer felt that the neighbouring authorities appear to be meeting their own needs. They currently have a Kent wide group meeting a couple of times a year to discuss any issues. The officer felt that both they and their neighbouring authorities are therefore complying with the Duty to Cooperate.
- » The Council are currently meeting the identified need of Gypsies and Traveller for the Local Plan period based on current figures but they are awaiting results of the new GTAA to determine this going forward.
- » In the future the officer feels that they should prioritise looking at the potential for potential stopping/transit sites.

Tonbridge and Malling Borough Council

5.40 With regard to **overall accommodation need** in Tonbridge and Malling, the views of the officer interviewed were as follows:

- » The last GTAA for Tonbridge and Malling was done by Salford University in two parts as follows:
 - » Part I: Gypsy and Traveller Assessment (April 2013), and
 - » Part II: Travelling Showpeople Assessment (October 2014).
- » The Council are aiming to publish the update in January 2018. In the time since the last GTAA, Kent County Council expanded their site at Coldharbour Lane by 18 pitches. The need identified in the GTAA was 21 pitches.
- » All of the private sites in the Borough have come through the development management process and through the appeals process. Tonbridge & Malling is a Green Belt authority and therefore the presumption is against development unless the applicants can demonstrate very special circumstances. There are two sites in the Borough for Travelling Showpeople in Snodland (adjacent to each other).
- » The officer believes that the need is being met reasonably well in the area. The officer was not aware of any overcrowded or concealed households. There are a couple of long-term tolerated sites as well as a few temporary permissions and an expired temporary permission.
- » The GTAA which is in draft form has sought to identify what the bricks and mortar need there is and these figures are included in their needs assessment moving forward.
- » In 2017 the Borough had about 16 unauthorised short-term encampments. Gypsies and Travellers travel through and pitch up in the area. The Officer believes the main reasons for this is that they are travelling to other parts of the country or to the continent and stop off on the way to or from other places. In 2017, the occupants from unauthorised encampments have come from various destinations including Dartford, Wales and France. Due to the high levels of activity in unauthorised encampments in recent years, the new Local Plan will need to consider the possibility of providing a transit site.

5.41 With regard to the subject of **cross border issues** and the **Duty to Cooperate**, the views of the officer interviewed were as follows:

- » The officer was not aware of any cross-border issues other than for the need to share information and experiences. The officer understands it as a very individual thing in a sense that Gypsies and Travellers often go where they can get land which meets their needs. It is difficult to know how to deal with this is in the absence of national guidance which was expected after the revision of the PPTS in August 2015. The PPTS revised the planning definition of Travellers but local authorities have other responsibilities to Gypsy and Traveller needs under equality legislation. In the absence of the expected guidance, it is very difficult to know how to plan for GTAA needs as to apply the PPTS definition of “Traveller” could result in a failure to meet other responsibilities under the Equality Act.

- » The officer believes that ultimately all authorities are in the same boat and they have to deal with each case on its individual merits, particularly in the absence of formal guidance. It is very difficult to allocate private sites. Moving forward the Council has looked at what other authorities who are further forward in the plan making process to see what they've done. Some local authorities have policies that require their strategic sites to include a site for Gypsy provision. It's too early to say if this approach would be successful in meeting GTAA needs. This policy approach could include a caveat that if the pitches or sites were not taken up by someone from the Gypsy and Traveller community within a certain period of time it could be released for market housing. While neighbouring authorities are all at different stages of plan making, the Kent Gypsy & Traveller Group meet approximately twice a year and discuss the approaches to meeting need and to share experiences in terms of planning policy, planning applications and appeals. Since the expansion of the Cold Harbour site only one family from Tonbridge and Malling has moved on to this site because it has not been a suitable option for local families, many of whom prefer to reside on private pitches. Different groups of Gypsies and Travellers don't always integrate well together and there has to be an acceptance of this.
- » The officer believes that the Council is complying with the Duty to Cooperate. The Kent Gypsy & Traveller Group includes officers from all district and borough councils in Kent as well as Kent County Council. The Group looked at the possibility of preparing a joint commission or for using the same specialist consultants for the production of GTAAAs to ensure consistency in approach/ methodology and to get a Kent-wide perspective. Tonbridge and Malling have had conversations with some neighbours about whether or not they can take some of their need. Maidstone formally asked them to do this in advance of their Local Plan Examination but because of the Local Plan timetables not aligning up they weren't able to help them with this. The Council is likely to have similar conversations with other neighbouring authorities in due course. Therefore the Officer feels that neighbouring authorities are also complying with the Duty to Cooperate.
- » In terms of future priorities the Council is likely to need to consider the provision of a transit site in the new local plan. They also need to think more creatively about providing a range of sites because not every Gypsy and Traveller wants to go onto a public site. There have been some authorities in Essex where they have said strategic sites need to include land for Gypsy and Traveller accommodation so as the Council start to prepare Local Plan policies they need to look into how well this has been delivered by Essex.

6. Survey of Travelling Communities

Interviews with Gypsies and Travellers

6.1 One of the major components of this study was a detailed survey of the Gypsy, Traveller and Travelling Showperson population living in the study area, and also efforts to engage with the bricks and mortar community.

6.2 Household interviews were completed between October and November 2017 and up to 3 attempts were made to interview each household where they were not present when interviewers visited. The table below sets out the number of pitches, the number of interviews that were completed, and the reasons why interviews were not completed.

Figure 8 - Sites and yards visited in Medway

Planning Status	Pitches/Plots	Interviews	Reasons for not completing interviews
Public Sites			
Cuxton Gypsy & Caravan Park	11	6	5 x no contact possible
Private Sites			
Buddy's View (1)	3	5	-
Buddy's View (2)	4	0	4 x unimplemented pitches
Land rear of Mulberry Tree Cottages	1	2	-
Two Acre Farm	4	4	-
Temporary Sites			
Cobsview	3	0	3 x no contact possible
North Dane Way	1	0	1 x no contact possible
Orchard Grove	2	2	-
Scarletts Meadows	1	0	1 x no contact possible
Tolerated Sites			
Four Seasons	2	2	-
Unauthorised Sites			
Four Seasons	2	0	2 x no contact possible
Lower Rainham Road	4	2	2 x no contact possible
Orchard Grove	1	1	-
Phoebe's Place	1	1	1 x doubled-up
Sturch Field	1	0	1 x no contact possible
Undetermined Sites			
The Paddock	1	0	1 x vacant - application not determined
TSP Yards			
Strood, Fairground and Showmen's Quarters Site	29	4	2 x refusals, 15 x no contact possible, 8 x vacant
TOTAL	71	29	

Interviews with Gypsies and Travellers in Bricks and Mortar

6.3 Despite all of the efforts that were made, it was only possible to identify one household to interview living in bricks and mortar. Whilst this household did have links to an unauthorised site in Medway that has been refused planning permission, they do not live in Medway, so their needs should be assessed in the GTAA for the area in which they currently reside.

7. Current and Future Pitch Provision

Introduction

7.1 This section focuses on the additional pitch provision which is needed in the study area currently and to 2035. This includes both current unmet need and need which is likely to arise in the future¹³. This time period allows for forecasts of the requirements for future provision, based upon the evidence contained within this study and also secondary data sources. Whilst the difficulty in making accurate assessments beyond 5 years has been highlighted in previous studies, the approach taken in this study to estimate new household formation has been accepted by Planning Inspectors as the most appropriate methodology to use.

7.2 We would note that this section is based upon a combination of the on-site surveys, planning records and stakeholder interviews. In many cases, the survey data is not used in isolation, but instead is used to validate information from planning records or other sources.

7.3 This section concentrates not only upon the total additional provision which is required in the area, but also whether there is a need for any transit sites and/or emergency stopping place provision.

New Household Formation Rates

7.4 Nationally, a household formation and growth rate of 3.00% net per annum has been commonly assumed and widely used in local Gypsy and Traveller assessments, even though there is no statistical evidence of households growing so quickly. The result has been to inflate both national and local requirements for additional pitches unrealistically. In this context, ORS has prepared a *Technical Note on Household Formation and Growth Rates (2015)*. The main conclusions are set out here and the full paper is in **Appendix F**.

7.5 Those seeking to provide evidence of high annual net household growth rates for Gypsies and Travellers have sometimes sought to rely on increases in the number of caravans, as reflected in caravan counts. However, caravan count data is unreliable and erratic – so the only proper way to project future population and household growth is through demographic analysis.

7.6 The Technical Note concludes that in fact, the growth in the national Gypsy and Traveller population may be as low as 1.25% per annum – much less than the 3.00% per annum often assumed, but still greater than in the settled community. Even using extreme and unrealistic assumptions, it is hard to find evidence that net Gypsy and Traveller population and household growth rates are above 2.00% per annum nationally.

7.7 The often assumed 3.00% per annum net household growth rate is unrealistic and would require clear statistical evidence before being used for planning purposes. In practice, the best available evidence supports a national net household growth rate of 1.50% per annum for Gypsies and

¹³ See Paragraphs 3.32 and 3.33 for details of components of current and future need.

Travellers (in addition research by ORS has identified a national growth rate of 1.00% for Travelling Showpeople) and this has also been adjusted locally based on site demographics.

7.8 This view has been supported by Planning Inspectors in a number of Decision Notices. The most recent was in relation to an appeal in Doncaster that was issued in November 2016 (Ref: APP/F4410/W/15/3133490) where the agent acting on behalf of the appellant claimed that a rate closer to 3.00% should be used. The Inspector concluded:

In assessing need account also needs to be taken of likely household growth over the coming years. In determining an annual household growth rate the Council relies on the work of Opinions Research Services (ORS), part of Swansea University. ORS's research considers migration, population profiles, births & fertility rates, death rates, household size data and household dissolution rates to determine average household growth rates for gypsies and travellers. The findings indicate that the average annual growth rate is in the order of 1.50% but that a 2.50% figure could be used if local data suggest a relatively youthful population. As the Council has found a strong correlation between Doncaster's gypsy and traveller population age profile and the national picture, a 1.50% annual household growth rate has been used in its 2016 GTANA. Given the rigour of ORS's research and the Council's application of its findings to the local area I accept that a 1.50% figure is justified in the case of Doncaster.

7.9 In addition, the Technical Note has recently been accepted as a robust academic evidence base and has been published by the Social Research Association in its journal Social Research Practice. The overall purpose of the journal is to encourage and promote high standards of social research for public benefit. It aims to encourage methodological development by giving practitioners the space and the incentive to share their knowledge – see link below:

<http://the-sra.org.uk/journal-social-research-practice/>

7.10 ORS assessments take full account of the net local household growth rate per annum for each local authority, calculated on the basis of demographic evidence from the site surveys, and the 'baseline' includes all current authorised households, all households identified as in current need (including concealed households, movement from bricks and mortar and those on waiting lists not currently living on a pitch or plot), as well as households living on tolerated unauthorised pitches or plots who are not included as current need. The assessments of future need also take account of modelling projections based on birth and death rates, and in-/out-migration.

7.11 Overall, the household growth rate used for the assessment of future needs has been informed by local evidence. This demographic evidence has been used to adjust the national growth rate of 1.50% up or down based on the proportion of those aged under 18 (by travelling status).

7.12 In certain circumstances where the numbers of households and children are low, it may not be appropriate to apply a percentage rate for new household formation. In these cases a judgement will be made on likely new household formation based on the age and gender of the children. This will be based on the assumption that 50% of likely households to form will stay in the area. This is based on evidence from other GTAs that ORS have completed across England and Wales.

7.13 The table below sets out the approach used towards new household formation in Medway. In addition the ORS national rates of 1.50% have been used for unknown Gypsies and Travellers and 1.00% for Travelling Showpeople.

Figure 9 – New household formation rates used

	Gypsies & Travellers		Travelling Showpeople	
	Travelling	Non-Travelling	Travelling	Non-Travelling
Medway	2.25% (54% aged under 18)	Demographics (only 4 children aged under 18)	Demographics (only 5 children aged under 18)	Demographics (no children aged under 18)

Breakdown by 5 Year Bands

7.14 In addition to tables which set out the overall need for Gypsies and Travellers, the overall need has also been broken down by 5 year bands as required by PPTS (2015). The way that this is calculated is by including all current need (from unauthorised pitches, pitches with temporary planning permission, concealed and doubled-up households, 5 year need from teenage children, and net movement from bricks and mortar) in the first 5 years. In addition, the total net new household formation is split across the 5 year bands based on the compound rate of growth that was applied rather than being spread evenly over time.

Applying the Planning Definition

7.15 The outcomes from the household interviews were used to determine the status of each household against the planning definition in PPTS (2015). Only those households that meet the planning definition (in that ORS were able to determine that they travel for work purposes, and stay away from their usual place of residence when doing so (or have ceased to travel temporarily due to education, ill health or old age) form the components of need that will form the baseline of need in the GTAA. Households where an interview was not completed who **may** meet the planning definition have also been included as a potential additional component of need.

7.16 The information used to assess households against the planning definition included information on whether households have ever travelled; why they have stopped travelling; the reasons that they travel; and whether they plan to travel again in the future. The table below sets out the planning status of households living on sites in Medway.

Figure 10 – Planning status of households in Medway

Site Status	Meet Planning Definition	Unknown	Do Not Meet Planning Definition
Gypsies and Travellers			
Public Sites	0	5	6
Private Sites	10	0	1
Temporary Sites	2	5	0
Tolerated Sites	1	0	1
Unauthorised Sites	1	5	3
Undetermined	0	0	0
Sub-Total	14	15	11
Travelling Showpeople			
Private Yards	1	17	3
Sub-Total	1	17	3
TOTAL	15	32	14

7.17 Figure 10 shows that for Gypsies and Travellers 14 households meet the planning definition of a Traveller in that ORS were able to determine that they travel for work purposes and stay away from their usual place of residence or have ceased to travel temporarily. A total 11 Gypsy and Traveller households do not meet the planning definition as they were not able to demonstrate that they travel away from their usual place of residence for the purpose of work, or that they have ceased to travel temporarily due to children in education, ill health or old age. Some did travel for cultural reasons, to visit relatives or friends, and others had ceased to travel permanently – these households did not meet the planning definition.

7.18 Households where it was not possible to complete an interview are recorded as unknown. Reasons for not completing interviews included households not being present during the fieldwork period and households that refused to be interviewed.

Migration

7.19 The study has also sought to address in-migration (households requiring accommodation who move into the study area from outside) and out-migration (households moving away from the study area). Site surveys typically identify only small numbers of in-migrant and out-migrant households and the data is not normally robust enough to extrapolate long-term trends. At the national level, there is nil net migration of Gypsies and Travellers across the UK, but the assessment has taken into account local migration effects on the basis of the best evidence available.

7.20 Evidence drawn from stakeholder and household interviews has been considered alongside assessments of need that have been completed in other nearby local authorities. Only one household living on the Travelling Showmen's yard said that they were planning to move in the next 5 years. This was due to a lack of space and a wish to live on their own yard. Due to work and family commitments they are seeking to find land for another yard in Medway. ORS found no further evidence from other local studies that have been completed recently of any households wishing to move to Medway. Therefore net migration to the sum of zero has been assumed for the GTAA – which means that net pitch requirements are driven by locally

identifiable need rather than speculative modelling assumptions. Should any households from outside of Medway wish to develop a new site the proposal will need to be considered by a criteria-based Local Plan Policy.

Public/Private Split

7.21 It will be assumed that all of the need for households living on public sites will need to be met through the provision of additional public pitches and all of the need from households living on private sites will need to be met through the provision of additional private pitches.

Bricks and Mortar Households

7.22 Despite all of the efforts that were made, it was only possible to identify one household to interview living in bricks and mortar. Whilst this household did have links to an unauthorised site in Medway that has been refused planning permission, they do not live in Medway, so their needs should be assessed in the GTAA for the area in which they currently reside.

Gypsies and Travellers Needs

Pitch Needs – Gypsies and Travellers that meet the Planning Definition

7.23 The 14 households that meet the planning definition were found on 3 of the private sites, 1 of the sites with temporary planning permission, the tolerated site and an unauthorised site.

7.24 Analysis of the household interviews indicated that there is a current need from 6 concealed or doubled-up households or adults and from 1 household living on an unauthorised pitch/development. There is a future need from 10 teenage children who will be in need of a pitch of their own in the next 5 years, 2 households living on pitches with temporary planning permission and 15 additional pitches as a result of new household formation (using a formation rate of 2.25% derived from the demographics of the residents).

7.25 Therefore, the overall level of additional need for those households who meet the planning definition of a Gypsy or Traveller is for **34 additional pitches** over the GTAA period.

Figure 11 – Additional need for Gypsy and Traveller households in Medway that meet the Planning Definition (2017-35)

Gypsies and Travellers - Meeting Planning Definition		Pitches
Supply of Pitches		
Additional supply from vacant public and private pitches		0
Additional supply from pitches on new sites		0
Pitches vacated by households moving to bricks and mortar		0
Pitches vacated by households moving away from the study area		0
Total Supply		0
Current Need		
Households on unauthorised developments		1
Households on unauthorised encampments		0
Concealed households/Doubling-up/Over-crowding		6
Movement from bricks and mortar		0
Households on waiting lists for public sites		0
Total Current Need		7
Future Need		
5 year need from teenage children		10
Households on sites with temporary planning permission		2
In-migration		0
New household formation		15
<i>(Household base 30 and formation rate 2.25%)</i>		
Total Future Needs		27
Net Pitch Need = (Current and Future Need – Total Supply)		34

Figure 12 – Additional need for Gypsy and Traveller households in Medway that meet the Planning Definition by 5-year periods

Years	0-5	6-10	11-15	15-18	Total
	2017-22	2022-27	2027-32	2032-35	
	22	4	5	3	34

Pitch Needs – Unknown Gypsies and Travellers

7.26 Whilst it was not possible to determine the planning status of a total of 15 households as they either refused to be interviewed, or were not on site at the time of the fieldwork, the needs of these households still need to be recognised by the GTAA as they are believed to be ethnic Gypsies and Travellers who may meet the planning definition.

7.27 ORS are of the opinion that it would not be appropriate (when producing a robust assessment of need) to make any firm assumptions about whether or not households where an interview was not completed meet the planning definition based on the outcomes of households in that local authority where an interview was completed.

7.28 However, data that has been collected from over 2,500 household interviews that have been completed by ORS since the changes to PPTS in 2015 suggests that nationally approximately 10% of households that have been interviewed meet the planning definition.

7.29 This would suggest that it is likely that only a small proportion of the potential need identified from these households will need conditioned Gypsy and Traveller pitches and that the needs of the majority will need to be addressed through other means.

7.30 Should further information be made available to the Council that will allow for the planning definition to be applied to the unknown households, the overall level of need could rise by up to 5 from unauthorised pitches, by up to 5 from the pitches with temporary planning permission, and by up to 5 pitches from new household formation (this uses a base of the 15 households and a net growth rate of 1.50%¹⁴).

7.31 Therefore, additional need could increase by up to 15 additional pitches if all 15 unknown pitches are deemed to meet the planning definition, plus any concealed adult households or five year need arising from older teenagers living in households where an was not completed. However, as an illustration, if the ORS national average of 10% were to be applied this could be as few as 2 additional pitches.

7.32 Whilst the proportion of households in Medway that meet the planning definition (35%) is higher than 10% this is based on a small household base. Therefore, it is felt that it would be more appropriate to consider the more statistically robust ORS national figure. However, if the locally derived proportion (56%) were to be applied this could result in a need for up to 8 additional pitches.

7.33 Tables setting out the components of need for unknown households can be found in **Appendix B**.

Pitch Needs - Gypsies and Travellers that do not meet the Planning Definition

7.34 It is not now a requirement for a GTAA to include an assessment of need for households that do not meet the planning definition. However, this assessment is included for illustrative purposes to provide the Council with information on levels of need that will have to be addressed through

¹⁴The ORS *Technical Note on Population and Household Growth (2015)* has identified a national growth rate of 1.50% for Gypsies and Travellers which has been applied in the absence of further demographic information about these households.

separate Local Plan policies and to help meet requirements set out in the Housing and Planning Act (2016). On this basis, it is evident that whilst the needs of the 11 households who do not meet the planning definition will represent only a very small proportion of the overall housing need, the Council will still need to ensure that arrangements are in place to properly address these needs – especially as many identified as Romany Gypsies and may claim that the Council should meet their housing needs through culturally appropriate housing.

7.35 Overall, there is need for 8 additional pitches for households that do not meet the planning definition. This is made up 2 concealed or doubled-up households or adults, 3 households who are living on unauthorised pitches/developments, and 3 from new household formation based on the household demographics. A summary of this need for households that do not meet the planning definition can be found in **Appendix C**.

Travelling Showpeople Needs

Plot Needs – Travelling Showpeople that meet the Planning Definition

7.36 The one household that was interviewed that met the planning definition was found on the private yard. Analysis of the interview indicated that there is a need for 4 additional plots from new household formation (based on the demographics of the residents). However there is a supply of 1 plot from a vacant plot in the first 5 years of the GTAA time period¹⁵. Therefore, the overall level of additional need for those households who meet the planning definition of a Travelling Showperson is for **3 additional plots** over the GTAA period.

Figure 13 – Additional need for Travelling Showpeople households in Medway that meet the Planning Definition (2017 -35)

Travelling Showpeople - Meeting Planning Definition	Plots
Supply of Plots	
Additional supply from vacant public and private plots	1
Additional supply from plots on new yards	0
Plots vacated by households moving to bricks and mortar	0
Plots vacated by households moving away from the study area	0
Total Supply	1
Current Need	
Households on unauthorised developments	0
Households on unauthorised encampments	0
Concealed households/Doubling-up/Over-crowding	0
Movement from bricks and mortar	0
Households on waiting lists for public yards	0
Total Current Need	0
Future Need	
5 year need from teenage children	0
Households on yards with temporary planning permission	0
In-migration	0
New household formation	4
<i>(Formation from household demographics)</i>	
Total Future Needs	4
Net Plot Need = (Current and Future Need – Total Supply)	3

Figure 14 – Additional need for Travelling Showpeople households in Medway that meet the Planning Definition by 5-year periods

Years	0-5	6-10	11-15	15-18	Total
	2017-22	2022-27	2027-32	2032-35	
	0	1	1	1	3

¹⁵ Whilst there are additional vacant plots it cannot be assumed that these will remain vacant to meet need arising from years 6-18 of the GTAA time period.

Plot Needs – Unknown Travelling Showpeople

7.37 It was not possible to determine the travelling status of 17 households as they were not on site at the time of the fieldwork. However, the needs of these households still need to be recognised by the GTAA as they are believed to be Travelling Showpeople and may meet the planning definition as defined in PPTS.

7.38 Should further information be available to the Council that will allow for the planning definition to be applied, the overall level of need could rise by up to 3 additional plots from new household formation (this uses a base of the 17 households and a net growth rate of 1.00%¹⁶). There is also 1 vacant plot as there is no additional need in the first 5 years of the GTAA period from households that meet the planning definition. Therefore there is a need for 2 additional plots. Tables setting out the components of need for unknown households can be found in **Appendix B**.

Plot Needs – Travelling Showpeople that do not meet the Planning Definition

7.39 It is not now a requirement for a GTAA to include an assessment of need for households that do not meet the planning definition as this now will have to be addressed through the SHMA or HEDNA and through separate Local Plan policies. However, this assessment is included for illustrative purposes and to provide the Council with information on levels of need. There is no current or future need deriving from the 3 households who do not meet the planning definition. All are living on authorised pitches, are elderly, and have no children living in their households. A summary of this need can be found in **Appendix C**.

¹⁶ The ORS *Technical Note on Population and Household Growth (2015)* has identified a national growth rate of 1.00% for Travelling Showpeople which has been applied in the absence of further demographic information about these households.

Transit Requirements

7.40 When determining the potential need for transit provision the assessment has looked at data from the MHCLG Traveller Caravan Count, the outcomes of the stakeholder interviews, and the potential wider issues related to changes made to PPTS in 2015.

MHCLG Traveller Caravan Count

7.41 Whilst it is considered to be a comprehensive national dataset on numbers of authorised and unauthorised caravans across England, it is acknowledged that the Traveller Caravan Count is a count of caravans and not households. It also does not record the reasons for unauthorised caravans. This makes it very difficult to interpret in relation to assessing future need because it does not count pitches or resident households. The count is also only a twice yearly (January and July) 'snapshot in time' conducted by local authorities on a specific day, and any caravans on unauthorised sites or encampments which occur on other dates are not recorded. Likewise any caravans that are away from sites on the day of the count are not included. As such it is not considered appropriate to use the outcomes from the Traveller Caravan Count in the assessment of future transit provision. It does however provide valuable historic and trend data on whether there are instances of unauthorised caravans in local authority areas.

7.42 Data from the Traveller Caravan Count shows that there have been no non-tolerated unauthorised caravans on land not owned by Travellers recorded in the study area in recent years.

Stakeholder Interviews and Local Data

7.43 Information from the stakeholder interviews identified that officers believe that Travellers come into the Medway area for a variety of reasons such as festivals, weddings, funerals, gatherings, work etc. It is though that there has been an increase in the number of unauthorised encampments recently due to their neighbouring authorities adopting their Local Plans meaning that those who cannot get planning permission in these areas are spilling over to the surrounding areas.

7.44 There is currently no public or private transit provision.

Potential Implications of PPTS (2015)

7.45 It has been suggested by some groups representing Travellers that there will need to be an increase in transit provision across the country as a result of changes to PPTS leading to more households travelling to seek to meet the planning definition. This may well be the case, but it will take some time for any changes to materialise. As such the use of historic evidence to make an assessment of future transit need is not recommended at this time. Any recommendation for future transit provision will need to make use of a robust post-PPTS (2015) evidence base and there has not been sufficient time yet for this to happen at the time of reporting.

Transit Recommendations

7.46 Whilst there is some evidence of a number of unauthorised encampments in Medway in recent years, it is recommended that there is currently no need to provide any new transit pitches at

this time. It is also recommended that the situation relating to levels of unauthorised encampments should be monitored whilst any potential changes associated with PPTS (2015) develop.

- 7.47 As well as information on the size and duration of the encampments, this monitoring should also seek to gather information from residents on the reasons for their stay in Medway; whether they have a permanent base or where they have travelled from; whether they have any need or preference to settle permanently in Medway; and whether their travelling is a result of changes to PPTS (2015). This information should be collected as part of a Welfare Assessment (or equivalent).
- 7.48 A review of unauthorised encampments, including the monitoring referred to above, should be undertaken once there is a sufficient evidence base following the changes to PPTS in 2015. This will establish whether there is a need for investment in any formal transit sites or emergency stopping places, or whether a managed approach is preferable. This review should be carried with other local authorities in Kent as well as with Kent County Council.
- 7.49 In the short-term, the Council should consider the use of management arrangements for dealing with unauthorised encampments and could also consider the use of Negotiated Stopping Agreements, as opposed to taking forward an infrastructure-based approach.
- 7.50 The term 'negotiated stopping' is used to describe agreed short term provision for Gypsy and Traveller caravans. It does not describe permanent 'built' transit sites but negotiated agreements which allow caravans to be sited on suitable specific pieces of ground for an agreed and limited period of time, with the provision of limited services such as water, waste disposal and toilets. Agreements are made between the authority and the (temporary) residents regarding expectations on both sides.
- 7.51 Temporary stopping places can be made available at times of increased demand due to fairs or cultural celebrations that are attended by Gypsies and Travellers. A charge may be levied as determined by the local authority although they only need to provide basic facilities including: a cold water supply; portaloops; sewerage disposal point and refuse disposal facilities.

8. Conclusions

8.1 This study provides an robust evidence base to enable the Council to assess the housing needs of the Travelling Community as well as complying with their requirements towards Gypsies, Travellers and Travelling Showpeople under the Housing Act 1985, the National Planning Policy Framework (NPPF) 2012, Planning Practice Guidance (PPG) 2014, Planning Policy for Traveller Sites (PPTS) 2015, and the Housing and Planning Act 2016. It also provides the evidence base which can be used to support Local Plan policies.

Gypsies and Travellers

8.2 In summary there is a need for 34 additional pitches in Medway over the GTAA period to 2035 for Gypsy and Traveller households that meet the planning definition; a need for up to 15 additional pitches for Gypsy and Traveller households that may meet the planning definition; and a need for 8 additional pitches for Gypsy and Traveller households who do not meet the planning definition.

8.3 It is recommended that need for households that meet the planning definition is addressed through new pitch allocations or the expansion or intensification of existing sites. Any need arising from unknown or new households seeking to move to the area and develop a site should be addressed through a criteria-based Local Plan policy. The need for those households who do not meet the planning definition will need to be addressed through other means such as the Strategic Housing Market Assessment (SHMA) or Housing and Economic Development Needs Assessment (HEDNA), and through separate Local Plan policies.

Travelling Showpeople

8.4 In summary there is a need for 3 additional plots in Medway over the GTAA period to 2035 for Travelling Showpeople households that meet the planning definition; a need for 2 additional plots for Travelling Showpeople households that may meet the planning definition; and a need for no additional plots for Travelling Showpeople households who do not meet the planning definition.

Transit Provision

8.5 There is evidence to suggest that there have been a very small number of encampments in Medway in recent years. However it is not recommended that there is a need for any additional transit provision in Medway at this time.

8.6 It is recommended that the situation relating to levels of unauthorised encampments should continue to be monitored whilst any potential changes associated with PPTS (2015) develop. This will establish whether there is a need for investment in more formal transit sites or emergency stopping places. If such a need is identified work will need to be undertaken on a Kent-wide basis to identify suitable locations to meet the provision.

8.7 In the short-term the Council should consider the use management based approaches to dealing with unauthorised encampments and negotiated stopping agreements could also be considered.

Summary of Need to be Addressed

8.8 Taking into consideration all of the elements of need that have been assessed, together with the assumptions on the proportion of unknown households that are likely to meet the planning definition, the table below sets out the likely number of pitches that will need to be addressed either as a result of the GTAA, or through the SHMA or HEDNA and through separate Local Plan policies.

8.9 Total need from Gypsy and Traveller households that meet the planning definition, from unknown households, and from households that do not meet the planning definition is for 57 additional pitches. The table below breaks need down by the GTAA and SHMA/HEDNA by taking 10% (the ORS national average for Gypsies and Travellers) of need from unknown households and adding this to the need from households that meet the planning definition, and by adding the remaining 90% of need from unknown households to the need from households that do not meet the planning definition.

Figure 15 – Additional need for Gypsy and Traveller households broken down by potential delivery method

Site Status	GTAA	SHMA/HEDNA	TOTAL
Meet Planning Definition (+ 10% Unknown)	36 (34+2)	0	36
Not meeting Planning Definition (+ 90% Unknown)	0	25 (8+13)	21
TOTAL	36	21	57

Implications of Changes to Government Guidance

8.10 A Judicial Review of the new planning definition started in September 2017 but had not yet been determined at the time of this report. The review is seeking to reinstate the former planning definition of a Traveller so it will include households that have ceased to travel permanently.

8.11 Should this review be successful a proportion of those households that do not meet the current planning definition may meet the definition if they can demonstrate that they have ceased to travel permanently but have travelled for work in the past. However given that the previous Housing Definition of a Traveller was repealed by the Housing and Planning Act (2016) it is unlikely that all of the households that do not meet the current Planning Definition will meet the previous Planning Definition.

8.12 In addition the Draft London Plan (December 2017) is proposing to introduce a different definition of a Traveller for planning purposes. This is very similar to the repealed Housing Definition in that it would also include households that have not travelled for work providing that they live in a caravan. Should this definition be more widely adopted it is likely that all households in Medway would meet it and total need will be for 57 additional pitches.

List of Figures

Figure 1 – Additional need for Gypsy and Traveller households in Medway (2017-2035)	7
Figure 2 – Additional need for Gypsy and Traveller households in Medway that meet the Planning Definition by 5 year periods	7
Figure 3 – Additional need for Travelling Showpeople households in Medway (2017-2035).....	8
Figure 4 – Additional need for Travelling Showpeople households in Medway that meet the Planning Definition by year periods	8
Figure 5 – Friends, Families and Traveller Leaflet.....	15
Figure 6 – Bricks and Mortar Advert.....	16
Figure 7 - Total amount of provision in Medway (November 2017)	24
Figure 8 - Sites and yards visited in Medway.....	36
Figure 9 – New household formation rates used	40
Figure 10 – Planning status of households in Medway	41
Figure 11 – Additional need for Gypsy and Traveller households in Medway that meet the Planning Definition (2017-35)	43
Figure 12 – Additional need for Gypsy and Traveller households in Medway that meet the Planning Definition by 5 year periods	43
Figure 13 – Additional need for Travelling Showpeople households in Medway that meet the Planning Definition (2017 -35).....	46
Figure 14 – Additional need for Travelling Showpeople households in Medway that meet the Planning Definition by 5 year periods	46
Figure 15 – Additional need for Gypsy and Traveller households broken down by potential delivery method	51
Figure 16 - Additional need for unknown Gypsy and Traveller households in Medway (2017-35) ...	55
Figure 17 – Additional need for unknown Gypsy and Traveller households in Medway by 5 Year Periods.....	55
Figure 18 - Additional need for unknown Travelling Showpeople households in Medway (2017-35)	56
Figure 19 – Additional need for unknown Travelling Showpeople households in Medway by 5 Year Periods.....	56
Figure 20 - Additional need for Gypsy and Traveller households in Medway that do not meet the Planning Definition (2017-35)	57
Figure 21 – Additional need for Gypsy and Traveller households in Medway that do not meet the Planning Definition by 5 Year Periods	57
Figure 22- Additional need for Travelling Showpeople households in Medway that do not meet the planning definition (2017-35).....	58
Figure 23 – Additional need for Travelling Showpeople households in Medway that do not meet the Planning Definition by 5 Year Periods	58

Appendix A: Glossary of Terms

Amenity block/shed	A building where basic plumbing amenities (bath/shower, WC, sink) are provided.
Bricks and mortar	Mainstream housing.
Caravan	Mobile living vehicle used by Gypsies and Travellers. Also referred to as trailers.
Chalet	A single storey residential unit which can be dismantled. Sometimes referred to as mobile homes.
Concealed household	Households, living within other households, who are unable to set up separate family units.
Doubling-Up	Where there are more than the permitted number of caravans on a pitch or plot.
Emergency Stopping Place	A temporary site with limited facilities to be occupied by Gypsies and Travellers while they travel.
Green Belt	A land use designation used to check the unrestricted sprawl of large built-up areas; prevent neighbouring towns from merging into one another; assist in safeguarding the countryside from encroachment; preserve the setting and special character of historic towns; and assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
Household formation	The process where individuals form separate households. This is normally through adult children setting up their own household.
In-migration	Movement of households into a region or community
Local Plans	Local Authority spatial planning documents that can include specific policies and/or site allocations for Gypsies, Travellers and Travelling Showpeople.
Out-migration	Movement from one region or community in order to settle in another.
Personal planning permission	A private site where the planning permission specifies who can occupy the site and doesn't allow transfer of ownership.
Pitch/plot	Area of land on a site/development generally home to one household. Can be varying sizes and have varying caravan numbers. Pitches refer to Gypsy and Traveller sites and Plots to Travelling Showpeople yards.
Private site	An authorised site owned privately. Can be owner-occupied, rented or a mixture of owner-occupied and rented pitches.
Site	An area of land on which Gypsies, Travellers and Travelling Showpeople are accommodated in caravans/chalets/vehicles. Can contain one or multiple pitches/plots.

Social/Public/Council Site	An authorised site owned by either the local authority or a Registered Housing Provider.
Temporary planning permission	A private site with planning permission for a fixed period of time.
Tolerated site/yard	Long-term tolerated sites or yards where enforcement action is not expedient and a certificate of lawful use would be granted if sought.
Transit provision	Site intended for short stays and containing a range of facilities. There is normally a limit on the length of time residents can stay.
Unauthorised Development	Caravans on land owned by Gypsies and Travellers and without planning permission.
Unauthorised Encampment	Caravans on land not owned by Gypsies and Travellers and without planning permission.
Waiting list	Record held by the local authority or site managers of applications to live on a site.
Yard	A name often used by Travelling Showpeople to refer to a site.

Appendix B: Unknown Households

Figure 16 - Additional need for unknown Gypsy and Traveller households in Medway (2017-35)

Gypsies and Travellers - Unknown		Pitches
Supply of Pitches		
Additional supply from vacant public and private pitches		0
Additional supply from pitches on new sites		0
Pitches vacated by households moving to bricks and mortar		0
Pitches vacated by households moving away from the study area		0
Total Supply		0
Current Need		
Households on unauthorised developments		5
Households on unauthorised encampments		0
Concealed households/Doubling-up/Over-crowding		0
Movement from bricks and mortar		0
Households on waiting lists for public sites		0
Total Current Need		5
Future Need		
5 year need from teenage children		0
Households on sites with temporary planning permission		5
In-migration		0
New household formation		5
<i>(Household base 15 and formation rate 1.50%)</i>		
Total Future Needs		10
Net Pitch Need = (Current and Future Need – Total Supply)		15

Figure 17 – Additional need for unknown Gypsy and Traveller households in Medway by 5-year periods

Years	0-5	6-10	11-15	15-18	Total
	2017-22	2022-27	2027-32	2032-35	
	11	1	2	1	15

Figure 18 - Additional need for unknown Travelling Showpeople households in Medway (2017-35)

Travelling Showpeople - Unknown	
Supply of Plots	
Additional supply from vacant public and private plots	1
Additional supply from plots on new yards	0
Plots vacated by households moving to bricks and mortar	0
Plots vacated by households moving away from the study area	0
Total Supply	1
Current Need	
Households on unauthorised developments	0
Households on unauthorised encampments	0
Concealed households/Doubling-up/Over-crowding	0
Movement from bricks and mortar	0
Households on waiting lists for public yards	0
Total Current Need	0
Future Need	
5 year need from older teenage children	0
Households on yards with temporary planning permission	0
In-migration	0
New household formation	3
<i>(Household base 17 and formation rate 1.00%)</i>	
Total Future Needs	3
Net Plot Need = (Current and Future Need – Total Supply)	2

Figure 19 – Additional need for unknown Travelling Showpeople households in Medway by 5-year periods

Years	0-5	6-10	11-15	15-18	Total
	2017-22	2022-27	2027-32	2032-35	
	0	1	1	0	2

Appendix C: Households that do not meet the Planning Definition

Figure 20 - Additional need for Gypsy and Traveller households in Medway that do not meet the Planning Definition (2017-35)

Gypsies and Travellers - Not Meeting Planning Definition		Pitches
Supply of Pitches		
Additional supply from vacant public and private pitches		0
Additional supply from pitches on new sites		0
Pitches vacated by households moving to bricks and mortar		0
Pitches vacated by households moving away from the study area		0
Total Supply		0
Current Need		
Households on unauthorised developments		3
Households on unauthorised encampments		0
Concealed households/Doubling-up/Over-crowding		2
Movement from bricks and mortar		0
Households on waiting lists for public sites		0
Total Current Need		5
Future Need		
5 year need from older teenage children		0
Households on sites with temporary planning permission		0
In-migration		0
New household formation		3
<i>(Formation from household demographics)</i>		
Total Future Needs		3
Net Pitch Need = (Current and Future Need – Total Supply)		8

Figure 21 – Additional need for Gypsy and Traveller households in Medway that do not meet the Planning Definition by 5-year periods

Years	0-5	6-10	11-15	15-18	Total
	2017-22	2022-27	2027-32	2032-35	
	6	1	0	1	8

Figure 22- Additional need for Travelling Showpeople households in Medway that do not meet the planning definition (2017-35)

Travelling Showpeople - Not Meeting Planning Definition	Plots
Supply of Plots	
Additional supply from vacant public and private plots	0
Additional supply from plots on new yards	0
Plots vacated by households moving to bricks and mortar	0
Plots vacated by households moving away from the study area	0
Total Supply	0
Current Need	
Households on unauthorised developments	0
Households on unauthorised encampments	0
Concealed households/Doubling-up/Over-crowding	0
Movement from bricks and mortar	0
Households on waiting lists for public yards	0
Total Current Need	0
Future Need	
5 year need from older teenage children	0
Households on yards with temporary planning permission	0
In-migration	0
New household formation	0
<i>(No new household formation from 3 households)</i>	
Total Future Needs	0
Net Plot Need = (Current and Future Need – Total Supply)	0

Figure 23 – Additional need for Travelling Showpeople households in Medway that do not meet the Planning Definition by 5-year periods

Years	0-5	6-10	11-15	15-18	Total
	2017-22	2022-27	2027-32	2032-35	
	0	0	0	0	0

Appendix D: Site and Yard Lists

(November 2017)

Site/Yard	Authorised Pitches or Plots	Unauthorised Pitches or Plots
Public Sites		
Cuxton Gypsy & Caravan Park	11	-
Private Sites with Permanent Permission		
Buddy's View (1)	3	-
Buddy's View (2)	4	-
Land rear of Mulberry Tree Cottages	1	-
Two Acre Farm	4	-
Private Sites with Temporary Permission		
Cobsview	3	-
North Dane Way	1	-
Orchard Grove	2	-
Scarletts Meadows	1	-
Tolerated Sites – Long-term without Planning Permission		
Four Seasons	-	2
Unauthorised Developments		
Four Seasons	-	2
Lower Rainham Road	-	4
Orchard Grove	-	1
Phoebe's Place/Harewood	-	1
Sturch Field	-	1
Undetermined		
The Paddock (1 pitch)	-	-
TOTAL PITCHES	30	11
Authorised Travelling Showpeople Yards		
Strood, Fairground and Showmen's Quarters Site	29	-
TOTAL PLOTS	29	0

Appendix E: Household Interview Questions

NOT FOR CIRCULATION

GTAA Questionnaire 2017



INTERVIEWER: Good Morning/afternoon/evening. My name is < > from Opinion Research Services, working on behalf of XXXX Council.

The Council are undertaking a study of Gypsy, Traveller and Travelling Showpeople accommodation needs assessment in this area. This is needed to make sure that accommodation needs are properly assessed and to get a better understanding of the needs of the Travelling Community.

The Council need to try and speak with every Gypsy, Traveller and Travelling Showpeople household in the area to make sure that the assessment of need is accurate.

Your household will not be identified and all the information collected will be anonymous and will only be used to help understand the needs of Gypsy, Traveller and Travelling Showpeople households.

ORS is registered under the Data Protection Act 1998. Your responses will be stored and processed electronically and securely. This paper form will be securely destroyed after processing. Your household will not be identified to the council and only anonymous data and results will be submitted, though verbatim comments may be reported in full, and the data from this survey will only be used to help understand the needs of Gypsy, Traveller and Travelling Showpeople households

A

General Information

A1 Name of planning authority:

INTERVIEWER please write in

--	--

A2 Date/time of site visit(s):

INTERVIEWER please write in

DD/MM/YY	TIME
----------	------

A3 Name of interviewer:

INTERVIEWER please write in

--	--

A4 Address and pitch number:

INTERVIEWER please write in

--	--

A5 Type of accommodation: *INTERVIEWER please cross one box only*

Council	Private rented	Private owned	Unauthorised	Bricks and Mortar
<input type="checkbox"/>				

A6 Name of Family:

INTERVIEWER please write in

--	--

A7 Ethnicity of Family:

INTERVIEWER please cross one box only

Romany Gypsy	Irish Traveller	Scots Gypsy or Traveller	Show Person
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
New Traveller	English Traveller	Welsh Gypsy	Non-Traveller
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other (please specify)

--	--

A8 Number of units on the pitch:

INTERVIEWER please write in

Mobile homes	Touring Caravans	Day Rooms	Other (please specify)
--------------	------------------	-----------	------------------------

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NOT FOR CIRCULATION

A9 Is this site your main place of residence? If not where is?

INTERVIEWER: Please cross one box only

Yes

No

If not main place of residence where is (please specify)

A10 How long have you lived here? If you have moved in the past 5 years, where did you move from? INTERVIEWER: Please write in below

Years	Months	If you have moved in the past 5 years, where did you move from? Include ALL moves
-------	--------	---

A11 Did you live here out of your own choice or because there was no other option? If there was no other option, why? INTERVIEWER: Please cross one box only

Choice

No option

If no option, why?

A12 Is this site suitable for your household? If so why and if not why not?

(For example close to schools, work, healthcare, family and friends etc.)

INTERVIEWER: Please cross one box only

Yes

No

Reasons (please specify)

A13 How many separate families or unmarried adults live on this pitch?

INTERVIEWER: Please cross one box only

1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>	6 <input type="checkbox"/>	7 <input type="checkbox"/>	8 <input type="checkbox"/>	9 <input type="checkbox"/>	10 <input type="checkbox"/>
-------------------------------	-------------------------------	-------------------------------	-------------------------------	-------------------------------	-------------------------------	-------------------------------	-------------------------------	-------------------------------	--------------------------------

B Demographics

B1 Demographics — Household 1 INTERVIEWER: Please write-in

Person 1 Person 2 Person 3

Sex	Age	Sex	Age	Sex	Age
-----	-----	-----	-----	-----	-----

Complete additional forms for each household on pitch INTERVIEWER: Please write-in

Person 4 Person 5 Person 6 Person 7 Person 8

Sex	Age								
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

C Accommodation Needs

C1 How many families or unmarried adults living on this pitch are in need of a pitch of their own in the next 5 years? INTERVIEWER: Please cross one box only

INTERVIEWER: AN ADULT IS DEFINED AS 16+

1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>	6 <input type="checkbox"/>	7 <input type="checkbox"/>	8 <input type="checkbox"/>	9 <input type="checkbox"/>	10 <input type="checkbox"/>
-------------------------------	-------------------------------	-------------------------------	-------------------------------	-------------------------------	-------------------------------	-------------------------------	-------------------------------	-------------------------------	--------------------------------

Other Please specify

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NOT FOR CIRCULATION

C2 How many of your children will need a home of their own in the next 5 years? If they live here now, will they want to stay on this site? If not, where would they wish to move? (e.g. other site, in bricks and mortar etc.) If they do not live on this site, where do they currently live and would they want to move on to this site or another local site if they could get a pitch? *INTERVIEWER: Please cross one box only*

1 2 3 4 5 6 7 8 9 10

Other *Please specify*

Details (Please specify)

D Waiting List

D1 Is anyone living here on the waiting list for a pitch in this area?

INTERVIEWER: Please cross one box only

Yes Continue to D2
 No Go to D4

D2 How many people living here are on the waiting list for a pitch in this area?

INTERVIEWER: Please cross one box only

1 2 3 4 5 6 7 8 9 10

Other *Please specify*

Details (Please specify)

D3 How long have they been on the waiting list? *INTERVIEWER: Please cross one box only*

0-3 months 3-6 months 6-12 months 1-2 years 2+ years

Other *Please specify*

Details (Please specify)

D4 If they are not on the waiting list, do any of the people living here want to be on the waiting list? (*INTERVIEWER if they do - please take their contact details*)

INTERVIEWER: Please cross one box only

1 2 3 4 5 6 7 8 9 10

No Other *Please specify*

Details (Please specify) and take contact details

NOT FOR CIRCULATION

E

Future Accommodation Needs

E1 Do you plan to move from this site in the next 5 years? If so, why?

INTERVIEWER: Please cross one box only

Yes If yes → Continue to E2

No If no → Go to E5

If so, why? (please specify)

E2 Where would you move to? *INTERVIEWER: Please cross one box only*

Another site in this area (specify where)	A site in another council area (specify where)	Bricks and mortar in this area (specify where)	Bricks and mortar in another council area (specify where)	Other (e.g. land they own elsewhere) (Please specify)
--	---	---	--	--

Please specify where they would move to

If they own land elsewhere - probe for details

E3 If you want to move would you prefer to buy a private pitch or site, or rent a pitch on a public or private site? *INTERVIEWER: Please cross one box only*

Private buy

Private rent

Public rent

E4 Can you afford to buy a private pitch or site? *INTERVIEWER: Please cross one box only*

Yes

No

E5 Are you aware of, or do you own any land that could have potential for new pitches? *INTERVIEWER: Please cross one box only*

Yes

No

Please ask for details on where land/site is located and who owns the land/site?

NOT FOR CIRCULATION

F

Travelling

F1 How many trips, living in a caravan or trailer, have you or members of your family made away from your permanent base in the last 12 months?

INTERVIEWER: Please cross one box only



↓ Go to F6a

Continue to F2

F2 If you or members of your family have travelled in the last 12 months, which family members travelled? INTERVIEWER: Please cross one box only

All the family	Adult males	Other	If other, please specify
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

F3 What were the reasons for travelling? INTERVIEWER: Please cross all that apply

Work	Holidays	Visiting family	Fairs	Other
<input type="checkbox"/>				

Details / specify if necessary. If fairs—probe for whether this is involves work

F4 At what time of year do you or family members usually travel? And for how long?

INTERVIEWER: Please cross one box only

All year	Summer	Winter
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

And for how long?

F5 Where do you or family members usually stay when they are travelling?

INTERVIEWER: Please cross all boxes that apply

LA transit sites	Private transit sites	Roadside	Friends/family	Other	If other, please specify
<input type="checkbox"/>					

INTERVIEWER: Ask F6a — F8 ONLY if F1 = 0. Otherwise, go to F9

F6a Are there any reasons why you don't you travel at the moment?

Details

F6b Have you or family members ever travelled? INTERVIEWER: Please cross one box only

Yes → Continue to F7

No → Go to F9

F7a When did you or family members last travel? INTERVIEWER: Please write in

Details

F7b What were the reasons for travelling? INTERVIEWER: Please cross all that apply

Work	Holidays	Visiting family	Fairs	Other
<input type="checkbox"/>				

Details / specify if necessary. If fairs—probe for whether this is involves work

NOT FOR CIRCULATION

F8 Why do you not travel anymore? *INTERVIEWER: Cross all boxes that apply & probe for details*

Children in school	III health	Old age	Settled now	Nowhere to stop	No work opportunities	Other
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If other, please specify

Details about children in school, types of ill health, or looking after relative with poor health, and specific problems/issues relating to old age

F9 Do you or other family members plan to travel in the future?*INTERVIEWER: Please cross one box only*

Yes	<input type="checkbox"/>	→ Continue to F10
No	<input type="checkbox"/>	→ Go to G1
Don't know	<input type="checkbox"/>	→ Go to G1

F10 When, and for what purpose do you/they plan to travel?

Details

F11 Is there anything else you would like to tell us about your travelling patterns?

Details

NOT FOR CIRCULATION

G

Any other information

G1 Any other information about this site or your accommodation needs? INTERVIEWER:
Please write in

Details (e.g. can current and future needs be met
by expanding or intensifying the existing site?)

G2 Site/Pitch plan? Any concerns? INTERVIEWER: Please sketch & write in

Sketch of Site/Pitch — any concerns?

Are any adaptations needed?

Why does the current accommodation not meet the household's needs; and could their needs could be addressed in situ e.g. extra caravans. This could cover people wanting to live with that household but who cannot currently

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H

Bricks & Mortar Contacts

H1 Contacts for Bricks and Mortar interviews? *INTERVIEWER: Please write in*

Details

Council contact?

Would you like the council to contact you about any of the issues raised in this interview? Please note that although ORS will pass on your contact details to the Council we cannot guarantee when they will contact you?

INTERVIEWER: Please cross one box only

Yes

No

INTERVIEWER: Can I confirm your name and telephone number so that we can pass them on to the Council for this purpose only. Your details will only be used for this purpose and will not be passed onto anyone else.

Respondent's Name.....

Respondent's Telephone.....

Respondent's Email.....

Interview log

INTERVIEWER: Please record the date and time that the interview was carried out

Date.....

Time of interview.....

Appendix F: Technical Note on Household Formation and Growth Rates



Technical Note

Gypsy and Traveller Household Formation and Growth Rates

August 26th 2015

Opinion Research Services
Spin-out company of Swansea University



As with all our studies, this research is subject to Opinion Research Services' Standard Terms and Conditions of Contract.

Any press release or publication of this research requires the advance approval of ORS. Such approval will only be refused on the grounds of inaccuracy or misrepresentation.

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Contents

Household Growth Rates.....	4
Abstract and conclusions.....	4
Introduction.....	4
Compound growth.....	6
Caravan counts	7
Modelling population growth.....	8
Household growth.....	12
Household dissolution rates	14
Summary conclusions.....	14

Household Growth Rates

Abstract and conclusions

1. National and local household formation and growth rates are important components of Gypsy and Traveller accommodation assessments, but little detailed work has been done to assess their likely scale. Nonetheless, nationally, a net growth rate of 3% per annum has been commonly assumed and widely used in local assessments – even though there is actually no statistical evidence of households growing so quickly. The result has been to inflate both national and local requirements for additional pitches unrealistically.
2. Those seeking to provide evidence of high annual net household growth rates for Gypsies and Travellers have sometimes sought to rely on increases in the number of caravans, as reflected in caravan counts. However, caravan count data are unreliable and erratic – so the only proper way to project future population and household growth is through demographic analysis (which, of course, is used to assess housing needs in the settled community).
3. The growth in the Gypsy and Traveller population may be as low as 1.25% per annum – a rate which is much less than the 3% per annum often assumed, but still at least four times greater than in the general population. Even using extreme and unrealistic assumptions, it is hard to find evidence that net Gypsy and Traveller population and household growth rates are above 2% per annum nationally.
4. The often assumed 3% per annum net household growth rate is unrealistic and would require clear statistical evidence before being used for planning purposes. In practice, the best available evidence supports a national net household growth rate of 1.5% per annum for Gypsies and Travellers.
5. Some local authorities might perhaps allow for a household growth rate of up to 2.5% per annum, to provide a 'margin' if their populations are relatively youthful; but in areas where on-site surveys indicate that there are fewer children in the Gypsy and Traveller communities, the lower estimate of 1.5% per annum should be used for planning purposes.

Introduction

6. The rate of household growth is a key element in all housing assessments, including Gypsy and Traveller accommodation assessments. Compared with the general population, the relative youthfulness of many Gypsy and Traveller populations means that their birth rates are likely to generate higher-than-average population growth, and proportionately higher *gross* household formation rates. However, while their *gross* rate of household growth might be high, Gypsy and Traveller communities' future accommodation needs are, in practice, affected by any reduction in the number of households due to dissolution and/or by movements in/out of the area and/or by transfers into other forms of housing. Therefore, the *net* rate of household growth is the *gross* rate of formation *minus* any reductions in households due to such factors. Of course, it is the *net* rate that is important in determining future accommodation needs for Gypsies and Travellers.

7. In this context, it is a matter of concern that many Gypsy and Traveller accommodation needs assessments have not distinguished *gross* and *net* growth rates nor provided evidence for their assumed rates of household increase. These deficiencies are particularly important because when assumed growth rates are unrealistically high, and then compounded over a number of planning years, they can yield exaggerated projections of accommodation needs and misdirect public policy. Nonetheless, assessments and guidance documents have assumed 'standard' *net* growth rates of about 3% without sufficiently recognising either the range of factors impacting on the *gross* household growth rates or the implications of unrealistic assumptions when projected forward on a compound basis year by year.
8. For example, in a study for the Office of the Deputy Prime Minister ('Local Authority Gypsy and Traveller Sites in England', 2003), Pat Niner concluded that *net* growth rates as high as 2%-3% per annum should be assumed. Similarly, the Regional Spatial Strategies (RSS) (which continued to be quoted after their abolition was announced in 2010) used *net* growth rates of 3% per annum without providing any evidence to justify the figure (For example, 'Accommodation for Gypsies and Travellers and Travelling Showpeople in the East of England: A Revision to the Regional Spatial Strategy for the East of England July 2009').
9. However, the guidance of the Department of Communities and Local Government ('Gypsy and Traveller Accommodation Needs Assessments: Guidance', 2007) was much clearer in saying that:

The 3% family formation growth rate is used here as an example only. The appropriate rate for individual assessments will depend on the details identified in the local survey, information from agencies working directly with local Gypsy and Traveller communities, and trends identified from figures previously given for the caravan count. [In footnote 6, page 25]
10. The guidance emphasises that local information and trends should always be taken into account – because the *gross* rate of household growth is moderated by reductions in households through dissolution and/or by households moving into bricks and mortar housing or moving to other areas. In other words, even if 3% is plausible as a *gross* growth rate, it is subject to moderation through such reductions in households through dissolution or moves. It is the resulting *net* household growth rate that matters for planning purposes in assessing future accommodation needs.
11. The current guidance also recognises that assessments should use local evidence for *net* future household growth rates. A letter from the Minister for Communities and Local Government (Brandon Lewis MP), to Andrew Selous MP (placed in the House of Commons library on March 26th 2014) said:

I can confirm that the annual growth rate figure of 3% does not represent national planning policy.

The previous Administration's guidance for local authorities on carrying out Gypsy and Traveller Accommodation Assessments under the Housing Act 2004 is unhelpful in that it uses an illustrative example of calculating future accommodation need based on the 3% growth rate figure. The guidance notes that the appropriate rate for individual assessments will depend on the details identified in the local authority's own assessment of need. As such the Government is not endorsing or supporting the 3% growth rate figure,'

12. Therefore, while there are many assessments where a national Gypsy and Traveller household growth rate of 3% per annum has been assumed (on the basis of 'standard' precedent and/or guidance), there is little to justify this position and it conflicts with current planning guidance. In this context, this document seeks to integrate available evidence about *net* household growth rates in order to provide a more robust basis for future assessments.

Compound growth

13. The assumed rate of household growth is crucially important for Gypsy and Traveller studies because for future planning purposes it is projected over time on a compound basis – so errors are progressively enlarged. For example, if an assumed 3% *net* growth rate is compounded each year then the implication is that the number of households will double in only 23.5 years; whereas if a *net* compound rate of 1.5% is used then the doubling of household numbers would take 46.5 years. The table below shows the impact of a range of compound growth rates.

Table 1
Compound Growth Rates and Time Taken for Number of Households to Double

Household Growth Rate per Annum	Time Taken for Household to Double
3.00%	23.5 years
2.75%	25.5 years
2.50%	28 years
2.25%	31 years
2.00%	35 years
1.75%	40 years
1.50%	46.5 years

14. The above analysis is vivid enough, but another illustration of how different rates of household growth impact on total numbers over time is shown in the table below – which uses a baseline of 100 households while applying different compound growth rates over time. After 5 years, the difference between a 1.5% growth rate and a 3% growth rate is only 8 households (116 minus 108); but with a 20-year projection the difference is 46 households (181 minus 135).

Table 2
Growth in Households Over time from a Baseline of 100 Households

Household Growth Rate per Annum	5 years	10 years	15 years	20 years	50 years	100 years
3.00%	116	134	156	181	438	1,922
2.75%	115	131	150	172	388	1,507
2.50%	113	128	145	164	344	1,181
2.25%	112	125	140	156	304	925
2.00%	110	122	135	149	269	724
1.75%	109	119	130	141	238	567
1.50%	108	116	125	135	211	443

15. In summary, the assumed rate of household growth is crucially important because any exaggerations are magnified when the rate is projected over time on a compound basis. As we have shown, when compounded and projected over the years, a 3% annual rate of household growth implies much larger future Gypsy and Traveller accommodation requirements than a 1.5% per annum rate.

Caravan counts

16. Those seeking to demonstrate national Gypsy and Traveller household growth rates of 3% or more per annum have, in some cases, relied on increases in the number of caravans (as reflected in caravan counts) as their evidence. For example, some planning agents have suggested using 5-year trends in the national caravan count as an indication of the general rate of Gypsy and Traveller household growth. For example, the count from July 2008 to July 2013 shows a growth of 19% in the number of caravans on-site – which is equivalent to an average annual compound growth rate of 3.5%. So, *if plausible*, this approach could justify using a 3% or higher annual household growth rate in projections of future needs.

17. However, caravan count data are unreliable and erratic. For example, the July 2013 caravan count was distorted by the inclusion of 1,000 caravans (5% of the total in England) recorded at a Christian event near Weston-Super-Mare in North Somerset. Not only was this only an estimated number, but there were no checks carried out to establish how many caravans were occupied by Gypsies and Travellers. Therefore, the resulting count overstates the Gypsy and Traveller population and also the rate of household growth.

18. ORS has applied the caravan-counting methodology hypothetically to calculate the implied national household growth rates for Gypsies and Travellers over the last 15 years, and the outcomes are shown in the table below. The January 2013 count suggests an average annual growth rate of 1.6% over five years, while the July 2013 count gives an average 5-year rate of 3.5%; likewise a study benchmarked at January 2004 would yield a growth rate of 1%, while one benchmarked at January 2008 would imply a 5% rate of growth. Clearly any model as erratic as this is not appropriate for future planning.

Table 3
National CLG Caravan Count July 1998 to July 2014 with Growth Rates (Source: CLG)

Date	Number of caravans	5 year growth in caravans	Percentage growth over 5 years	Annual over last 5 years.
Jan 2015	20,123	1,735	9.54%	1.84%
July 2014	20,035	2,598	14.90%	2.81%
Jan 2014	19,503	1,638	9.17%	1.77%
July 2013	20,911	3,339	19.00%	3.54%
Jan 2013	19,359	1,515	8.49%	1.64%
Jul 2012	19,261	2,112	12.32%	2.35%
Jan 2012	18,746	2,135	12.85%	2.45%
Jul 2011	18,571	2,258	13.84%	2.63%
Jan 2011	18,383	2,637	16.75%	3.15%
Jul 2010	18,134	2,271	14.32%	2.71%
Jan 2010	18,370	3,001	19.53%	3.63%
Jul 2009	17,437	2,318	15.33%	2.89%
Jan 2009	17,865	3,503	24.39%	4.46%
Jul 2008	17,572	2,872	19.54%	3.63%
Jan 2008	17,844	3,895	27.92%	5.05%

Jul 2007	17,149	2,948	20.76%	3.84%
Jan 2007	16,611	2,893	21.09%	3.90%
Jul 2006	16,313	2,511	18.19%	3.40%
Jan 2006	15,746	2,352	17.56%	3.29%
Jul 2005	15,863	2,098	15.24%	2.88%
Jan 2005	15,369	1,970	14.70%	2.78%
Jul 2004	15,119	2,110	16.22%	3.05%
Jan 2004	14,362	817	6.03%	1.18%
Jul 2003	14,700			
Jan 2003	13,949			
Jul 2002	14,201			
Jan 2002	13,718			
Jul 2001	13,802			
Jan 2001	13,394			
Jul 2000	13,765			
Jan 2000	13,399			
Jan 1999	13,009			
Jul 1998	13,545			

19. The annual rate of growth in the number of caravans varies from slightly over 1% to just over 5% per annum. We would note that if longer time periods are used the figures do become more stable. Over the 36 year period 1979 (the start of the caravan counts) to 2015 the compound growth rate in caravan numbers has been 2.5% per annum.
20. However, there is no reason to assume that these widely varying rates correspond with similar rates of increase in the household population. In fact, the highest rates of caravan growth occurred between 2006 and 2009, when the first wave of Gypsy and Traveller accommodation needs assessments were being undertaken – so it seems plausible that the assessments prompted the inclusion of additional sites and caravans (which may have been there, but not counted previously). Counting caravan numbers is very poor proxy for Gypsy and Traveller household growth. Caravans counted are not always occupied by Gypsy and Traveller families and numbers of caravans held by families may increase generally as affluence and economic conditions improve, (but without a growth in households)
21. There is no reason to believe that the varying rates of increase in the number of caravans are matched by similar growth rates in the household population. The caravan count is not an appropriate planning guide and the only proper way to project future population and household growth is through demographic analysis – which should consider both population and household growth rates. This approach is not appropriate to needs studies for the following reasons:

Modelling population growth

Introduction

22. The basic equation for calculating the rate of Gypsy and Traveller population growth seems simple: start with the base population and then calculate the average increase/decrease by allowing for births, deaths and in-/out-migration. Nevertheless, deriving satisfactory estimates is difficult because the evidence is often tenuous – so, in this context, ORS has modelled the growth of the national Gypsy and Traveller population based on the most likely birth and death rates, and by using PopGroup (the leading software for

population and household forecasting). To do so, we have supplemented the available national statistical sources with data derived locally (from our own surveys) and in some cases from international research. None of the supplementary data are beyond question, and none will stand alone; but, when taken together they have cumulative force. In any case the approach we adopt is more critically self-aware than simply adopting 'standard' rates on the basis of precedent.

Migration effects

23. Population growth is affected by national net migration and local migration (as Gypsies and Travellers move from one area to another). In terms of national migration, the population of Gypsies and Travellers is relatively fixed, with little international migration. It is in principle possible for Irish Travellers (based in Ireland) to move to the UK, but there is no evidence of this happening to a significant extent and the vast majority of Irish Travellers were born in the UK or are long-term residents. In relation to local migration effects, Gypsies and Travellers can and do move between local authorities – but in each case the in-migration to one area is matched by an out-migration from another area. Since it is difficult to estimate the net effect of such movements over local plan periods, ORS normally assumes that there will be nil net migration to/from an area. Nonetheless, where it is possible to estimate specific in-/out- migration effects, we take account of them, while distinguishing between migration and household formation effects.

Population profile

24. The main source for the rate of Gypsy and Traveller population growth is the UK 2011 Census. In some cases the data can be supplemented by ORS's own household survey data which is derived from more than 2,000 face-to-face interviews with Gypsies and Travellers since 2012. The ethnicity question in the 2011 census included for the first time 'Gypsy and Irish Traveller' as a specific category. While non-response bias probably means that the size of the population was underestimated, the age profile the census provides is not necessarily distorted and matches the profile derived from ORS's extensive household surveys.

25. The age profile is important, as the table below (derived from census data) shows. Even assuming zero deaths in the population, achieving an annual population growth of 3% (that is, doubling in size every 23.5 years) would require half of the "year one" population to be aged under 23.5 years. When deaths are accounted for (at a rate of 0.5% per annum), to achieve the same rate of growth, a population of Gypsies and Travellers would need about half its members to be aged under 16 years. In fact, though, the 2011 census shows that the midway age point for the national Gypsy and Traveller population is 26 years – so the population could not possibly double in 23.5 years.

Table 4
Age Profile for the Gypsy and Traveller Community in England (Source: UK Census of Population 2011)

Age Group	Number of People	Cumulative Percentage
Age 0 to 4	5,725	10.4
Age 5 to 7	3,219	16.3
Age 8 to 9	2,006	19.9
Age 10 to 14	5,431	29.8
Age 15	1,089	31.8
Age 16 to 17	2,145	35.7
Age 18 to 19	1,750	38.9

Age 20 to 24	4,464	47.1
Age 25 to 29	4,189	54.7
Age 30 to 34	3,833	61.7
Age 35 to 39	3,779	68.5
Age 40 to 44	3,828	75.5
Age 45 to 49	3,547	82.0
Age 50 to 54	2,811	87.1
Age 55 to 59	2,074	90.9
Age 60 to 64	1,758	94.1
Age 65 to 69	1,215	96.3
Age 70 to 74	905	97.9
Age 75 to 79	594	99.0
Age 80 to 84	303	99.6
Age 85 and over	230	100.0

Birth and fertility rates

26. The table above provides a way of understanding the rate of population growth through births. The table shows that surviving children aged 0-4 years comprise 10.4% of the Gypsy and Traveller population – which means that, on average, 2.1% of the total population was born each year (over the last 5 years). The same estimate is confirmed if we consider that those aged 0-14 comprise 29.8% of the Gypsy and Traveller population – which also means that almost exactly 2% of the population was born each year. (Deaths during infancy will have minimal impact within the early age groups, so the data provides the best basis for estimating of the birth rate for the Gypsy and Traveller population.)

27. The total fertility rate (TFR) for the whole UK population is just below 2 – which means that on average each woman can be expected to have just less than two children who reach adulthood. We know of only one estimate of the fertility rates of the UK Gypsy and Traveller community. This is contained in the book, 'Ethnic identity and inequalities in Britain: The dynamics of diversity' by Dr Stephen Jivraj and Professor Ludi Simpson published in May 2015. This draws on the 2011 Census data and provides an estimated total fertility rate of 2.75 for the Gypsy and traveller community

28. ORS's have been able to examine our own survey data to investigate the fertility rate of Gypsy and Traveller women. The ORS data shows that, on average, Gypsy and Traveller women aged 32 years have 2.5 children (but, because the children of mothers above this age point tend to leave home progressively, full TFRs were not completed). On this basis it is reasonable to assume an average of three children per woman during her lifetime which would be consistent with the evidence from the 2011 Census of a figure of around 2.75 children per woman. In any case, the TFR for women aged 24 years is 1.5 children, which is significantly short of the number needed to double the population in 23.5 years – and therefore certainly implies a net growth rate of less than 3% per annum.

Death rates

29. Although the above data imply an annual growth rate through births of about 2%, the death rate has also to be taken into account – which means that the *net* population growth cannot conceivably achieve 2% per

annum. In England and Wales there are nearly half-a-million deaths each year – about 0.85% of the total population of 56.1 million in 2011. If this death rate is applied to the Gypsy and Traveller community then the resulting projected growth rate is in the region of 1.15%-1.25% per annum.

30. However, the Gypsy and Traveller population is significantly younger than average and may be expected to have a lower percentage death rate overall (even though a smaller than average proportion of the population lives beyond 68 to 70 years). While there can be no certainty, an assumed death rate of around 0.5% to 0.6% per annum would imply a net population growth rate of around 1.5% per annum.
31. Even though the population is younger and has a lower death rate than average, Gypsies and Travellers are less likely than average to live beyond 68 to 70 years. Whereas the average life expectancy across the whole population of the UK is currently just over 80 years, a Sheffield University study found that Gypsy and Traveller life expectancy is about 10-12 years less than average (Parry et al (2004) 'The Health Status of Gypsies and Travellers: Report of Department of Health Inequalities in Health Research Initiative', University of Sheffield). Therefore, in our population growth modelling we have used a conservative estimate of average life expectancy as 72 years – which is entirely consistent with the lower-than-average number of Gypsies and Travellers aged over 70 years in the 2011 census (and also in ORS's own survey data). On the basis of the Sheffield study, we could have supposed a life expectancy of only 68, but we have been cautious in our approach.

Modelling outputs

32. If we assume a TFR of 3 and an average life expectancy of 72 years for Gypsies and Travellers, then the modelling projects the population to increase by 66% over the next 40 years – implying a population compound growth rate of 1.25% per annum (well below the 3% per annum often assumed). If we assume that Gypsy and Traveller life expectancy increases to 77 years by 2050, then the projected population growth rate rises to nearly 1.5% per annum. To generate an 'upper range' rate of population growth, we have assumed a TFR of 4 and an average life expectancy rising to 77 over the next 40 years – which then yields an 'upper range' growth rate of 1.9% per annum. We should note, though, that national TFR rates of 4 are currently found only in sub-Saharan Africa and Afghanistan, so it is an implausible assumption.
33. There are indications that these modelling outputs are well founded. For example, in the ONS's 2012-based Sub-National Population Projections the projected population growth rate for England to 2037 is 0.6% per annum, of which 60% is due to natural change and 40% due to migration. Therefore, the natural population growth rate for England is almost exactly 0.35% per annum – meaning that our estimate of the Gypsy and Traveller population growth rate is four times greater than that of the general population of England.
34. The ORS Gypsy and Traveller findings are also supported by data for comparable populations around the world. As noted, on the basis of sophisticated analysis, Hungary is planning for its Roma population to grow at around 2.0% per annum, but the underlying demographic growth is typically closer to 1.5% per annum. The World Bank estimates that the populations of Bolivia, Cambodia, Egypt, Malaysia, Pakistan, Paraguay, Philippines and Venezuela (countries with high birth rates and improving life expectancy) all show population growth rates of around 1.7% per annum. Therefore, in the context of national data, ORS's modelling and plausible international comparisons, it is implausible to assume a net 3% annual growth rate for the Gypsy and Traveller population.

Household growth

35. In addition to population growth influencing the number of households, the size of households also affects the number. Hence, population and household growth rates do not necessarily match directly, mainly due to the current tendency for people to live in smaller (childless or single person) households (including, of course, older people (following divorce or as surviving partners)). Based on such factors, the CLG 2012-based projections convert current population data to a projected household growth rate of 0.85% per annum (compared with a population growth rate of 0.6% per annum).

36. Because the Gypsy and Traveller population is relatively young and has many single parent households, a 1.5% annual population growth could yield higher-than-average household growth rates, particularly if average household sizes fall or if younger-than-average households form. However, while there is evidence that Gypsy and Traveller households already form at an earlier age than in the general population, the scope for a more rapid rate of growth, through even earlier household formation, is limited.

37. Based on the 2011 census, the table below compares the age of household representatives in English households with those in Gypsy and Traveller households – showing that the latter has many more household representatives aged under-25 years. In the general English population 3.6% of household representatives are aged 16-24, compared with 8.7% in the Gypsy and Traveller population. Because the census includes both housed and on-site Gypsies and Travellers without differentiation, it is not possible to know if there are different formation rates on sites and in housing. However, ORS's survey data (for sites in areas such as Central Bedfordshire, Cheshire, Essex, Gloucestershire and a number of authorities in Hertfordshire) shows that about 10% of Gypsy and Traveller households have household representatives aged under-25 years.

Table 5
Age of Head of Household (Source: UK Census of Population 2011)

Age of household representative	All households in England		Gypsy and Traveller households in England	
	Number of households	Percentage of households	Number of households	Percentage of households
Age 24 and under	790,974	3.6%	1,698	8.7%
Age 25 to 34	3,158,258	14.3%	4,232	21.7%
Age 35 to 49	6,563,651	29.7%	6,899	35.5%
Age 50 to 64	5,828,761	26.4%	4,310	22.2%
Age 65 to 74	2,764,474	12.5%	1,473	7.6%
Age 75 to 84	2,097,807	9.5%	682	3.5%
Age 85 and over	859,443	3.9%	164	0.8%
Total	22,063,368	100%	19,458	100%

38. The following table shows that the proportion of single person Gypsy and Traveller households is not dissimilar to the wider population of England; but there are more lone parents, fewer couples without children, and fewer households with non-dependent children amongst Gypsies and Travellers. This data suggest that Gypsy and Traveller households form at an earlier age than the general population.

Table 6
Household Type (Source: UK Census of Population 2011)

Household Type	All households in England		Gypsy and Traveller households in England	
	Number of households	Percentage of households	Number of households	Percentage of households
Single person	6,666,493	30.3%	5,741	29.5%
Couple with no children	5,681,847	25.7%	2345	12.1%
Couple with dependent children	4,266,670	19.3%	3683	18.9%
Couple with non-dependent children	1,342,841	6.1%	822	4.2%
Lone parent: Dependent children	1,573,255	7.1%	3,949	20.3%
Lone parent: All children non-dependent	766,569	3.5%	795	4.1%
Other households	1,765,693	8.0%	2,123	10.9%
Total	22,063,368	100%	19,458	100%

39. ORS's own site survey data is broadly compatible with the data above. We have found that: around 50% of pitches have dependent children compared with 45% in the census; there is a high proportion of lone parents; and about a fifth of Gypsy and Traveller households appear to be single person households. One possible explanation for the census finding a higher proportion of single person households than the ORS surveys is that many older households are living in bricks and mortar housing (perhaps for health-related reasons).

40. ORS's on-site surveys have also found more female than male residents. It is possible that some single person households were men linked to lone parent females and unwilling to take part in the surveys. A further possible factor is that at any time about 10% of the male Gypsy and Traveller population is in prison – an inference drawn from the fact that about 5% of the male prison population identify themselves as Gypsies and Travellers ('People in Prison: Gypsies, Romany and Travellers', Her Majesty's Inspectorate of Prisons, February 2004) – which implies that around 4,000 Gypsies and Travellers are in prison. Given that almost all of the 4,000 people are male and that there are around 200,000 Gypsies and Travellers in total, this equates to about 4% of the total male population, but closer to 10% of the adult male population.

41. The key point, though, is that since 20% of Gypsy and Traveller households are lone parents, and up to 30% are single persons, there is limited potential for further reductions in average household size to increase current household formation rates significantly – and there is no reason to think that earlier household formations or increasing divorce rates will in the medium term affect household formation rates. While there are differences with the general population, a 1.5% per annum Gypsy and Traveller population

growth rate is likely to lead to a household growth rate of 1.5% per annum – more than the 0.85% for the English population as a whole, but much less than the often assumed 3% rate for Gypsies and Travellers.

Household dissolution rates

42. Finally, consideration of household dissolution rates also suggests that the net household growth rate for Gypsies and Travellers is very unlikely to reach 3% per annum (as often assumed). The table below, derived from ORS's mainstream strategic housing market assessments, shows that generally household dissolution rates are between 1.0% and 1.7% per annum. London is different because people tend to move out upon retirement, rather than remaining in London until death. To adopt a 1.0% dissolution rate as a standard guide nationally would be too low, because it means that average households will live for 70 years after formation. A 1.5% dissolution rate would be a more plausible as a national guide, implying that average households live for 47 years after formation.

Table 7
Annual Dissolution Rates (Source: SHMAs undertaken by ORS)

Area	Annual projected household dissolution	Number of households	Percentage
Greater London	25,000	3,266,173	0.77%
Blaenau Gwent	468.2	30,416	1.54%
Bradford	3,355	199,296	1.68%
Ceredigion	348	31,562	1.10%
Exeter, East Devon, Mid Devon, Teignbridge and Torbay	4,318	254,084	1.70%
Neath Port Talbot	1,352	57,609	2.34%
Norwich, South Norfolk and Broadland	1,626	166,464	0.98%
Suffolk Coastal	633	53,558	1.18%
Monmouthshire Newport Torfaen	1,420	137,929	1.03%

43. The 1.5% dissolution rate is important because the death rate is a key factor in moderating the *gross* household growth rate. Significantly, applying a 1.5% dissolution rate to a 3% *gross* household growth formation rate yields a *net* rate of 1.5% per annum – which ORS considers is a realistic figure for the Gypsy and Traveller population and which is in line with other demographic information. After all, based on the dissolution rate, a *net* household formation rate of 3% per annum would require a 4.5% per annum *gross* formation rate (which in turn would require extremely unrealistic assumptions about birth rates).

Summary conclusions

44. Future Gypsy and Traveller accommodation needs have typically been over-estimated because population and household growth rates have been projected on the basis of assumed 3% per annum net growth rates.

45. Unreliable caravan counts have been used to support the supposed growth rate, but there is no reason to suppose that the rate of increase in caravans corresponds to the annual growth of the Gypsy and Traveller population or households.

46. The growth of the national Gypsy and Traveller population may be as low as 1.25% per annum – which is still four times greater than in the settled community. Even using extreme and unrealistic assumptions, it is hard to find evidence that the net national Gypsy and Traveller population and household growth is above 2% per annum nationally. The often assumed 3% net household growth rate per annum for Gypsies and Travellers is unrealistic.
47. The best available evidence suggests that the net annual Gypsy and Traveller household growth rate is 1.5% per annum. The often assumed 3% per annum net rate is unrealistic. Some local authorities might allow for a household growth rate of up to 2.5% per annum, to provide a ‘margin’ if their populations are relatively youthful; but in areas where on-site surveys indicate that there are fewer children in the Gypsy and Traveller population, the lower estimate of 1.5% per annum should be used.

Medway Green Belt Review



Medway Council December 2018

Contents

1.0 Introduction

- 1.1 Purpose of assessment
- 1.2 Key objectives
- 1.3 History of the Green Belt
- 1.4 Context

2.0 Planning Background

- 2.1 National Policy
- 2.2 Green Belt National Policy
- 2.3 Local Policy
- 2.4 Duty to co-operate
- 2.5 Supporting guidance

3.0 Methodology

- 3.1 Introduction
- 3.2 Baseline data
- 3.3 Liaison with neighbouring authorities
- 3.4 Land parcel identification
- 3.5 Green belt boundaries
- 3.6 'Washed over' and 'Inset' status of settlements
- 3.7 Green Belt Policy criteria
- 3.8 Parcel assessment
- 3.9 Results and recommendations

4.0 Parcel Assessment

- 4.1 Land Parcel 1
- 4.2 Land Parcel 2
- 4.3 Land Parcel 3
- 4.4 Land Parcel 4
- 4.5 Land Parcel 5

5.0 Assessment Summary

6.0 Boundary anomalies

7.0 Appendices

- Appendix A – Definition of Terms
- Appendix B – Environmental designations
- Appendix C – Assessment Template A – Assessment of Green Belt Purposes and Aims
- Appendix D – Assessment Template B – Boundaries and 'washed over' settlements

*List of figures**

- Fig 1* Metropolitan Green Belt
- Fig 2* Metropolitan Green Belt – North West Kent
- Fig 3* Metropolitan Green Belt – Medway
- Fig 4* Medway Green Belt parcels
- Fig 5* Parcel Map 1
- Fig 6* Parcel Map 2
- Fig 7* Parcel Map 3

Fig 8 Parcel Map 4

Fig 9 Parcel Map 5

Fig 10 Land at Higham Creek - proposed boundary adjustment

Fig 11 Land to west of Cliffe Woods – proposed boundary adjustment

Fig 12 Land to north east of Stone House Farm - proposed boundary adjustment

Fig 13 Land to west of M2 – proposed boundary adjustment

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List of tables

Table 1 Green belt status in neighbouring authorities

Table 2 Assessment criteria

Table 3 Assessment outcomes

Table 4 Summary of assessment results

1.0 Introduction

1.1 Purpose of Assessment

This Green Belt Review has been produced as part of the evidence base to inform the production of new Green Belt policies to be captured in the emerging Local Plan for Medway. The Review provides an independent and objective appraisal of Metropolitan Green Belt land within Medway and assesses this land against the fundamental aim and purposes of the Green Belt as defined in the National Planning Policy Framework (NPPF). The Review also provides a summary of the history and context of the Metropolitan Green Belt within Medway. Separate sections are devoted to planning background and a proposed methodology.

The purpose of a Green Belt Review is to provide evidence of how different areas perform against the Green Belt purposes set out in national policy; planning authorities may then take this into account, alongside other evidence, in making decisions about possible changes to Green Belt boundaries. A boundary revision can take the form of an expansion or a contraction. A Green Belt Assessment may conclude that no changes are appropriate. The results of this review will help to inform the options for accommodating growth within Medway and detailed changes to the Green Belt boundaries and site allocations, if required by exceptional circumstances.

This review is a technical evidence base document that specifically considers the single aspect of Green Belt. This study does not therefore allocate land for development nor does it, in itself, remove land from the Green Belt. The findings of this review and other technical work being undertaken will be considered together, along with any other material considerations, in the selection of potential development sites that will be set out in the new Local Plan.

1.2 Key objectives

- To assess whether Medway's Green Belt as currently defined accords with the fundamental aim of Green Belt policy which is to keep land permanently open;
- To assess whether Medway's Green Belt as currently defined fulfils the five purposes of Green Belt policy as set out within the NPPF;
- To consider other factors including boundary anomalies, 'washed over' and inset areas and local planning considerations.

1.3 History of the Green Belt

The concept of Green Belt dates back to the origins of the modern British planning system and is frequently credited as one of its most notable achievements, halting the outward 'sprawl' of London into the countryside. The basic concept of Green Belt was established back in 1902 by Ebenezer Howard in *Garden Cities of Tomorrow*. The Metropolitan Green Belt, first suggested by Raymond Unwin in 1933 as a 'green girdle' and defined by Patrick Abercrombie in the Greater London Plan of 1944 (later established in the Town and Country Planning Act of 1947), curtailed the further unchecked growth of London's urban area. There have been a number of changes to policy in the intervening years but the basic concept has remained intact to this date. The outer boundaries of the Metropolitan Green Belt in Kent were defined in the Kent Countryside Local Plan in 1983, with subsequent minor alterations made to the boundary in Medway.

1.4 Context

The extent of Green Belt land within Medway is relatively small (4.98% of land area). The outer ring Metropolitan Green belt largely terminates along the western boundary of the borough, with some limited intrusion inside the borough. The neighbouring boroughs with contiguous green belt are Gravesham and Tonbridge and Malling. Both these boroughs have more extensive tracts of Green Belt with their boundaries. Gravesham is undertaking a Green Belt Assessment to inform work on its Site

Allocations and Development Management Policies document. Tonbridge and Malling completed a Green Belt Study (Parts 1-5) in September 2016¹.

In the wider metropolitan green belt strategic context, it is important to highlight one significant consideration. The gap between the Medway and Gravesham urban areas is considerably narrowed by the urban extension of Dartford and Gravesham. The narrowness of this gap can be clearly seen on the Metropolitan Green Belt map (see Fig. 1). Relative to the extent of green belt surrounding the rest of London, this is by far the narrowest section of Metropolitan Green Belt.

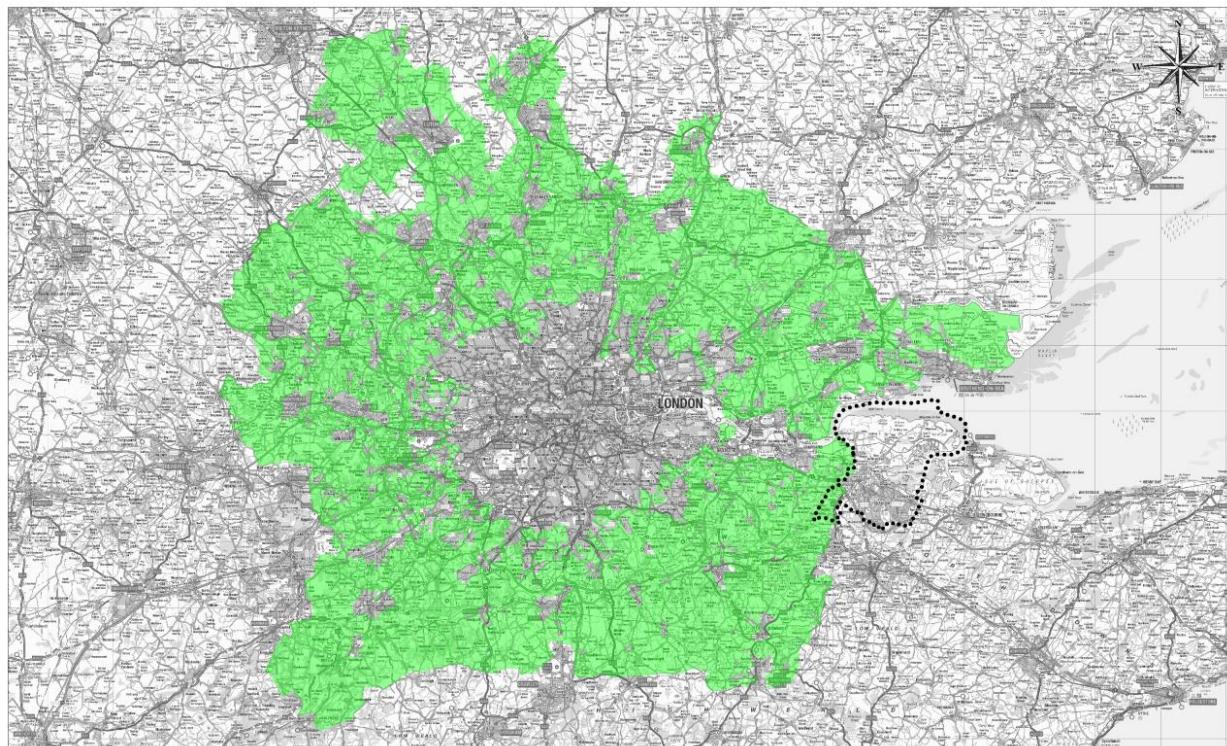


Fig 1 Metropolitan Green Belt

¹ Available at: https://www.tmbc.gov.uk/_data/assets/pdf_file/0017/243008/Green_Belt_Study_2016_Part1.pdf

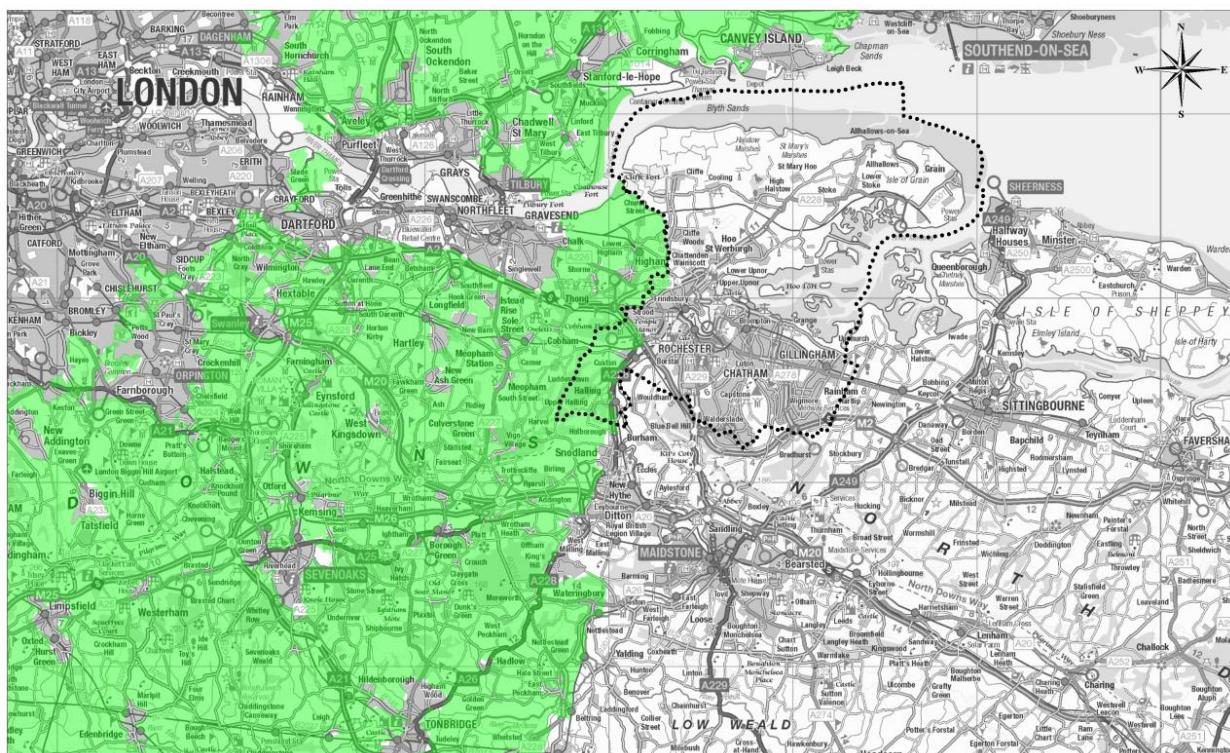


Fig 2 Metropolitan Green Belt – North West Kent

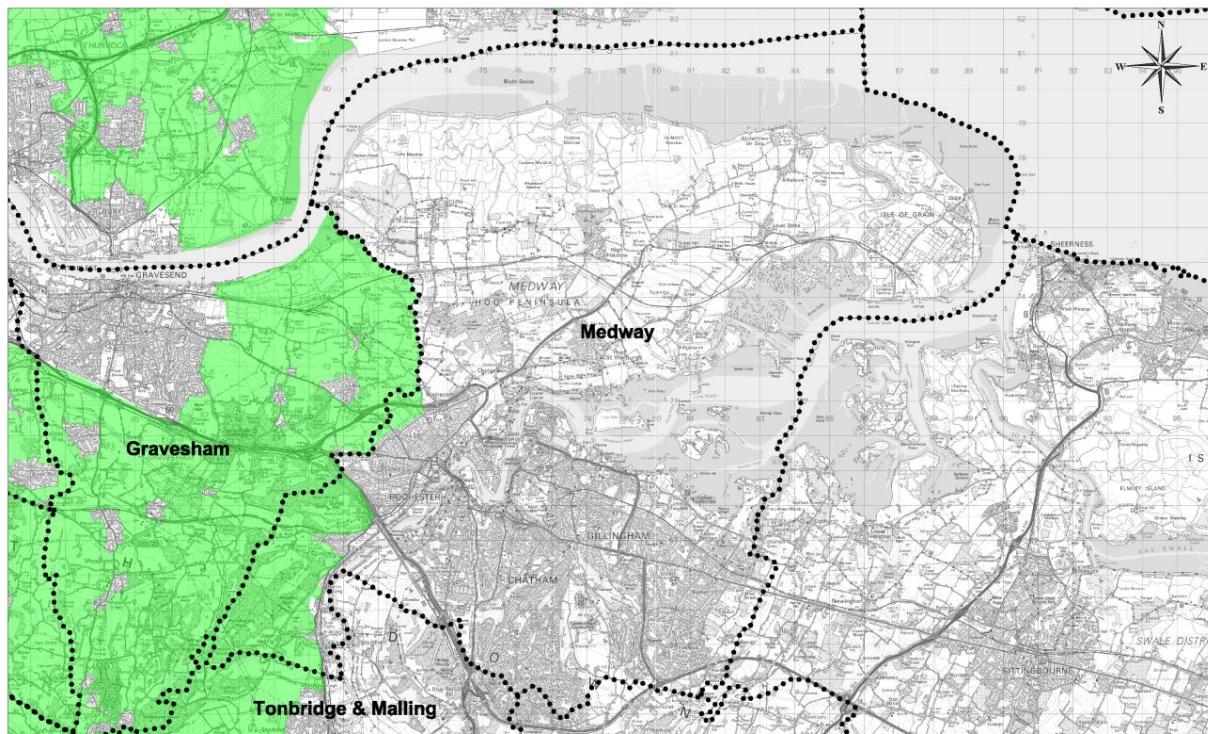


Fig 3 Metropolitan Green Belt – Medway

2.0 Planning Background

2.1 National Policy

The National Planning Policy Framework (NPPF)² requires Medway Council, as a local Planning Authority to prepare a Local Plan that is positively prepared with the objective of delivering sustainable development and provides a platform for local people to shape their surroundings.

Medway Council Local Plan should include strategic policies that set out an overall strategy for the pattern, scale and quality of development and make provision for:

- Housing (including affordable housing), employment, retail, leisure and other commercial development;
- Infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- Community facilities (such as health, education and cultural infrastructure); and
- Conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measure to address climate change mitigation and adaptation.

Local Plans will be examined by an independent Inspector, appointed by the Secretary of State to determine if the plan is 'sound'. A 'sound' plan must be positively prepared, justified, effective and consistent with national policy.

2.2 Green Belt National Policy

The National Planning Policy Framework (NPPF) states that the Government attaches great importance to Green Belts, with the fundamental aim being to prevent urban sprawl by keeping land permanently open and to identify the essential characteristics of Green Belts as being their 'openness' and 'permanence'. It sets out the five key purposes which the Green Belt serves:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

In terms of plan-making, the NPPF requires local planning authorities with Green Belts in their area to establish boundaries in their Local Plans. It is acknowledged that the general extent of Green Belts across the country is already established. Once in place, these should only be altered in exceptional circumstances which are fully evidenced and justified, through the preparation or updates of plans. The NPPF does not define exceptional circumstances, however it does set out what aspects of the proposed development strategy should be considered before a local planning authority can conclude that there

² Available at: <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

are justified circumstances. This includes making better use of suitable brownfield sites and increasing density in appropriate locations well served by public transport. The revised NPPF also refers to the Duty to Cooperate and associated statement of common ground between neighbouring planning authorities on the ability to accommodate some identified need for development.

In reviewing Green Belt boundaries, the NPPF requires local planning authorities to consider their permanence for the long-term and endurance beyond the plan period. Local planning authorities should also take account of the need to promote sustainable patterns of development and the consequences of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary.

The NPPF provides specific guidance which local planning authorities should follow when defining boundaries, including the need to:

- Ensure consistency with the development plan's strategy for meeting sustainable development needs
- Define boundaries clearly, using physical features which are recognisable and permanent.

The NPPF also encourages plan-making authorities to consider, where necessary, identifying safeguarded land to meet future development needs (beyond the plan period), so that they can be satisfied that Green Belt boundaries will not need to be changed again at the end of the plan period.

In exceptional circumstances, the NPPF allows for the identification of new Green Belt and sets out a series of criteria³ which local planning authorities should demonstrate if such an approach is proposed.

2.3 Local Policy

2.3.1 Medway Local Plan (2003)

In Kent, the Metropolitan Green Belt has helped to preserve open countryside between the edge of Greater London and the urban areas of Medway, Maidstone, Tunbridge Wells, Sevenoaks and Tonbridge. At a local level, it has helped to separate the urban areas of Strood and Gravesend and preserve a band of open countryside, interspersed only by smaller rural settlements.

The Council's current Development Plan consists of the Medway Local Plan 2003 Saved Policies and Local Plan Proposals Map. The Saved Policies have been saved from the Medway Local Plan 2003 following a Direction issued by the Secretary of State. The Direction included a list of the policies that could be saved and have the status of adopted local planning policies.

Of particular relevance to this study is Policy BNE30 and the Proposals Map which define the Medway's Green Belt boundaries. The extent of the Green Belt is well established and has remained unaltered since 1990 (Kent Structure Plan).

³ NPPF, 2018, paragraph 135

When the 2003 Local Plan was adopted, it was not considered at the time that any exceptional circumstances existed to justify alteration to the Green Belt boundary previously shown in the 1992 Medway Towns Local Plan.

The assessment of parcels within this document includes reference to the policies in the 2003 Medway Local Plan. The council acknowledges that these policies are under review through the preparation of the new Local Plan.

2.3.2 Medway Local Plan 2018-2035 The emerging Local Plan

The council has carried out three formal stages of consultation ('Regulation 18') to inform the strategy and policies for the new Medway Local Plan. A broad evidence base is also being collated. Details of the emerging work and evidence base are available on the council's website at:

<https://www.medway.gov.uk/futuremedway>.

The council is now preparing a draft local plan for publication in 2019. This will set out the proposed development strategy and include site allocations. If there is evidence based justification for any alteration to the Green Belt, the draft plan will show detailed changes to boundaries, if required. The options for accommodating growth, changes to Green Belt boundaries (if required) and the allocation of sites will be informed by a number of matters. These are wide ranging but will include: the extent to which the areas contribute to the purposes and aims of the Green Belt (ie. the results shown in this document); landscape capacity and sensitivity; access to and capacity of services/infrastructure; and impacts on biodiversity.

2.4 Duty to co-operate

Local planning authorities now hold the responsibility for strategic planning following the revocation of regional strategies in the Localism Act 2011. The NPPF identifies that 'effective and on-going joint working between strategic policy-making authorities and relevant bodies is integral to the production of a positively prepared and justified strategy'⁴. Further requirements are placed on local planning authorities to produce statements of common ground on defined strategic matters to advance and deliver the Duty to co-operate. It is noted that the Green Belt has been identified as a significant cross border matter between Medway and Gravesham councils, and raised in representations to consultations on the authorities' respective development plans.

It is important to understand the approach taken to Green Belt issues by neighbouring local authorities with contiguous Green Belt land. Where Green Belt Assessments have been completed or are in progress, understanding the methodology employed and approach taken is necessary to ensure a level of consistency. It is also helpful to understand how neighbouring authorities have divided their Green Belt for assessment so that 'parcels' may be aligned where possible. The status to Green Belt Reviews in neighbouring authorities is summarised in Table 1.

⁴ NPPF, 2018, paragraph 26

Table 1 Green Belt status in neighbouring authorities

Local Authority	Green Belt Review	Date completed
Gravesham Borough Council	Green Belt Assessment under preparation	To be confirmed
Tonbridge & Malling Borough Council	Green Belt Study, Parts 1-5	Published September 2016

2.5 Supporting Guidance

2.5.1 Planning on the doorstep – the big issues – **Green Belt** *Planning Advisory Service, February 2015*

This document provides useful supporting guidance. It was prepared within the context of the NPPF published in 2012. Although the NPPF has been updated, the principles of policy for Green Belt remain largely consistent. The revised NPPF sets out policy for protecting Green Belt land in chapter 13. The following points are relevant:

1. The most immediate issue for the Green Belt is the maintenance of the purposes of the Green Belt set against the under-provision of housing across many parts of the country, where the capacity to accommodate sustainable development in urban areas is often insufficient to meet the housing requirement. National planning policy makes provision for changes to be made to the Green Belt. Critically, changes to the Green Belt are made through the local plan. In order to make a change to the Green Belt boundary in the local plan there have to be 'exceptional circumstances'. Housing (or employment land need) can be an exceptional circumstance to justify a review of your Green Belt boundary. (p.4)
2. The purpose of a review is for the identification of the most appropriate land to be used for development, through the local plan. Always being mindful of all of the other planning matters to be taken into account and most importantly, as part of an overall spatial strategy (p.7).

3.0 Methodology

3.1 Introduction

The NPPF sets out the fundamental aim of Green Belt policy as preventing urban sprawl by keeping land permanently open (para 133). This is overarching and the five purposes of Green Belt (para 134) sit below this. The NPPF also makes clear that the Green Belt boundary can only be reviewed through the plan making process, i.e. through the preparation of the Local Plan. In reviewing the Green Belt boundary the NPPF sets out the consideration of Green Belt permanence and therefore its endurance beyond the lifetime of the plan in addition to other criteria set out in the preceding paragraphs, which have been used to inform this process.

In addition to the NPPF criteria, guidance on Green Belt review from the Planning Advisory Service (PAS)* has also been considered; a ‘best practice’ review has been undertaken; this has included liaison with neighbouring local authorities.

This review considers:

- The identification of land parcels and the process of selecting them
- The definition of Green Belt boundaries
- The ‘washed over’ and inset status of settlements
- The relevance and applicability of the Green Belt Policy criteria against the local context
- A criteria based approach to the assessment of land parcels

3.2 Baseline data

The following mapping provides valuable baseline data to support analysis of existing green belt boundary designation:

- The wider context (figs 1 and 2)
- Medway Green Belt boundary (fig 3)
- Medway Green Belt parcels (fig 4)
- Detailed parcel maps (figs 5-8)
- Environmental constraints (Appendix B)

3.3 Liaison with neighbouring authorities

Medway’s Green Belt land is situated to the western edge of the borough and defines the outer edge of the London Metropolitan Green belt. The land area affected is relatively small compared with the neighbouring boroughs of Gravesham and Tonbridge and Malling and there are significant areas of overlap, particularly with Gravesham. Both boroughs have commenced Green Belt assessment work.

Duty to co-operate liaison has commenced with neighbouring authorities. This has included consultation on the methodology adopted within this review. This will be followed up by further consultation on the outcomes of the assessment work that has been undertaken.

3.4 Land parcel identification

Green Belt land within Medway is located in the following areas:

- Land to north west of Strood (north of M2) – extending to district boundary (parcels 1 & 2)
- Land to north west of Cuxton and Halling (south of M2) (parcels 3-5)

A total of five separate land parcels have been identified (see fig 5). The delineation of these parcels has been arrived at through a process that has included:

- Desktop analysis of mapping data, including OS mapping and aerial photos;
- Site survey work and local knowledge
- Discussions with neighbouring authorities on their Green Belt Assessment methodologies
- Well defined physical features, such as roads and rail lines (which provide distinct and permanent edges that help define the extent of the parcels)

The defined parcels are intended to be strategic enough to inform the next version of the Local Plan and yet small enough to inform the site allocations and address potential Green Belt boundary anomalies (as per para 139 of NPPF). All sites were surveyed in 2017.

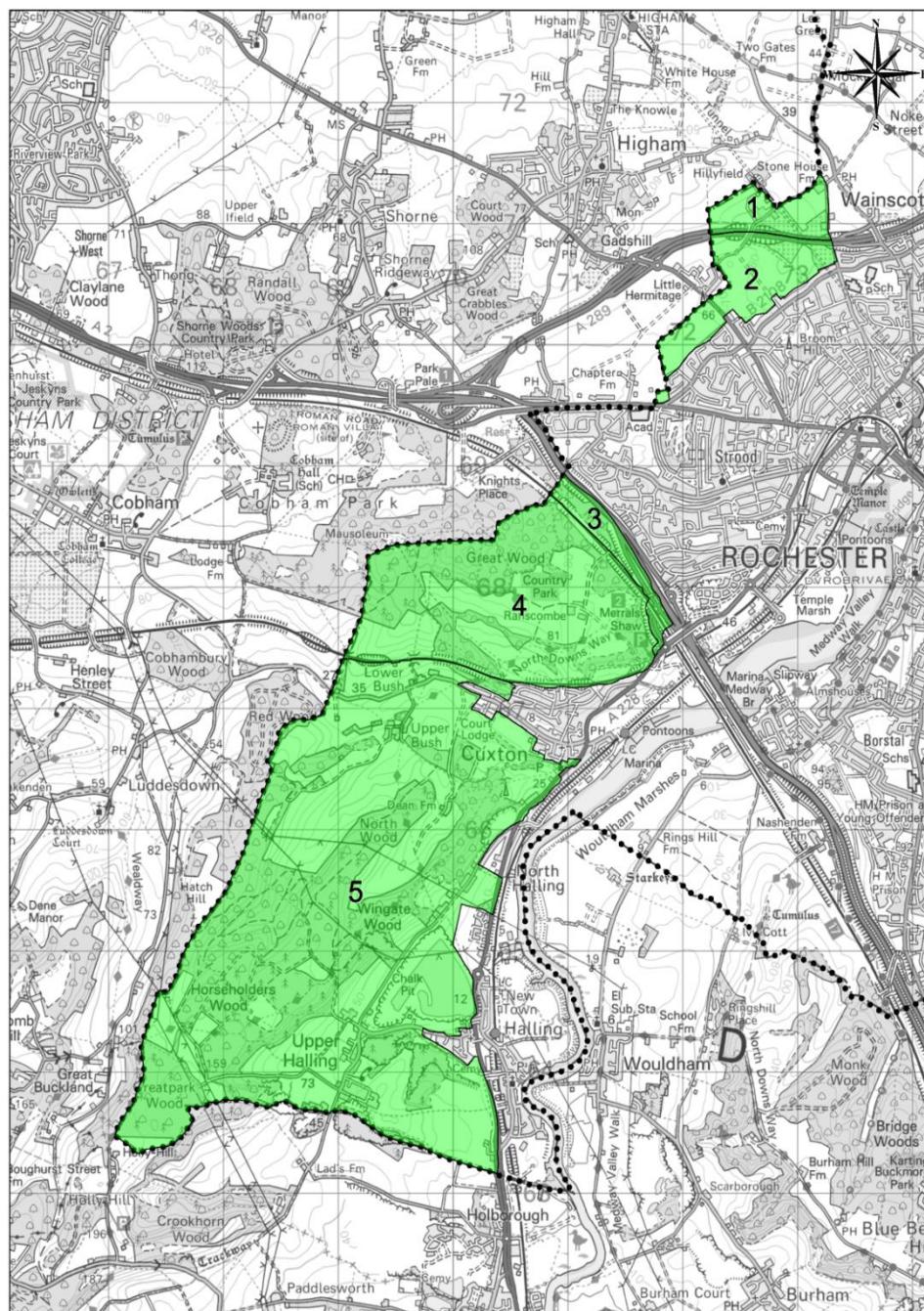


Fig 4 Medway Green Belt land parcels

3.5 Green belt boundaries

Para 139 of the NPPF states that boundaries should be defined clearly, using physical features that are readily recognisable and likely to be permanent. This review will assess the consistency of land parcel boundaries with this consideration in mind.

The Green belt boundary to the north of Strood (Stone House Farm to Higham Creek) terminates at the administrative boundary between Medway and Gravesham. This Green Belt boundary has been assessed separately (see Section 6.0) to ensure consistency with para 139. The results of this assessment will be subject to further discussions with Gravesham Borough Council to ensure consistency of approach.

3.6 'Washed over' and 'Inset' status of settlements

Para 140 of the NPPF states that ' If it is necessary to prevent development in a village primarily because of the important contribution which the open character of the village makes to the openness of the Green Belt, the village should be included in the Green Belt. If, however, the character of the village needs to be protected for other reasons, other means should be used, such as conservation area or normal development management policies, and the village should be excluded from the Green Belt.' The relevance of NPPF policy in relation to any currently 'inset' areas – eg. the villages of Cuxton and Halling – and 'washed over' settlements – eg. Upper Halling and Upper Bush – will be assessed as part of this Green Belt Review to either inform a boundary review or the preparation of appropriate policies to protect villages whichever is the appropriate means of protection.

3.7 Green Belt Policy Criteria

The primary and overarching concern of Green Belt Policy is to preserve the openness and permanence of designated land (see para 133 of NPPF).

3.7.1 Green Belt Purposes

The Green Belt serves five purposes (see para 134 of the NPPF). These are considered separately.

Purpose 1 To check the unrestricted sprawl of large built-up areas

The Medway Green Belt boundary forms the outer edge of the London Metropolitan Green Belt. The purpose as defined in the NPPF refers to 'large built up areas' and in this respect the borough's Green Belt plays a localised role in containing the outward growth of existing urban settlements. For the purposes of this study 'large built up areas' has been taken as the urban extremities of Strood. Smaller village settlements such as Cliffe Woods, Cuxton and Halling are not included within this category.

Purpose 2 To prevent neighbouring towns merging into one another

Green Belt plays a strategic role in maintaining separation between main towns. In the case of Medway and Gravesham this applies particularly to the gap between the urban edge of Medway to the west and north west of Strood and the urban edge of Gravesend. As highlighted in section 1.4, this is a particularly narrow gap within the context of the full extent of the Metropolitan Green Belt. This gap also highlights the more local role of Green Belt in preventing incremental coalescence of individual urban settlements and villages.

Snodland (within Tonbridge & Malling borough) lies immediately to the south of the Medway urban area with intervening urbanised settlements at Cuxton and Halling. The Green Belt (alongside other designations) has played a useful role in managing expansion of these villages and reducing the risk of incremental coalescence between Strood and Snodland.

Purpose 3 To assist in safeguarding the countryside from encroachment

Encroachment is defined as the gradual advancement of urbanising influences; also ‘advancement beyond usual or acceptable limits’. The main consideration should be whether the rural character of the area would be threatened or overwhelmed by urbanising influences.

Purpose 4 To preserve the setting and special character of historic towns

Planning on the Doorstep (PAS 2015) states that Purpose 4 ‘... is generally accepted as relating to very few settlements in practice. In most towns there already are more recent developments between the historic core, and the countryside between the edge of the town.’

The historic cores of the towns of Rochester and Strood are far removed from the Green Belt boundary. Cuxton has no recognised historic core. Halling has a Conservation area at its core but this has been enveloped within more recent development and is separated from the Green Belt boundary by a railway line. Other heritage assets (eg. Listed buildings, Scheduled Ancient Monuments) which often occur randomly, are adequately protected under separate legislation. Within the Medway Green Belt Review, this purpose is not considered relevant and has been discounted.

Purpose 5 To assist in urban regeneration, by encouraging the recycling of derelict and other urban land

It is the overall restrictive nature of Green Belt that, through its limitation of the supply of other development opportunities, encourages regeneration and re-use of land. It is therefore impossible to judge how any given parcel of land would contribute to the fulfilment of this purpose.

Planning on the Doorstep (PAS 2015) states re. Purpose 5 that ‘... it must be the case that the amount of land within urban areas that could be developed will already have been factored in before identifying Green Belt land. If Green Belt achieves this purpose, then all Green Belt does so to the same extent and hence the value of various land parcels is unlikely to be distinguished by the application of this purpose.’

Whilst the overarching importance of Purpose 5 at a regional level is acknowledged, it is not considered helpful in considering the relative value of land parcels. For this reason it has been discounted.

3.7.2 Other factors

Other relevant Green Belt issues that are highlighted within the remaining parts of chapter 13 of the NPPF (paras 135-147) have been considered as follows:

A separate assessment template (see Appendix D) is provided to review clarity of existing boundaries, inset and washed over settlements and other planning considerations. It is intended that this, alongside the assessment of Purpose and Aims will support changes to anomalous boundaries where relevant.

3.8 Parcel Assessment

3.8.1 Appraisal criteria

The following considerations will be applied in the assessment of each Green Belt parcel. Each Green Belt purpose and policy aim is assessed as being of equal significance. Key terms are defined in Appendix A. Decision aiding considerations are as follows:

Aims & Purpose of Green Belt	Assessment considerations
Purpose 1 To check the unrestricted sprawl of large built-up areas	<ul style="list-style-type: none"> Is the parcel at the edge of one or more large built up areas? Does the parcel prevent the outward sprawl of a large built up area into open land? Is the parcel part of a wider group of parcels that directly act to prevent urban sprawl? Do the Green Belt boundary edges of the parcel form a distinctive break between urban areas and countryside? Include description of existing built development, urbanising or fringe uses.
Purpose 2 To prevent neighbouring towns from merging into one another	<ul style="list-style-type: none"> Does the parcel lie directly between two towns and form all or part of a gap between them? Would development in the parcel result in the merging of towns? Is the parcel part of a wider group of parcels that directly act to prevent the merging of neighbouring towns?
Purpose 3 To assist in safeguarding the countryside from encroachment	<ul style="list-style-type: none"> Does the parcel assist in safeguarding the countryside from encroachment (terms as defined in Appendix A)? Are there clear, strong and robust boundaries to contain development and prevent encroachment in the long term? Describe the character of the countryside within the parcel. Include description of land uses, built development, urbanising or fringe uses
Purposes 4 & 5	<ul style="list-style-type: none"> <u>Assessment is not made against these purposes – see item 3.7</u>
To prevent urban sprawl by keeping land permanently open (para 133 of NPPF)	<ul style="list-style-type: none"> Does the parcel (along with contiguous Green Belt parcels where relevant) address the fundamental aim of Green Belt Policy

Table 2 Decision aiding criteria

3.8.2 Templates

A Purpose and Aims assessment template table (see Appendix C) is provided to support the site assessment process. This is to be read in the context of the baseline data (maps, appendices and text) provided within the report. The template lists the key purposes and aims of Green Belt Policy, for assessment against a series of appraisal criteria.

A professional judgement is made on the contribution made by each parcel to the purposes and aims, based on one of the following categories and including consideration of other relevant factors.

High contribution to the purpose and fundamental aims of the Green Belt	H
Moderate contribution to the purpose and fundamental aims of the Green Belt	M
Low contribution to the purpose and fundamental aims of the Green Belt	L

A separate template (see Appendix D) considers matters relating to the definition of boundaries, 'inset' and 'washed over' settlements and considers the robustness of the existing boundaries and whether

individual parcels may contain boundary anomalies. A series of decision making criteria are provided to ensure consistency and all matters are considered in the context of chapter 13 of the NPPF.

Note: Green Belt Assessment is not an assessment of landscape quality, although elements of landscape assessment assist in assessing the Green Belt (for example, in identifying potential new boundaries or differentiating between areas of unspoilt countryside or semi-rural areas).

3.8.3 Summary sheets

Each parcel is considered under the following headings:

Parcel Description

This section includes a description of the location of the parcel and its contextual relationship with neighbouring green (and non-green) belt land. Key land use and topography features are summarised.

Purpose and aims

This section provides the Green Belt contribution assessment results. These are based on the methodology outlined within this section of the Review.

Boundary anomalies

The Medway Green Belt boundary has been comprehensively surveyed on site. Any relevant boundary anomalies are summarised here.

Washed over and inset areas

Any proposed changes to the Green Belt in relation to these categories are described here

Other planning considerations

Existing designations, safeguarded land, existing permissions and any other relevant planning considerations are summarised in this section.

Recommendations

Recommendations are put forward based on the options described in Section 3.10

3.9 Results and Recommendations

The potential assessment outcomes are described below (Table 3). Results of High (H) and Moderate/High (M/H) are considered to be significant. These results would support a decision to make no change to the principle of Green Belt. A tabular summary of assessment results is provided in Section 5.

Table 3 Assessment outcomes

H	High
M/H	Moderate/High
M	Moderate
M/L	Moderate/Low
L	Low

Following completion of the assessment work, recommendations for each parcel are put forward based on one of the following options¹:

1. No change to Green Belt
2. No change to principle of Green Belt but adjustments to address boundary anomalies²
3. No change to principle of Green Belt but adjustments to 'inset' or 'washed over' status of settlements³
4. Removal of part of Parcel from Green Belt⁴

5. Removal of whole Parcel from the Green Belt
6. Addition of new Green Belt

¹ Please note item 2.3.2 of this Green Belt Review re. consultation on the next version of the Local Plan

² All cross border related boundary changes subject to discussion with relevant neighbouring local authority.

³ All inset or 'washed over' status changes subject to further review

⁴ Items 3-6 - More substantial alterations (beyond minor Green Belt boundary anomaly change) will need to be supported by a strong evidence base justifying a 'exceptional circumstances' case.

4.0 Parcel assessment

4.1 Land Parcel 1

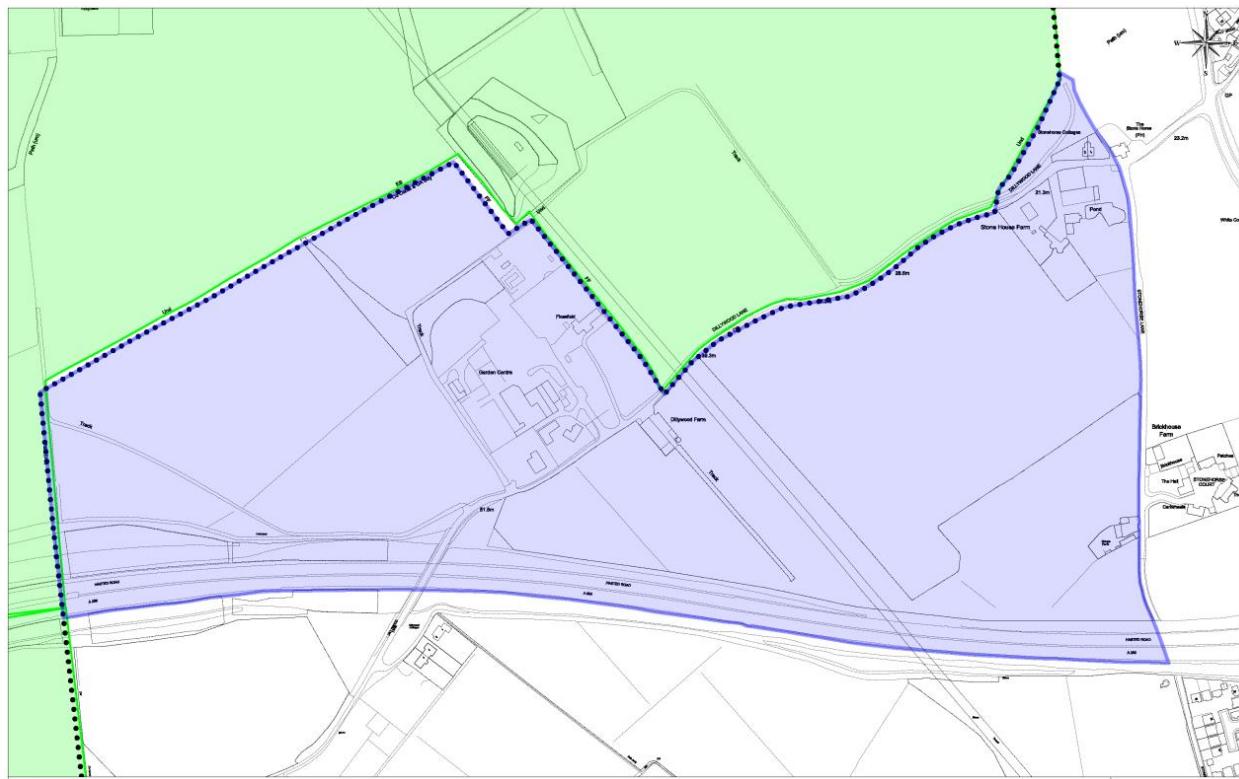


Fig 5

4.1.1 Description

This parcel is situated to the north of the A289. This parcel should be viewed integrally with Parcel 2. It forms part of a larger tract of Green Belt land which extends beyond the district boundary into Gravesham (to the north and west). The Green Belt boundary to the east is formed by Stonehorse Lane. The green belt washes over the A289.

Land uses are predominantly agricultural (arable) with a smaller area of orchards. The field pattern is of a medium scale with the largest arable field situated to the east. Fields to the west are generally divided by poplars and shelter belts. There is a strong belt of woodland running along the northern boundary of the A289. Dillywood Garden Centre is situated towards the centre and there is a small hamlet to the east. This includes Stone House Farm, two cottages and a Public House. To the south east lies Gouge Farm and a small modern residential development. Urbanising influence of A289 to south mitigated by cutting and woodland buffer edge. The landform is gently undulating, falling away to the north west and east.

4.1.2 Purpose and Aims

Moderate/High Contribution to Purpose and Aims of Green Belt.

4.1.3 Boundary anomalies

Boundary anomaly identified at land to north of Stone House Farm where district boundary is not clearly delineated by physical features on ground. Opportunity for a proposed change to enlarge Green Belt to stronger physical boundary is shown on Fig 12 map.

4.1.4 Washed over and inset areas

No change proposed.

4.1.5 Other Planning considerations

Local Plan Policy Designations

Protection of Open Space Policy L3; Area of Local Landscape Importance Policy BNE34; Rural Lanes BNE44

Relevant Planning Decisions

- *Water Gardens & Landscape Centre, Dillywood Lane, Higham, ME3 7NT*
MC/10/0267 Construction of a 5 bedrooomed dwelling ancillary to the garden centre with detached garage / workshop and meeting room. Refused, 02 July 2010. No appeal.

4.1.6 Results and recommendation

Moderate/High This contribution is considered to be significant.

Recommendation No change to principle of Green Belt but minor adjustments to boundary anomalies

4.2 Land Parcel 2

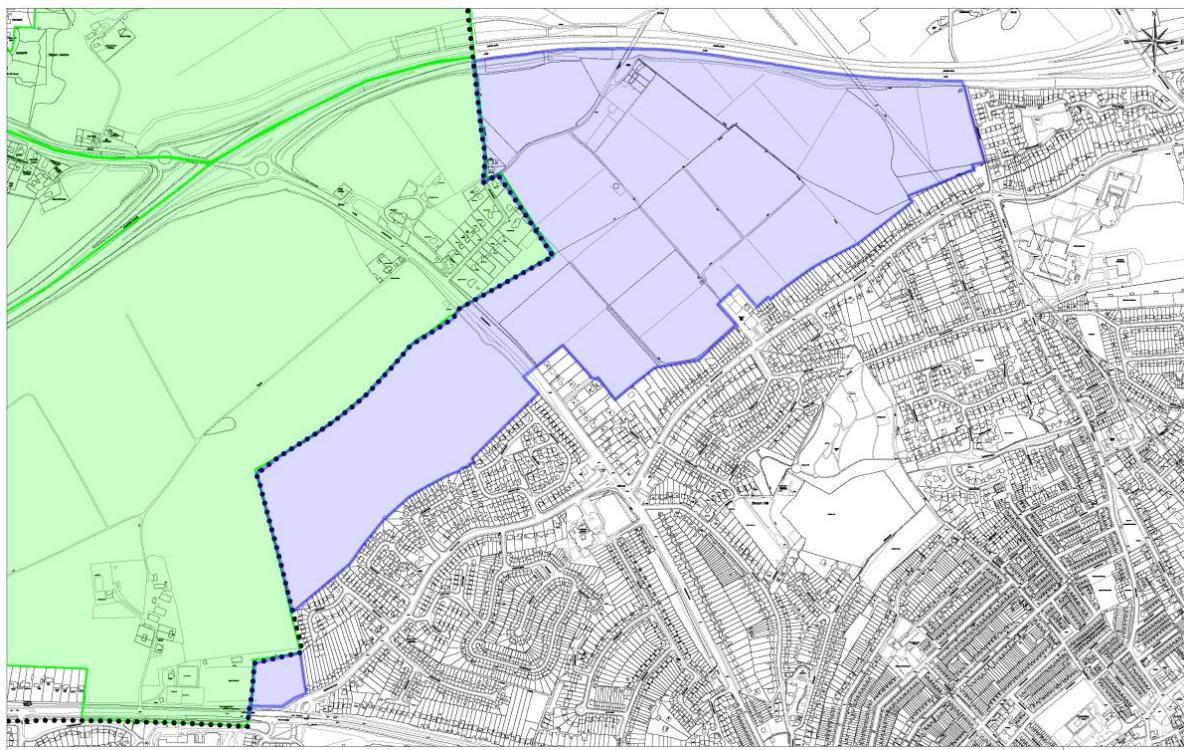


Fig 6

4.2.1 Description

This parcel is situated to the south of the A289. The southern edges of this parcel are bordered by the urban fringes of Strood which form Medway's Green Belt boundary within this area. This parcel should be viewed integrally with Parcel 1. It forms part of a larger tract of Green Belt land which extends beyond the district boundary into Gravesham (to the north and west). The green belt washes over the A289 and A226.

Land uses consist of a mixture of arable, horticulture and orchards. The orchard and horticultural uses are focussed to the north with arable farmland to the south and west. The land falls away gently to the north west. The landscape character changes according to land uses. The area of polytunnels to the south of Dillywood Lane is more enclosed; the arable farmland and orchard areas more open. The arable farmland to the south west (separated by the A226 and a steep embankment) is distinctly part of the wider green belt farmland extending towards the A289 and beyond. The southern corner of this parcel has recreational sports uses and includes the Rochester City Football Ground. Urbanising influence of A289 to north mitigated by cutting and planted edge.

4.2.2 Purpose and Aims

High contribution to Purpose and Aims of Green Belt.

4.2.3 Boundary anomalies

No boundary anomalies identified.

4.2.4 Washed over and inset areas

No change proposed.

4.2.5 Other Planning considerations

Local Plan Policy Designations

Protection of Open Space Policy L3; Area of Local Landscape Importance Policy BNE34; Rural Lanes BNE44

Relevant Planning Decisions

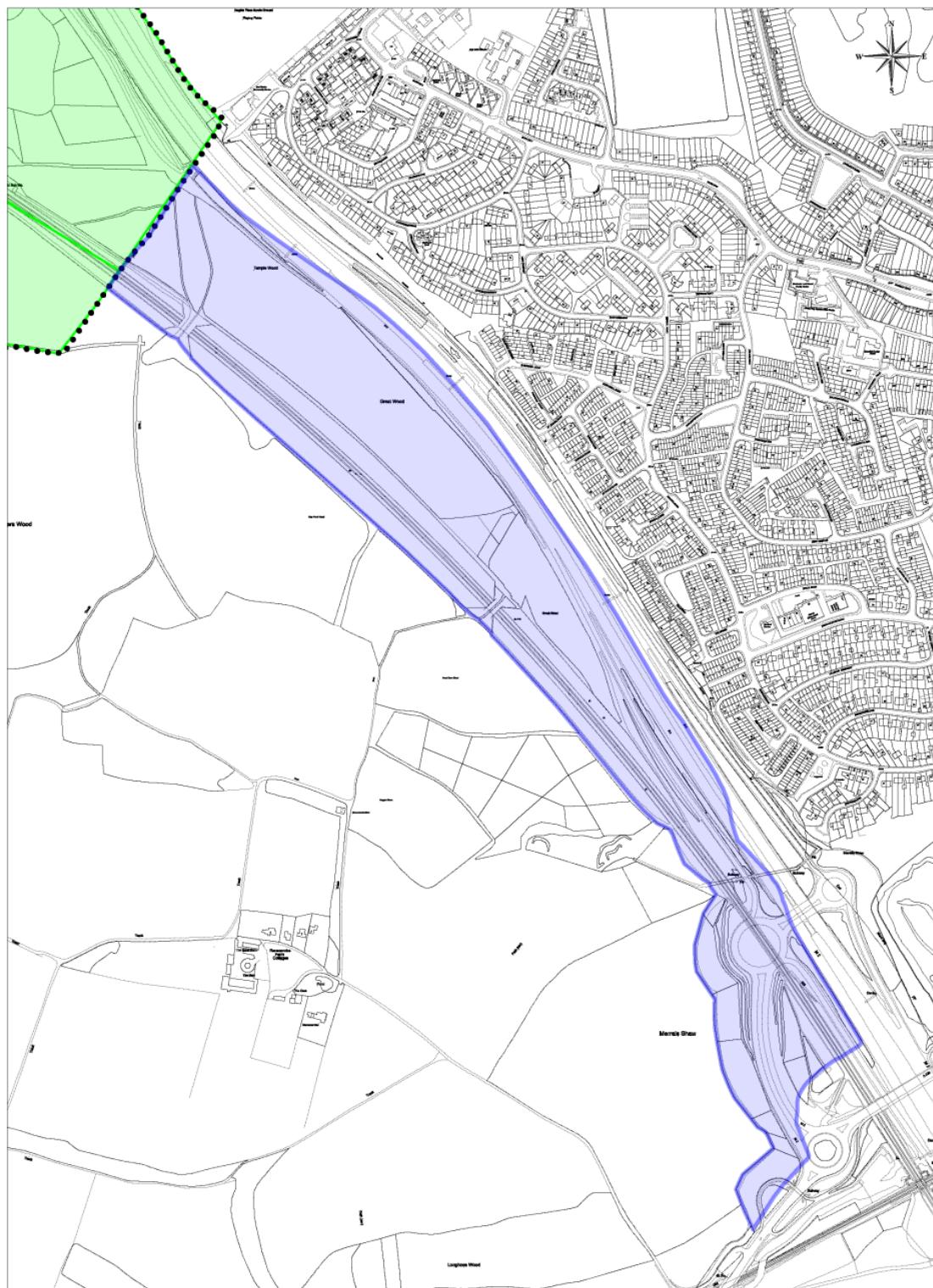
- *Brompton Farm, Brompton Farm Road, Strood, ME2 3QZ*
MC/11/2757 Outline application for demolition of existing farm buildings and construction of 16 dwellings together with access, appearance, layout and scale and associated works. Approval subject to S.106, 04 April 2013
- *No.178 and Land North of Brompton Farm Road, Strood*
MC/16/2917 Outline application with some matters reserved (appearance, landscaping, layout, scale) for residential development comprising of up to 135 residential dwellings with associated landscaping, public open space and associated works. Refusal, 20 January 2017. No appeal.
MC/17/2956 Outline application with some matters reserved (appearance, landscaping, layout, scale) for residential development comprising of up to 122 residential dwellings with associated landscaping, public open space and associated works. Refused 19 April 2018.Appealed.
- *Rochester United F.C., Watling Street*
MC/17/3121 Retrospective application for the construction of a 192 seat stand together with the installation of two portakabins for admin and football academy. Approved with Conditions, 16 April 2018

4.2.6 Results and recommendation

High This contribution is considered to be significant.

Recommendation No change to Green Belt.

4.3 Land Parcel 3



4.3.1 Description

This parcel forms a narrow sliver of land bounded by the M2 and CTRL. The north and south eastern edges of this parcel form the outer Metropolitan Green Belt boundary. Land to the south west conjoins with Parcel 4 and flows into Gravesend to the north west.

Woodland predominates as the land use within this parcel. A motorway underpass provides an important public right of way link from the urban area of Strood to the north into the AONB woodland

and chalk downland to the south. There are permissive rights of way running parallel to the motorway and CTRL line. Urbanising influences include the M2, CTRL line and A228.

As noted in relation to Parcels 1 and 2, this parcel, although assessed independently, should also be considered integrally with Parcels 4 and 5. The parcels have common features that extend into the green belt in neighbouring boroughs to the west and south.

4.3.2 Purpose and Aims

High contribution to the Purpose and Aims of Green Belt.

4.3.3 Boundary anomalies

Boundary anomaly identified along boundary of M2 and slip road. See Section 6.2 (fig. 13) for detail and explanation of proposed adjustments.

4.3.4 Washed over and inset areas

No change proposed here

4.3.5 Other Planning considerations

Local Plan Policy Designations

Kent Downs Area of Outstanding Natural Beauty BNE32 and; North Downs Special Landscape Area BNE33; Designated Country Park L9; Proposed Road Schemes T19, T20

Relevant Planning Decisions

None relevant

4.3.6 Results and recommendation

High This contribution is considered to be significant.

Recommendation No change to principle of Green Belt but minor adjustments to boundary anomalies

4.4 Land Parcel 4

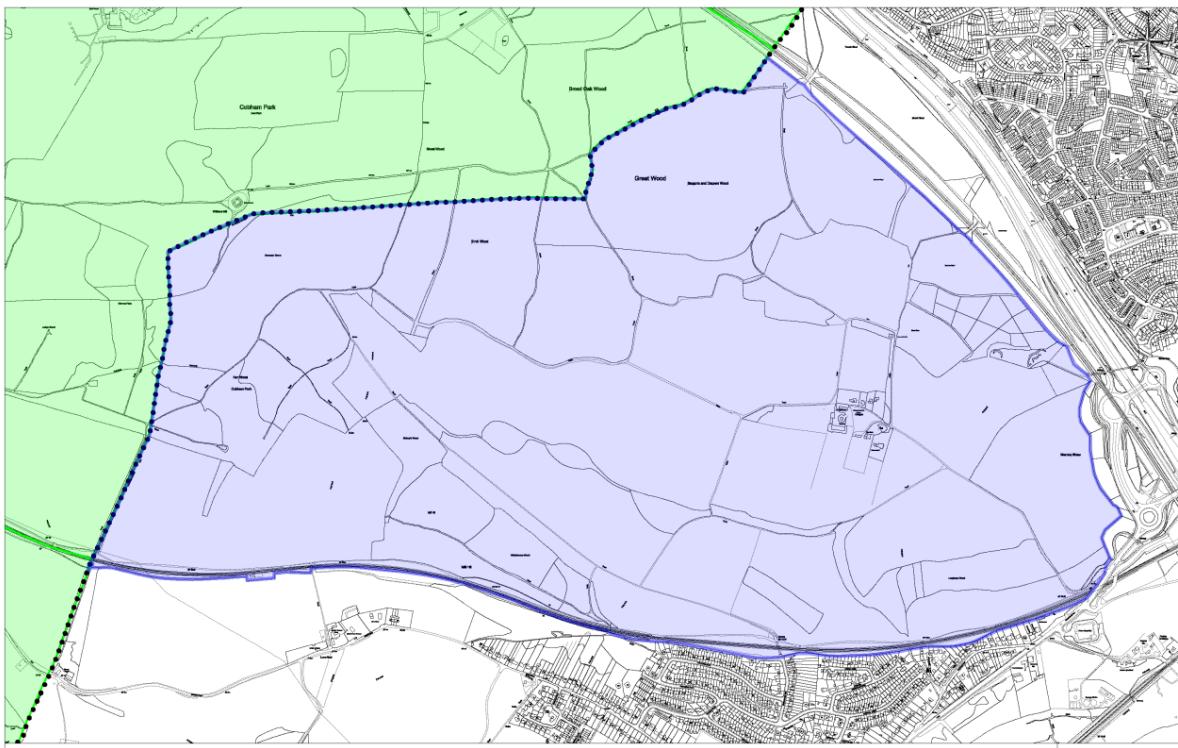


Fig. 8

4.4.1 Description

This is an extensive land parcel with Ranscombe Farm Reserve at its heart. The railway line and northern edges of Cuxton define the southern edge of this parcel. The village of Cuxton is inset and forms the outer boundary of the Green Belt.

This parcel is predominantly rural in character. It has characteristic features of North Downs landscape comprising rolling chalk downland, dry valleys and wooded shaws. There is a small farmstead at the heart of the area, recently converted to residential uses. Urbanising influences lie predominantly to the south and east (when considered in conjunction with Parcel 3). These influences include CTRL, Strood railway line, Cuxton urban edge, M2 slip road and A228.

Ranscombe Farm Reserve is managed by Plantlife, with the support of Medway Council. The Reserve is predominantly consistent with this Green Belt parcel (with a small extension beyond the district boundary to the north and a small contraction within the district boundary to the west).

Characteristic features of the area include some large blocks of woodland, particularly to the north, as well as areas of grassland and arable farmland. The Reserve is managed primarily for biodiversity conservation and informal public recreation. Active management includes coppicing and management of woodland open space, grazing and other forms of grassland management, and cultivation to favour the rare cornfield wildflowers for which the site is nationally important. Ten miles of paths and ten different entrance points are maintained and kept safe and passable, with substantial lengths open to horse and cycle use. Commercial arable farming remains a significant use of the site, and some commercial rearing of livestock also occurs, both delivered by a tenant farmer.

As noted in relation to Parcels 1 and 2, this parcel, although assessed independently, should also be considered integrally with Parcels 3 and 5. The parcels have common features that extend into the green belt in neighbouring boroughs to the west and south.

4.4.2 Purpose and Aims

High contribution to the Purpose and Aims of Green Belt.

4.4.3 Boundary anomalies

No boundary anomalies identified. Note suggested Parcel 3 changes.

4.4.4 Washed over and inset areas

No change proposed here

4.4.5 Other Planning considerations

Local Plan Policy Designations

Kent Downs Area of Outstanding Natural Beauty BNE32 and; North Downs Special Landscape Area BNE33; Sites of Special Scientific Interest/National Nature Reserve BNE35 (excluding areas below Mean High Water); Designated Country Park L9; Channel Tunnel Rail Link: Safeguarded Route T8; Proposed Road Schemes T19, T20

Relevant Planning Decisions

In recent years a number of planning applications have been submitted and approved for smaller scale developments within the curtilage of the original Ranscombe farmstead.

4.4.6 Results and recommendation

High This contribution is considered to be significant.

Recommendation No change to Green Belt.

4.5 Land Parcel 5

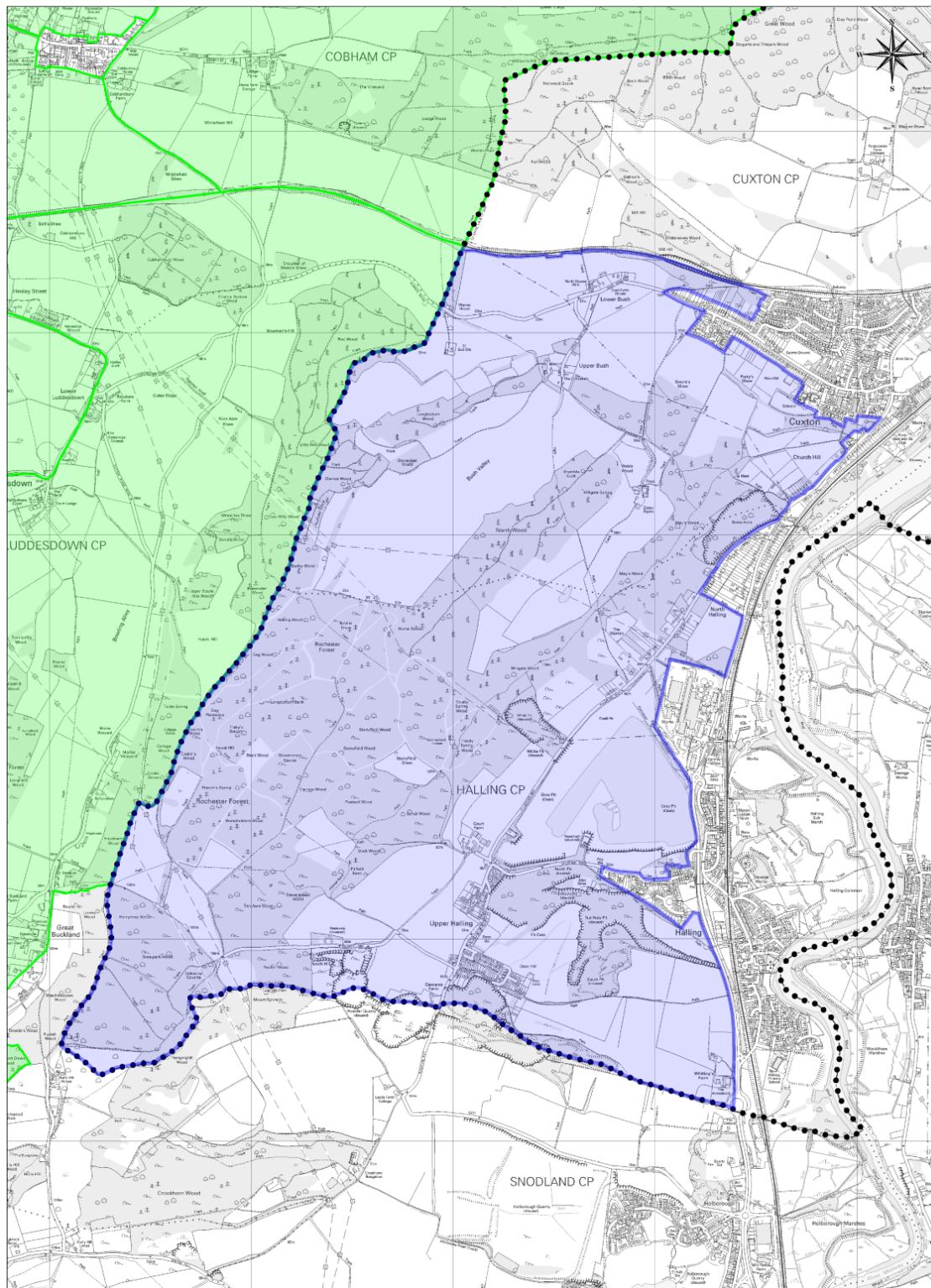


Fig. 8

4.5.1 Description

This is the largest of the three contiguous land parcels (nos 3, 4 & 5). The eastern edges of this parcel bound the A228 and the urban edges of Cuxton and Halling and form the outer Metropolitan Green Belt

boundary. Green Belt land to the south flows into Tonbridge and Malling and to the west into Gravesham.

Large land parcel, characterised by steep wooded scarp slope; arable fields enclosed by strong woodland blocks and wooded shaws; steep rolling dry valleys set within dip slope of North Downs. Other features include Pilgrims way which rises from the A228 at North Halling (where it is fringed with ribbon development) and travels in south westerly direction. Former cement works at North Halling now modern residential development. This is inset from the Green Belt but lake to south and large field to the north are 'washed over'. Large disused and fenced off quarry situated immediately to south of Lower Halling. Another disused quarry (Houlder) located to south of Upper Halling on district boundary with Tonbridge and Malling. Both quarries and the small hamlet of Upper Bush 'washed over' by Green Belt. Urbanising influences predominate to east along Green Belt boundary at A228 and Cuxton/Halling.

4.5.2 Purpose and Aims

High contribution to the Purpose and Aims of Green Belt.

4.5.3 Boundary anomalies

No boundary anomalies identified – note Parcel 3 changes, which are contiguous to this parcel

4.5.4 Washed over and inset areas

It was not considered by the assessors that the open character of Upper Halling makes an important contribution to the openness of the Green belt and that the character of the village could be protected by other means – ie. the village envelope designation. It was noted that similar sizes of settlement within Gravesham are inset. It is recommended that Upper Halling is inset from the Green Belt according to the village envelope boundary.

4.5.5 Other Planning considerations

Local Plan Policy Designations

Upper Bush Conservation Area BNE12, BNE13, BNE14, BNE15; Scheduled Ancient Monument BNE20; Kent Downs Area of Outstanding Natural Beauty BNE32 and; North Downs Special Landscape Area BNE33; Sites of Special Scientific Interest/National Nature Reserve BNE35 (excluding areas below Mean High Water);
Sites of Nature Conservation Interest and/or Local Nature Reserve BNE36 (existing/proposed); Proposed Community Forest or Woodland BNE44; Rural Lanes BNE47

Relevant Planning Decisions

- *St Andrews Park, Formby Road, Halling (Former Cement Works, Halling); Northern Field MC/12/1791* Hybrid application for outline details for demolition of existing buildings and provision of employment up to 3,000sqm floorspace (B1, B2, B8), doctors surgery up to 1,000sqm (D1) and/or a 40 unit extra care facility, pub/restaurant up to 850sqm (A3/A4), new pedestrian/cycleway bridge across A228; alterations to public highway; sports pitches and ancillary structures including means of access with all other matters reserved. Full details for 385 residential dwellings including demolition of existing structures, vehicular access and landscaping; open space; nature conservation facilities; ground modelling and earthworks and ancillary buildings. Approval With Conditions, 29 August, 2013

MC/14/1486 Variation of conditions 5, 39 and 40 of planning permission MC/12/1791 - condition 5 to enable changes to the approved residential layout and change 23 of the approved house types; and conditions 39 and 40 to include balancing ponds, foul pumps and revised Flood Risk Assessment as approved under MC/14/0121. Approval With Conditions,
15 August, 2014.

- *98 Pilgrims Road, Upper Halling*

MC/17/3288 Retrospective application for the formation of a riding ménage to the rear. Approved with Conditions, 22 December 2017

- *Land Rear Of 106,108,110,112 and 114 And Adjacent 98 Pilgrims Road, Upper Halling*

MC/17/3788 Retrospective application for construction of an access road and driveway. Approved with Conditions, 18 January 2018

- *Dean Farm Cottage, Bush Road*

MC/18/0236 Change of use from outbuilding to a 2 bedroom dwelling. Refused, 28 November 2018

- *Keepers Barn, Upper Bush Farm Road, Upper Halling*

MC/18/1405 Change of use of redundant agricultural barn to a residential dwelling. Pending Decision

- *M.C.L Ltd, Grove Road, Upper Halling*

MC/18/2040 Outline planning application with some matters reserved (access, appearance, landscaping and scale) for the demolition of existing industrial buildings, builders yard and the construction of 11 dwellings, associated parking, car ports and access. Pending Decision

4.5.6 Results/analysis

Moderate/High This contribution is considered to be significant.

Recommendation Adjustments to 'inset' or 'washed over' status of settlement for further consideration.

5.0 Assessment Summary

5.1 Introduction

Parcels 1 & 2 and Parcels 3,4 & 5 have been split primarily in order to make the assessment process more manageable. They are contiguous and form continuous belts of green belt land that flow across boundaries into neighbouring districts. The assessment process views the parcels independently but with due consideration of this wider context.

5.2 Site Survey work

The parcel and boundary survey work was undertaken in June, July and August 2017. Four site survey visits were undertaken by the Council's Landscape Officer and a Planning Policy Officer. The review of Medway Green Belt land was guided by the methodology described in this report. All Green Belt land was reviewed in terms of definition by strong and permanent physical features. Survey visits included a review of the robustness of the green belt boundary between Stone House Farm and Higham Creek; green belt land that defined by the district boundary but outwith the borough. Gravesham Planning Policy Team will be consulted on any proposed adjustments in this area.

All site visits included discussion of green belt related issues and the completion of the purpose and aims pro formas for each land parcel. A separate pro forma considered other related matters including the robustness of the current Green Belt boundary in the context of paras 136 and 139 of the NPPF; inset and washed over settlements and other planning considerations. A comprehensive photographic site record was produced.

5.3 Assessment Results – Summary Table

Parcel	Description	Purpose 1	Purpose 2	Purpose 3	Aims	Summary
1	Land to north of A289 Wainscott Bypass. Extends to district boundary - north	M	M	H	H	M/H
2	Land north of Brompton Farm Road and south of A289 Extends to district boundary - west	H	M	H	H	H
3	Land between M2 and CTRL. Extends to district boundary – north	H	M	H	H	H
4	Land between CTRL and Strood/Sole Street rail line. Extends to district boundary – west	H	M	H	H	H
5	Land south of Strood/Sole Street rail line and west of A228. Extends to district boundary - south and west	M	M	H	H	M/H

Table 4 Summary of assessment results

6.0 Boundary anomalies

6.1 District boundary

There is no Green belt land within Medway to the north of Strood - between Stone House Farm and Higham Creek. The Green Belt boundary in this section is synonymous with the district boundary between Gravesham and Medway.

A comprehensive survey of this boundary has been undertaken, In order to ensure that it is clearly defined by distinctive physical features - as per NPPF guidance. This survey work has identified some anomalies. Proposed amendments/options are listed and mapped below (see figs 10-12):

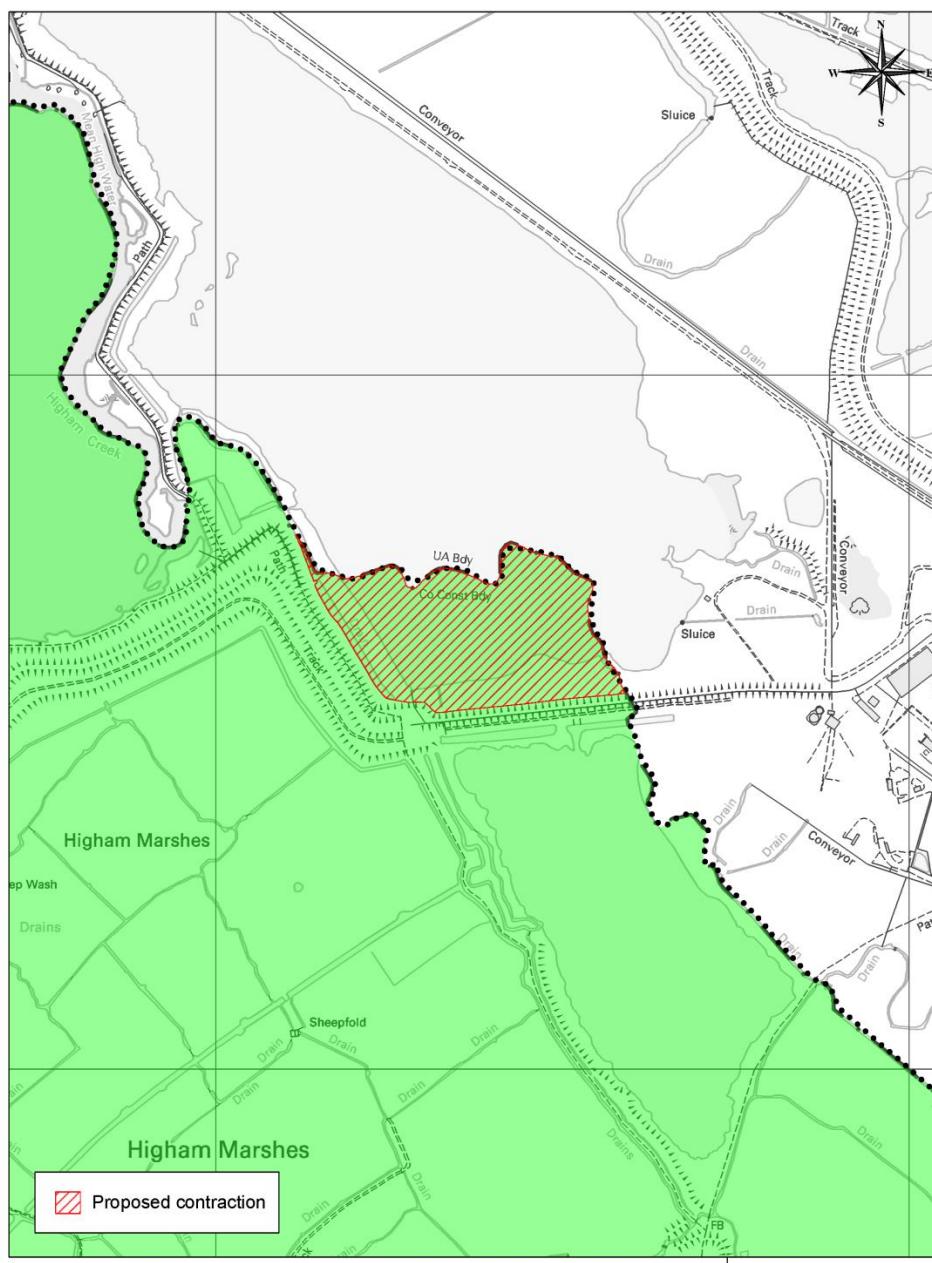


Fig 10 Land at Higham Creek. The district boundary currently extends into the waterbody at Alpha Lake. This edge is not clearly defined by physical features.

Recommendation: Minor contraction to green belt boundary to follow edge of water body.

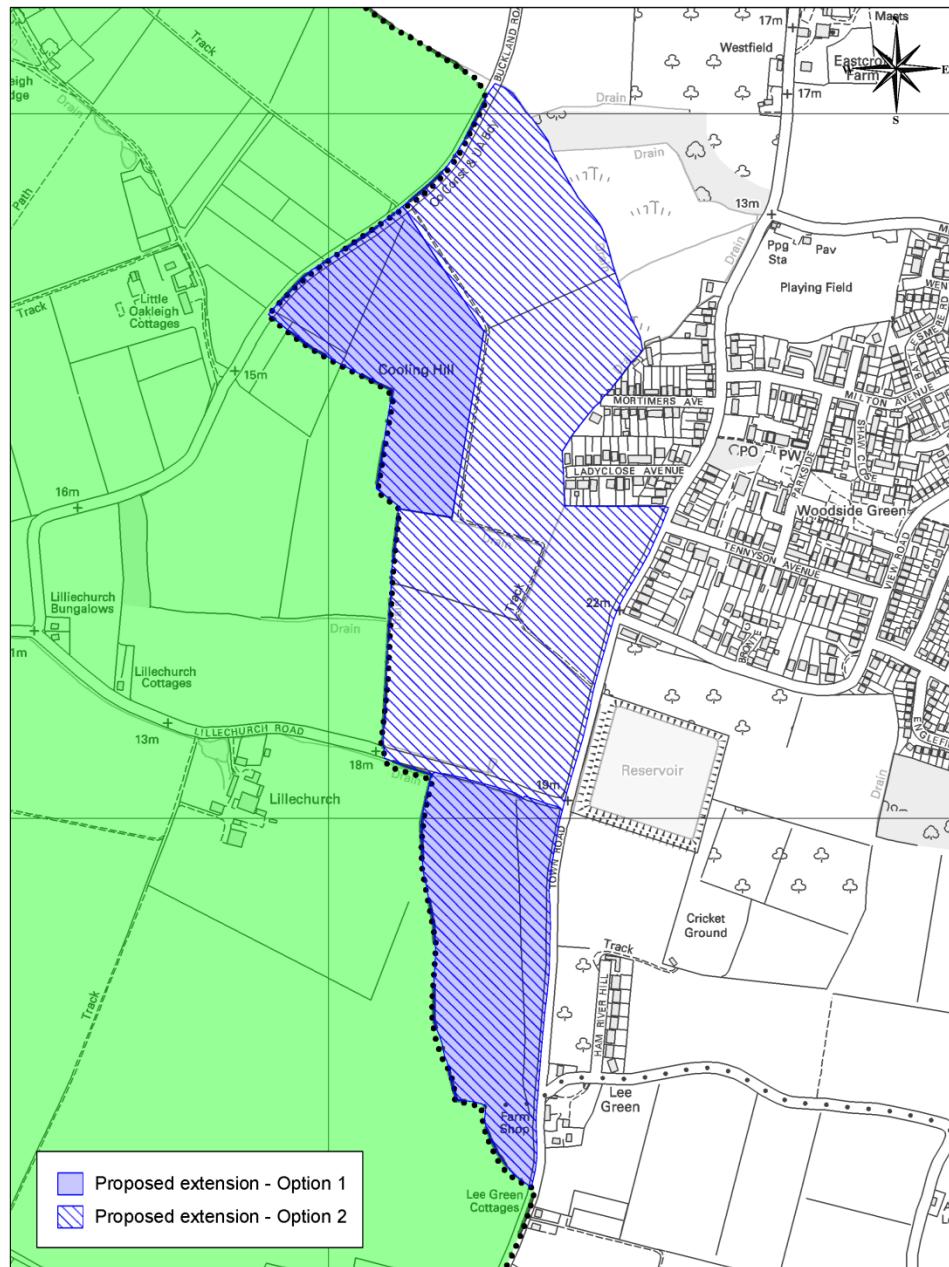


Fig 11 Land to west of Cliffe Woods. The district boundary offers poor physical definition at Cooling Hill and land to south of Littlechurch Road and west of Town Road.

Recommendation: Fig 11 describes two options. Option 1 involves minor adjustments to provide stronger physical edges. Option 2 includes Option 1 but proposes a more significant adjustment, extending the green belt to follow a very strong existing field boundary and then heading south, following the developed edge of Cliffe Woods and strong physical edge of Town Road.

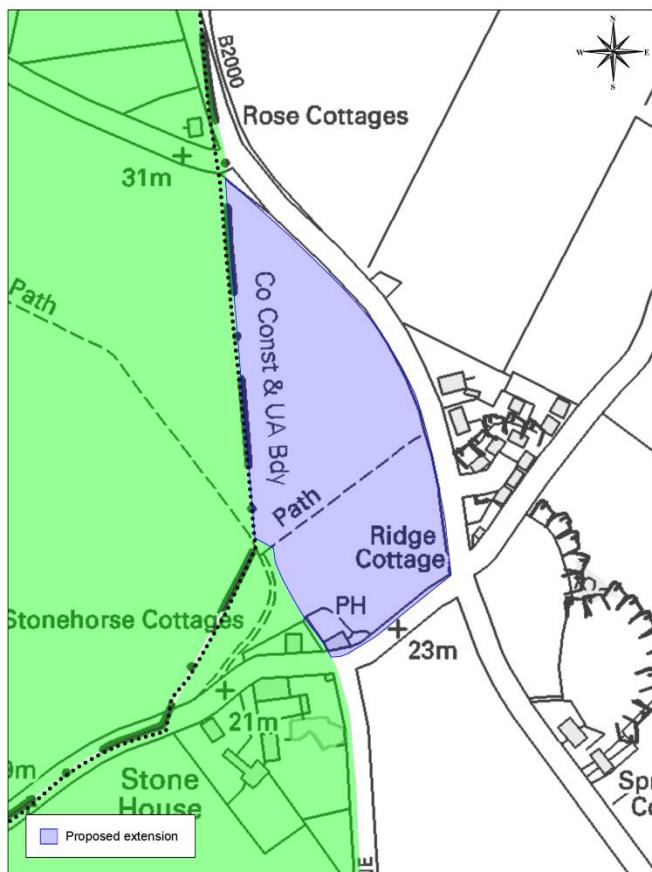


Fig 12 Land to north east of Stone House Farm. The district boundary along this edge does not coincide with any clear physical boundary (ie. it runs across a field).

Recommendation: Extend Green Belt to follow Dillywood Lane and B2000

6.2 Parcel 3 – boundary anomaly

See Section 4.3 for contextual detail relating to this land parcel

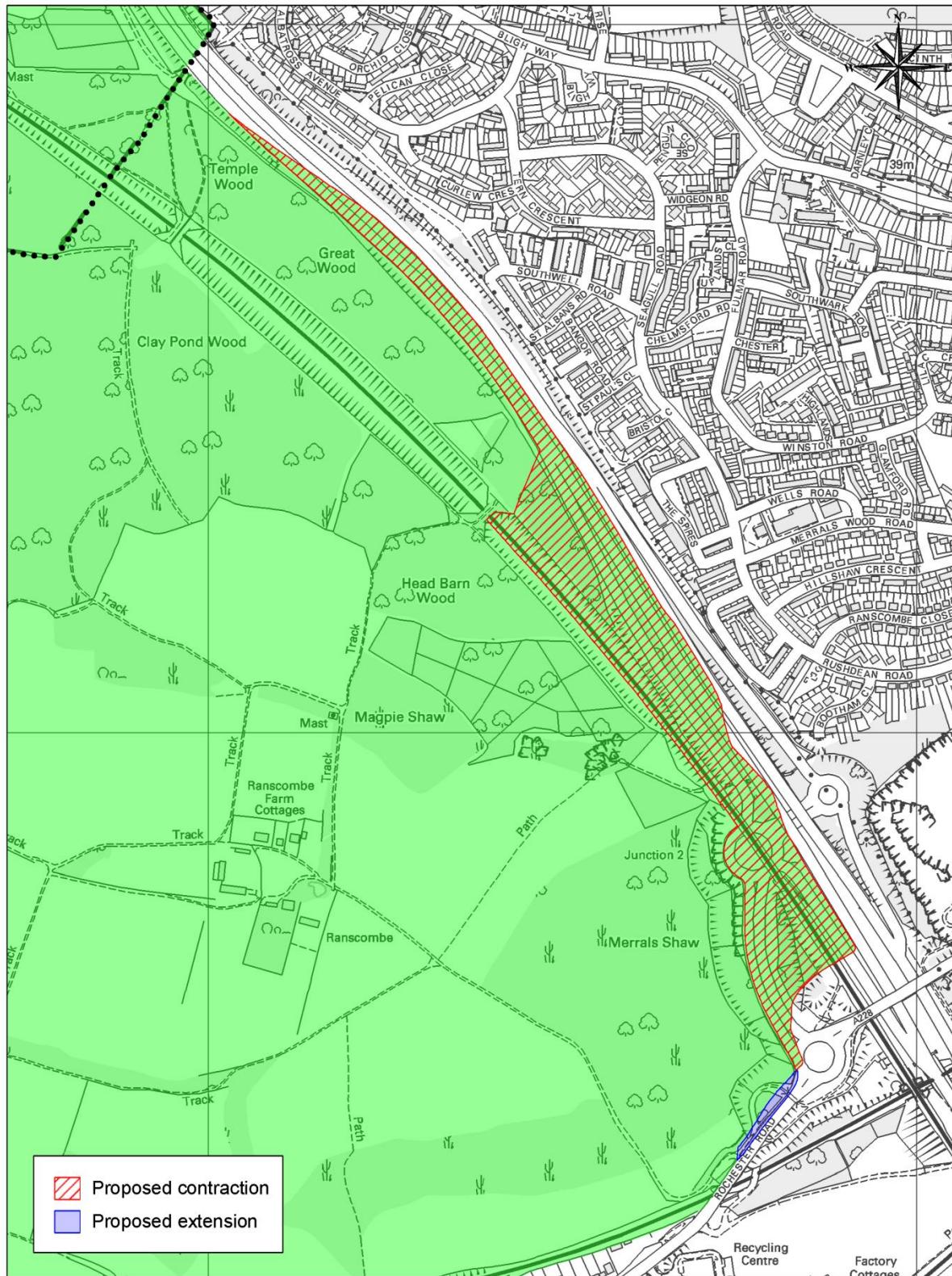


Fig 13 Land to west of M2. There are inconsistencies in the Green belt boundary mapping along the eastern edge of this parcel. The Green Belt overlaps the M2 and some of the slip road.

Recommendation: Adjust Green Belt boundary to clearer physical boundaries as indicated on fig 13 proposals.

7.0 Appendices

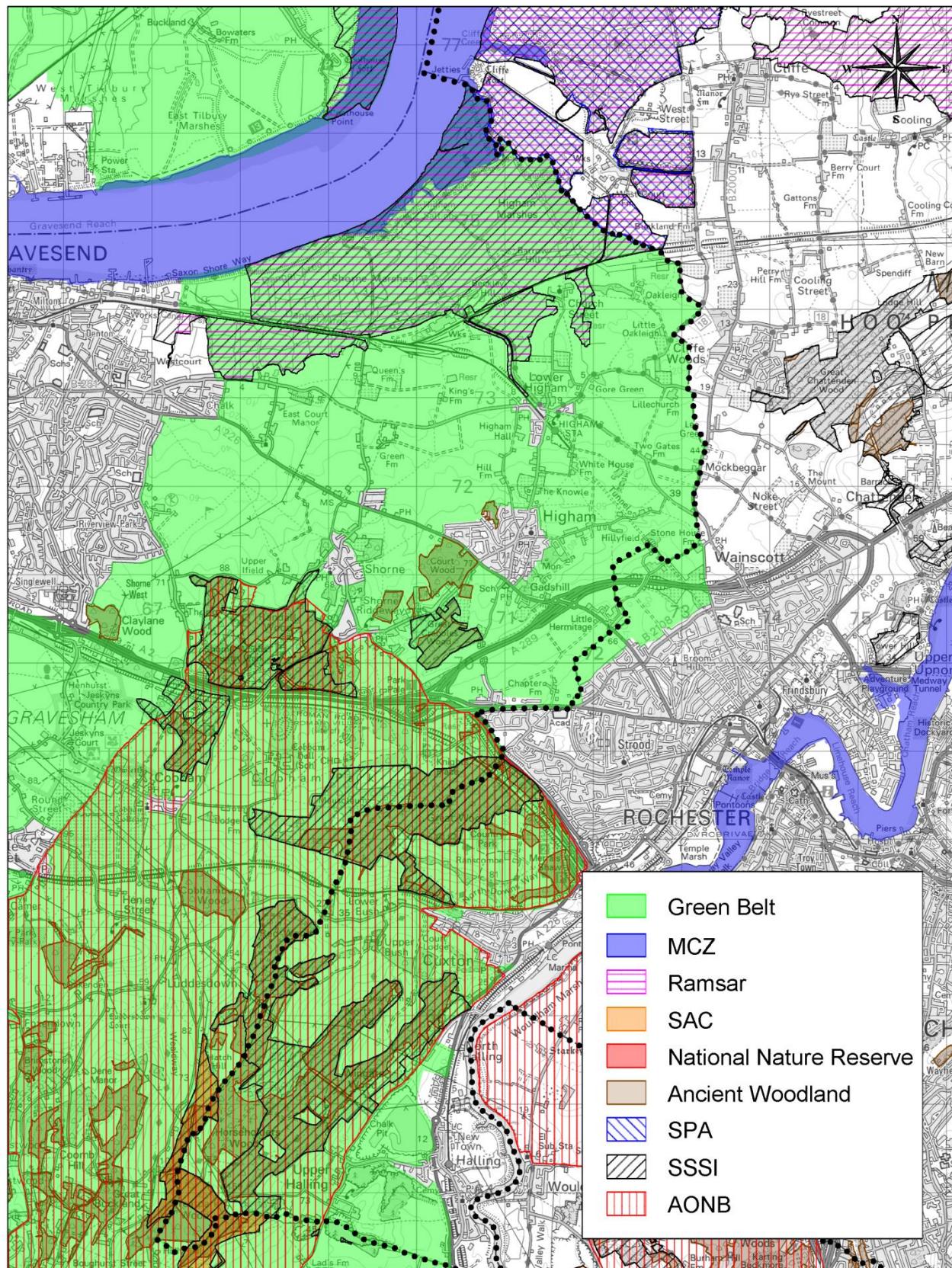
Appendix A

Definition of Terms

Term	Definition
Sprawl	The outward spread of a built up area at its periphery in an untidy, sporadic, dispersed or irregular way
Large Built-up areas	In the context of this study this refers to Greater London. The Metropolitan Green Belt was designated with the primary purpose of the containment of London. It also refers to major settlement areas within Medway and neighbouring local authorities as identified within their Local Plans
Neighbouring Towns	The larger settlements in the borough – ie. the five Medway Towns of Strood, Rochester, Chatham, Gillingham and Rainham, as defined in the Local Plan
Historic Towns	There is no dictionary or Historic England definition of 'Historic Towns'. A town is defined by the OED as 'A built-up area with a name, defined boundaries, and local government, that is larger than a village and generally smaller than a city.' The definition of historic town within Medway has been taken to apply to the historic cores of Strood, Rochester, Chatham, Gillingham and Rainham.
Merging	'Combine or cause to combine to form a single entity; to blend or cause to blend gradually into something else so as to become indistinguishable from it' – Oxford Online Dictionary (OD). This can be by way of 'sprawl' or 'ribbon development'.
Countryside	Those parts of the borough lying outside the confines of the urban areas, rural service centres and other rural settlements as defined in the Local Plan; pastoral and agricultural land uses likely to dominate although there may be urban influences
Encroachment	A gradual advancement of urbanising influences through physical development or land use change. See also Oxford Online Dictionary 'Advance gradually beyond usual or acceptable limits'
Openness	Land that is open and largely uninterrupted by any significant built development. Views and visibility may be a factor in forming an assessment.
Permanence	'The state or quality of lasting or remaining unchanged indefinitely' – Oxford Online Dictionary

Appendix B

Environmental designations



Appendix C

Pro forma template – Assessment of Green Belt Purposes and Aims

Parcel	Purpose	Appraisal considerations	Assessment	Additional Comments	Contribution*
	Purpose 1 To check the unrestricted sprawl of large built-up areas	Is the parcel at the edge of one or more large built up areas?			
		Does the parcel prevent the outward sprawl of a large built up area into open land?			
		Is the parcel part of a wider group of parcels that directly act to prevent urban sprawl?			
		Do the Green Belt boundary edges of the parcel form a distinctive break between urban areas and countryside? Include description of existing built development, urbanising or fringe uses.			
		Overall contribution			
Parcel	Purpose	Appraisal considerations	Assessment	Additional Comments	Contribution*
	Purpose 2 To prevent neighbouring towns from merging into one another	Does the parcel lie directly between two towns and form all or part of a gap between them?			
		Would development in the parcel result in the merging of towns?			
		Is the parcel part of a wider group of parcels that directly act to prevent the merging of neighbouring towns?			
		Overall contribution			
		Overall contribution			
Parcel	Purpose	Appraisal considerations	Assessment	Additional Comments	Contribution*
	Purpose 3 To assist in safeguarding the countryside from encroachment	Does the parcel assist in safeguarding 'the countryside' from 'encroachment' – terms as defined in Appendix A.			
		Are there clear, strong and robust boundaries (eg. river, road, railway, urban edge) to contain development and prevent encroachment in the long term?			
		Describe the character of the countryside within the parcel. Include description of land uses, built development, topography, urbanising or fringe uses.			
		Overall contribution			
		Overall contribution			

- High / Moderate/Low

Parcel	Characteristics	Appraisal considerations	Assessment	Additional Comments	Contribution*
	To prevent urban sprawl by keeping land permanently open (para133 of NPPF)	Does the parcel (along with contiguous Green Belt parcels where relevant) address the fundamental aim of Green Belt Policy			
		Overall contribution			

* High / Moderate / Low

Appendix D

Pro forma template – Boundaries and washed over settlements

Parcel	Criteria	Appraisal considerations	Assessment	Boundary anomalies (list/mark on plan)
	Boundaries (paras 136 & 139 of NPPF)	Are the Green Belt parcel boundaries capable of enduring beyond the development plan period?		
		Is there any land within the parcel boundaries that is considered unnecessary to keep permanently open?		
		Does the parcel have clear and recognisable physical boundaries and features that are likely to be permanent?		
		Are there any discrete or wholesale areas within this land parcel that may be considered sufficiently well contained in terms of man made or natural features – eg. landform, infrastructure, built development – to consider them worthy of exclusion from existing Green Belt land?		
		Are there any areas of 'safeguarded land' between the urban area and the Green Belt, in order to meet longer term development needs beyond the plan period?		
	'Inset' and 'washed over' settlements (para 140 of NPPF)	Are the washed over/inset areas best protected 'by other means'; whereby they can be excluded from the Green Belt?		
	Other planning considerations	Are there any extant permissions, existing designations or future commitments that could influence this Green Belt review?		

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Introduction

Introduction

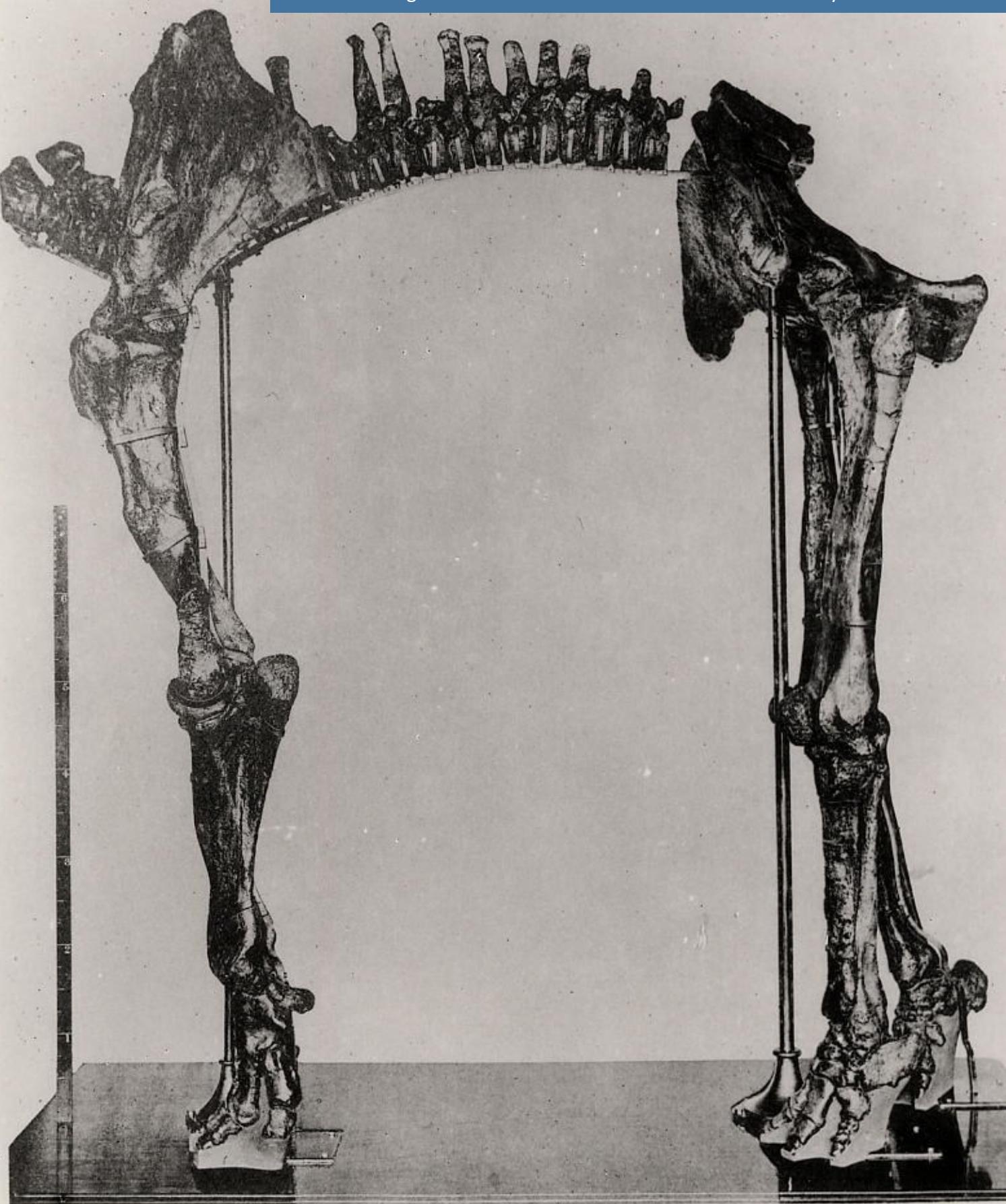
Medway benefits from a rich and diverse heritage. From mammoth tusks to miniature railways; Medway's heritage encompasses history from the earliest times to the present day. Our heritage is important; it is an irreplaceable resource that influences the way we perceive our surroundings, contributes to the making of Medway as a place, delivers health and well-being benefits, provides substantially to the local economy, and underpins the distinctive character of the area.

Heritage and the historic environment play a significant role in delivering sustainable development and are integral to achieving the objectives of the Medway Local Plan. The Medway Heritage Asset Review 2017 provides an overview of the historic environment in Medway, outlining its significance and identifying opportunities for further protection and enhancement. In order to make the most of these opportunities, a set of objectives have been identified that collectively form the Medway Heritage Strategy:

- **Objective 1:** Conserve and enhance Medway's heritage assets.
- **Objective 2:** Work with Medway's heritage assets to help deliver sustainable development.
- **Objective 3:** Increase the understanding and community involvement with Medway's heritage assets.

Through the delivery of these objectives, the Medway Heritage Strategy aims to provide the framework for how we conserve, enhance and enjoy our heritage both in the immediate and long term future.

The 'Upnor Elephant', a 4m tall headless but largely intact skeleton of a straight-tusked elephant discovered in 1913, thought to be of Middle or Late Pleistocene age. Mammoth tusks have also been found nearby.



The role and recognition of heritage through existing Medway Council strategies

The objectives of the Medway Heritage Strategy cross-cut a number of other council strategies, therefore it is important that a consistent approach is maintained throughout. The following sections detail how other Medway Council strategic documents address heritage and the historic environment.

Medway Local Plan

The Medway Local Plan supported by the Medway Heritage Strategy set out a positive and clear strategy for the conservation, enjoyment and enhancement of the historic environment in Medway. The aim of the Local Plan is to ensure that Medway grows sustainably; providing land for the homes, jobs, infrastructure and services that people need, whilst protecting and enhancing the qualities of the area's environment and heritage.

A range of strategic and development management policies have been included to support Medway Council's ambitions.

Medway 2035

Medway 2035 is the regeneration strategy for Medway, setting out the aims and objectives for across six priority areas, including the preservation and maintenance what makes Medway special; from the river, ecology and green spaces to the culture and heritage.

Priority 1 includes several references to the importance of Medway's heritage, acknowledging the importance it provides in creating the setting for a modern city, its place in building Medway's identity and ensuring that it remains relevant for the existing communities and growing population.

Through engaging with Medway's heritage, the strategy seeks to increase the number of visitors to Medway, as well as means of identifying opportunities to strengthen links between heritage assets to improve the unique attraction that the heritage offers.

The Great Lines Heritage Park Vision and Masterplan are also promoted; highlighting the benefits of increasing the quality and quantity of publicly-accessible greenspace and heritage at the heart of Medway, and providing a major green link between town centres and a significant health and well-being asset.

Medway 2035 is closely linked to the Medway Local Plan, and will be accompanied by a Regeneration Delivery Plan - a framework for delivering the identified objectives, with short, medium and long-term actions.

Medway Green Infrastructure Strategy

Content TBC...

Medway Cultural Strategy

Medway's cultural offer has a pivotal role to play in the regeneration and place making of Medway, making Medway an attractive place to live, work, study and visit.

The cultural partnership comprising partners from across Medway's cultural offer has produced the existing cultural strategy based on the following 4 key priorities:

- Strategic priority – Stewardship

Preserve, interpret and enhance Medway's heritage, green spaces and public realm for the enjoyment and benefit of current and future generations.

- Strategic priority – Engagement

Increase active engagement and satisfaction with cultural activities to increase quality of life, providing the essential place making for the significant regeneration that is taking place in Medway.

- Strategic priority – Contributing to Economic Prosperity

Harness and foster the creative talent within Medway and maximise the opportunities the universities and further education, tourism, creative sector and cultural offer create for Medway's economy.

- Strategic priority – Health and Wellbeing

Increase active participation to address obesity, mental and spiritual health, promoting active minds, bodies and lifestyles and seeking to address social isolation.

Delivering the Heritage Strategy

Delivering the Medway Heritage Strategy

The Medway Heritage Strategy comprises three key objectives, of which the elements can be achieved collaboratively alongside the priorities of the other council strategies, and delivered through sustainable planning and development. Collectively, the objectives create a positive strategy for the conservation and enjoyment of the historic environment in Medway.

Objective 1: Conserve and enhance Medway's heritage assets

Demonstrate commitment in Medway to the conservation and enhancement of our heritage.

Medway is a unique area, with a rich array of heritage that spans millennia. This heritage forms the Medway that we experience today and underpins the character of the area. Its significance cannot be down-played; therefore the role of heritage in the future growth of Medway is of utmost importance.

Medway Council will demonstrate its commitment to the conservation and enhancement of our heritage through leadership, collaborative-working and community involvement, that in-turn will help to provide a legacy for future generations to enjoy.

Ensure the protection and enhancement of Medway's heritage assets through the objectives of the emerging Local Plan and development management decision making.

Comprehensive policies have been included into the emerging Local Plan that will ensure that Medway's heritage assets are given appropriate consideration in planning decision making. The policies will be further supported by Supplementary Planning Documents (SPDs) and Guidance Notes that will help provide additional information and advice to developers, planners and members of the public as required.

Create a Local Heritage List which will help enhance and protect non-designated heritage assets that play a vital role in the establishment of the distinct local characters of the separate areas of Medway.

Medway benefits from a wealth of heritage assets, many of which are protected by a national designation such as a Listed Building, Scheduled Ancient Monument, Historic Parks and Gardens, or are covered by a Conservation Area. Many other buildings and structures however do not benefit from such designations, but are identified to require particular consideration when determining planning applications due to their local historical importance.

As part of Medway's on-going work to better understand, interpret and enhance its heritage assets, work has commenced on the creation of a database of buildings and other structures that require such special consideration. The aspiration is that the database will help inform the creation of a Local Heritage List. Over 500 individual buildings and sites have been identified and added to the database so far. It is accepted that many of those identified so far will not make the final List, however the database provides a starting point, acting as a means of recording potential candidates.

Delivering the Heritage Strategy

The council will look to work in partnership with the local community to identify additional candidates for the list, along with establishing of criteria for designation (such as age, rarity, aesthetic interest, archaeological interest, historical association, or social and communal value) which will help ensure the list is both comprehensive and robust. Regular reviews of the list will be undertaken periodically to ensure it remains up to date.

Establish a 'Heritage at Risk' register for Medway which includes Grade II Listed Buildings and non-designated heritage assets.

Historic England compiles an annual Heritage at Risk register which identifies Grade I and Grade II* Listed Buildings, Scheduled Monuments and Conservation Areas which are at risk from neglect. There are a number of conditions for each type of designation to be included onto the Register:

- Vacant Listed Buildings: In very bad, poor or fair condition;
- Occupied Listed Buildings: In very bad or poor condition;
- Scheduled Monuments: Depends on their condition, vulnerability, trend of their condition and their likely future vulnerability; and
- Conservation Areas: Those that are deteriorating or in very bad condition and are not expected to change significantly in the next 3 years.

Grade II Listed Buildings are not included onto the Register; however it is an aspiration of the council to work towards establishing a register that builds on that published by Historic England and inclu both Grade II Listed Buildings and non-designated heritage assets currently at risk.

The Register will help provide a means of actively working with the owners of heritage assets to prevent further deterioration of their condition and bring them back into use.



Case Study: Heritage at Risk

Restoration of the Church of St Peter and St Paul, Upper Stoke



The earliest parts of the Church of St Peter and St Paul in Upper Stoke date from the late 12th century. The church sits at the centre of the village, positioned on the high ground overlooking the saltmarshes of the River Medway. The last major restoration of the church was undertaken in 1898, including the roofs and floors and the rebuilding or remodelling of the porch.

The church received national designation in 1966, benefitting from Grade I Listed Building status; however in 2013 it was added to Historic England's 'Heritage at Risk' register when it was found that the south aisle had moved away from the main body of the church causing cracking to the stonework and disturbance to the roof that required urgent underpinning to rectify the issue.

Architect Rena Pitsilli-Graham was appointed in 2013 to manage the project and to coordinate with the council to gain Listed Building consent and to agree a programme of works.

To pay for the underpinning the church sought external financial support. A successful application was made to the Heritage Lottery Fund for £245,000, with additional funding being provided by WREN (landfill tax), Friends of Kent Churches and the Wolfson Foundation.



Further support came through private donations and fund-raising events held by members of the congregation; then in 2015 the church were informed that they had been successful in an additional Heritage Lottery Fund grant of £215,000. This extra funding helped with the cost of an extensive range of repairs to the tower, reroofing of the church and the installation of an accessible toilet to help modernise facilities.



Case Study: Heritage at Risk

Scaffold was erected around the church in April 2015, together with a shelter roof to protect the church from the elements during the works. The roof tiles were removed and replaced over the following months, along with repairs to the buttresses, windows, roof timbers, repointing of the stonework, re-plastering of the inside of the chancel and the installation of the new toilet facilities. The project was brought to a close with the placing of a new weathervane atop the turret.



Through 2015 nearly 1,600 people visited the church for services, meetings and open days, demonstrating it's importance to the community.

In 2016 the church was removed from the Heritage at Risk register, and then in 2018 the restoration project was one of six shortlisted for the National Churches Trust King of Prussia award. Despite not winning, the project was highly commended; testament to the hard work and dedication of those involved in restoration of the church for the enjoyment and celebration by future generations.

All images courtesy of the Church of St Peter and St Paul



Delivering the Heritage Strategy

Update the Medway Landscape Character Assessment 2011, taking into account the findings of the Hoo Peninsula studies undertaken by Historic England and the Kent Downs AONB Management Plan 2014.

The Medway Landscape Character Assessment was published in March 2011 with the primary purpose to support and inform landscape planning policies and to provide a landscape planning guidance document for the countryside and urban-rural fringe areas of Medway. The Landscape Character Assessment also provides insight into the significance of historic landscapes across Medway, their influence on present and historic land-uses, how they have altered through human interaction, and their role in establishing the local character and distinctiveness.

The scope of the Landscape Character Assessment looks to define individual character areas of Medway's landscape, assessing their character, distinctiveness and value, and providing guidance on their condition and sensitivity to future development.

The Landscape Character Assessment is due to be updated as part of the Medway Local Plan; however the content of the 2011 document is still currently valid.



Delivering the Heritage Strategy

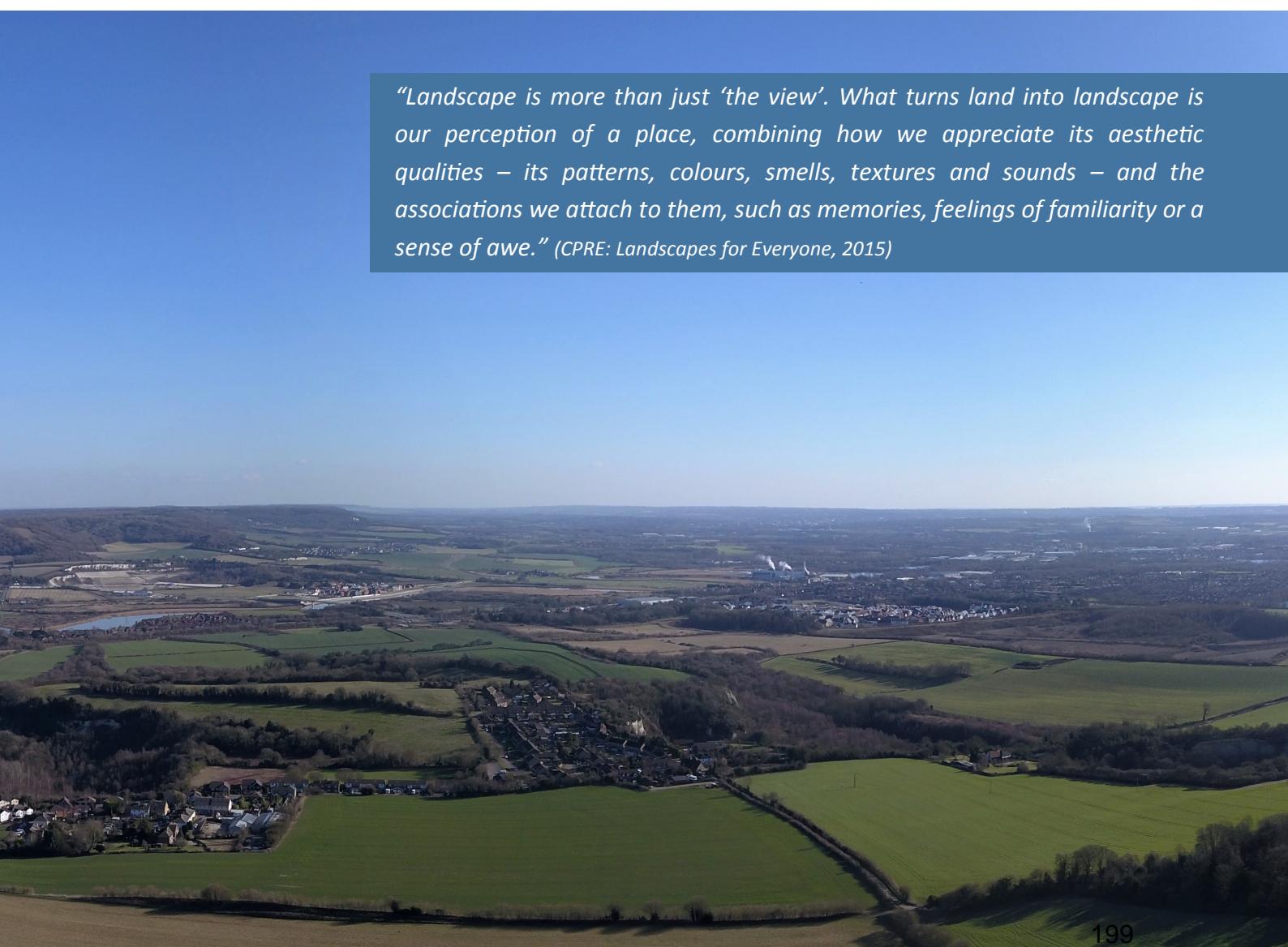
Produce planning guidance on building heights, viewpoints and vistas in Medway to ensure that important historic views of and from heritage assets are protected for future generations to enjoy.

Medway benefits from a unique topography consisting of hills, valleys, woodland, rivers and salt marsh, providing a range of viewpoints to enjoy the picturesque historic landscapes that the area has to offer. Understanding these views and their role in defining Medway's historic environment is of particular importance as they help inform approaches to development and place-making.

Medway also benefits from a range of large or prominent heritage assets and landmark buildings that characterise the historic skyline and can be viewed from a range of locations. Often these heritage assets have historically been a focal point for navigation (such as St Mary Magdalen church in Gillingham), form part of a historic setting (such as Rochester castle and cathedral), are placed in a particular location as a memorial for remembrance (such as the Naval Memorial on the Great Lines), or are of strategic military importance, such as the defences and fortifications encircling Chatham Dockyard.

To provide recognition and protection of these important heritage assets, guidance on Medway's important views and vistas will be produced. The document will provide information on building heights, protected vistas, important viewpoints, along with recommendations for enhancement.

"Landscape is more than just 'the view'. What turns land into landscape is our perception of a place, combining how we appreciate its aesthetic qualities – its patterns, colours, smells, textures and sounds – and the associations we attach to them, such as memories, feelings of familiarity or a sense of awe." (CPRE: Landscapes for Everyone, 2015)



Delivering the Heritage Strategy



Undertake Conservation Area Appraisals for all of Medway's Conservation Areas with a longer-term aim of creating character appraisals, design guidance and palettes of typical materials for areas within Medway where there is particular historic significance, for example:

- ***Historic settlements;***
- ***Military establishments;***
- ***Areas of industrial influence such as ship-building and the brick, cement and lime industry.***

Currently, just 6 of Medway's 24 Conservation Areas have published Conservation Area Appraisals, with another 2 currently in production.

Conservation Area Appraisals are extremely important documents that explain the architectural and historical qualities that make a Conservation Area special. They help the council and others to judge whether new development will preserve and enhance the Conservation Area, and ensure that the architectural and historic significance of an area is taken into account when considering development proposals and schemes.

Outside of Conservation Areas, Medway also benefits from an abundance of designated and non-designated heritage assets that play a significant role in contributing to the character of the area, both physically and culturally. The Medway Heritage Asset Review 2017 provides an insight into the key factors that help influence the character of Medway today; exploring their origins, role and geographical distribution. These factors and influences provide direction and can help shape the location, form and type of development in Medway; ensuring that development responds positively, and where possible, enhancing the local character and heritage assets; reflecting the identity, materials and design of the local surroundings and reinforcing a sense of place.

To help achieve this, a suite of documents will be produced to support the aims and objectives of the Medway Local Plan where required; providing information on the guiding influences of the locality; such as the architecture, design, density, massing, height, layout, landscaping and appropriate materials for the distinct character areas across Medway.



Canal Road, Strood in the 1920s, highlighting the areas industrial roots and moreover the historic importance of the river to everyday life in Medway.

Delivering the Heritage Strategy



Objective 2: Work with Medway's heritage assets to help deliver sustainable development.

Make use of heritage assets as a catalyst for social and economic regeneration, through:

- ***Identifying funding streams and other initiatives to help kick-start regeneration; and***
- ***Bringing heritage assets back into use through management plans and support provided to the owners.***

The historic environment has an increasingly important role in supporting sustainable growth and is considered a substantial resource which can stimulate regeneration and growth in towns, cities and rural areas. Integrating heritage assets into regeneration schemes has been shown to create popular, successful developments, bringing life back into under-performing or neglected areas. The unique qualities of heritage assets can help add to the overall benefits of a regeneration scheme, for example:

- Historic buildings create a focal point that people can relate to and are familiar with – giving a sense of place;
- They are often well loved local landmarks which the community identify with and will rally around to support or save;
- The fabric and design can add a distinctive identity to the new build part of a regeneration scheme – enhancing townscape and lifting the overall quality of the built environment;
- They may have interesting historical and cultural associations which can be interpreted and developed through the wider regeneration area;
- They may attract tenants and occupiers who would not be interested in a less distinctive building;
- They can assist in achieving sustainable development objectives; and
- They feed people's interest in the past.

Delivering the Heritage Strategy

The renovation and restoration of heritage assets can be expensive for owners, often requiring specialist knowledge and craftsmanship to ensure that the work is undertaken and completed to an appropriate standard. To kick-start the commencement, or to assist in the completion of works to neglected heritage assets, grant funding and other resources can be sought from a number of different places, including:

- **The Heritage Lottery Funding** is the largest funder of heritage in the UK, providing over £7.7billion of funding since 1994.
- **The Coastal Communities Fund** is delivered by the Big Lottery Fund on behalf of the government to support economic development in coastal communities by promoting sustainable economic growth and jobs.
- **The Heritage Action Zone initiative** is operated by Historic England and engages with communities and local authorities with the aim of restoring and bringing historic buildings back into use, delivering improvements to conservation areas to help kick-start regeneration and renewal.



Eastgate House in Rochester benefitted from a £1.3m Heritage Lottery Fund grant to help with refurbishment to open it as a tourist attraction and multi-functional community space.

Medway Council will look to continually pursue heritage funding and grants to help support and enhance the historic environment; identifying opportunities to make full use of heritage assets as an integral part of delivering the regeneration programme. The council will also strive to work closely with stakeholders in securing grants and other resources required for the upkeep and restoration of their heritage assets.

A positive approach will be taken to the reuse of heritage assets in Medway through planning decision making with regard to the sensitive restoration and maintenance of heritage assets through sustainable and appropriate reuse, taking into account the wider objectives of the Local Plan.

Case Study: Heritage-led Regeneration

The Rochester and Chatham Townscape Heritage Initiative



The Townscape Heritage Initiative ran between 2004 and 2014 with the primary objective of regenerating the eastern part of the Star Hill to Sun Pier Conservation Area between historic Rochester and Chatham.

This fascinating riverside hinterland, historically known as Chatham Intra, was a once vibrant commercial district supporting the Naval Dockyard at Chatham. It featured fine shops and houses along the High Street, with brewing, ship repair and other industrial activities taking place between the High Street and the River Medway. However, with changing retail trends Chatham Intra had become an increasingly run down secondary area with obvious dereliction and attendant social problems.

Since the closure of Chatham Dockyard in 1984, plus the general decline in industry, much of the riverside area of Chatham Intra had become abandoned or given over to low value uses. This was compounded by changing retail trends leading to the concentration of retail activity towards the centre of Chatham to the east, and the development of a tourist and leisure economy in historic Rochester to the west. Furthermore, the area suffered from some unsympathetic modern development, gradually eroding the historic character. The decline in economic activity led to many of the retail buildings along the High Street becoming run-down and in need of major repair. Five of the listed buildings in the area were considered to be at risk and one of these was in danger of collapse.



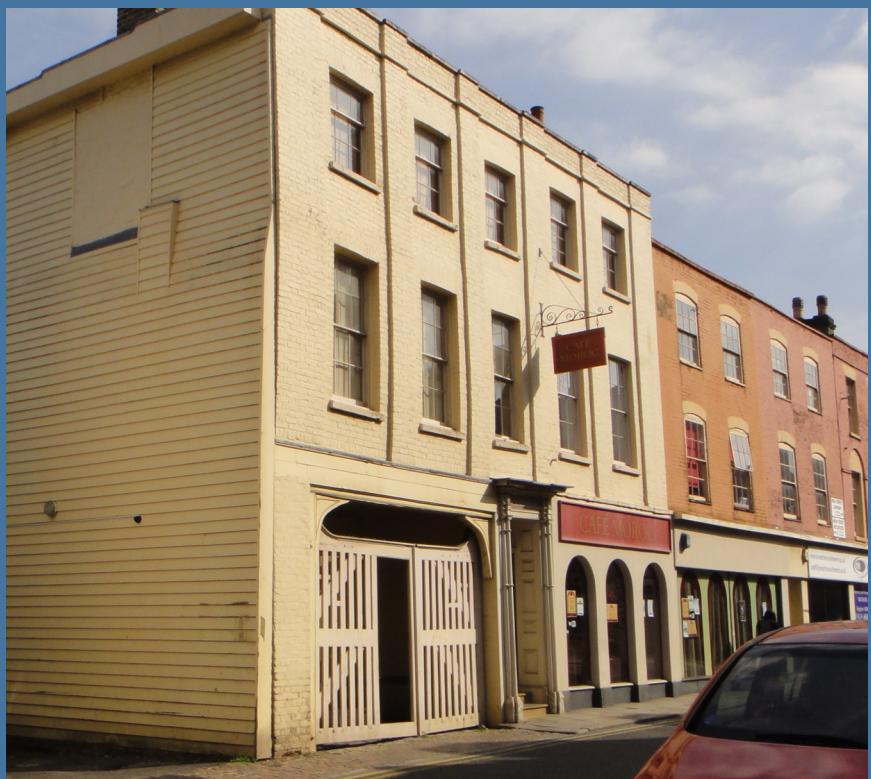
Case Study: Heritage-led Regeneration



The THI scheme had an overall budget of £1.6m, jointly funded by the Heritage Lottery Fund and Medway Council, and with the aim of reversing a trend of economic and physical decline in the area through a comprehensive conservation strategy. This was delivered by granting aid for building repairs and renovations in order to:

- Secure the future of historic structures and make it economically viable to bring vacant properties into use;
- Improve public and business perceptions of the area such that building owners and developers are prepared to invest in it.
- Create an area which is attractive and welcoming, as part of the growing evening and leisure economy, to the growing student population; and
- Encourage the cultural and creative industries sector to set up in the area.

The scheme was considered to be a success with 95% of the total budget being spent on a wide range of individual building projects. The appearance of the area was considerably improved, and along with other Council initiatives, has seen the beginnings of a transformation towards a leisure and arts based economy.



Delivering the Heritage Strategy

Objective 3: Increase the understanding and community involvement with Medway's historic environment

Work positively with the stakeholders of key heritage assets in Medway to ensure assets are protected and to identify opportunities to increase their enjoyment by the community and visitors to Medway.

Many of the heritage assets in Medway are maintained and managed by trusts, groups, public bodies, private companies and charities. Medway Council fully understands the importance of the role of these organisations in the continued upkeep and running of such valuable assets; and will therefore continue to positively work with these organisations to help conserve and enhance their heritage assets, exploring opportunities to improve their viability and continued use.



Command of the Heights is a joint project between Medway Council and Fort Amherst Heritage Trust to help restore areas of Fort Amherst. A range of community and educational events are included throughout the works.

Delivering the Heritage Strategy



Some of the 146 volunteers that helped with archaeological digs at Fort Amherst as part of the Command of the Heights project in 2018.

Provide support to local groups and societies in the understanding and management of heritage assets.

Local groups and societies sit at the centre of the maintenance and management of several of Medway's heritage assets as well as operating open days and taking part in festivals throughout the year. Many of these organisations played an integral part in the production of the Medway Heritage Asset Review 2017, providing knowledge and insight that proved invaluable.

The passion of these groups is evident through their on-going voluntary work, which in-turn promotes Medway as a heritage destination and results in the significant benefits that this type of recognition and tourism brings.

The council currently provides assistance through a number of different projects alongside heritage groups, including the Command of the Heights and the annual Dickens festival and Rochester Sweeps Festival. Medway Council will strive to work closer with local heritage groups and societies, providing support and resources where possible, and looking for opportunities for recognition of their hard work and dedication.

Delivering the Heritage Strategy

Support Neighbourhood Forums and Parish/Town Councils in the production of Neighbourhood Plans.

Neighbourhood planning was introduced by the Localism Act in 2011, the concept of which is to pass decision-making to a more local level, from national and local government to local communities. Parish/Town Councils and designated Neighbourhood Forums can produce Neighbourhood Plans for their local areas, putting in place a strategy and policies for the future development of the area. Part of the process includes establishing an evidence base, which may include undertaking research to gain a better understanding of the historic environment to inform design guidance or to create policies for the conservation and enhancement of heritage assets. Several of Medway's Neighbourhood Forums have shown interest in pursuing policies that address the historic environment and its role in their emerging Neighbourhood Plans.

Medway Council recognises the importance of Neighbourhood Planning and the benefits of local level decision-making for the development of diverse and cohesive communities and will therefore actively support Neighbourhood Forums and Parish/Town Councils in the production of their Neighbourhood Plans, providing support and a range of materials wherever possible.



Work is currently being progressed for a number of Neighbourhood Plans in Medway, including for the parish of Cliffe and Cliffe Woods.

Delivering the Heritage Strategy



"HERs are an important starting point for anyone interested in the archaeology, built heritage, and history of an area. They can provide information on a wide variety of buildings and sites, from finds of prehistoric flint tools to medieval castles and Second World War pillboxes. HERs are a primary source of information for planning, development-control work, and land management." (Historic England website)

Work with colleagues at Kent County Council in maintaining the Kent Historic Environment Record as the main repository and source of information for the historic environment.

The Kent Historic Environment Record (KHER) is a publicly accessible information resource for the county's heritage and is maintained by Kent County Council. The KHER contains information on over 40,000 archaeological discoveries and Listed Buildings, and also includes more than 4,000 archaeological reports, along with numerous photographs and maps.

Through the ongoing research and development of knowledge of Medway's history and heritage, Medway Council will continue to work alongside Kent County Council to report new information to the HER and provide updates where appropriate on the existing records.

Delivering the Heritage Strategy

Work with Historic England and other organisations in the undertaking of studies into Medway's historic environment.

The Medway Heritage Asset Review 2017 collated information from a range of sources, including a number of reports and assessments produced by external organisations. One of the most notable recent reports was the Hoo Peninsula Historic Landscape Project undertaken by Historic England between 2009 and 2012. The project aimed to increase knowledge and understanding of the historic environment of the Hoo Peninsula, capturing how its history and archaeology have contributed to the character of the modern landscape, including the estuarine and marine environments. The project has already proved to be extremely beneficial; providing a greater understanding of the Hoo Peninsula, assisting with decision-making and enabling the historic environment to fully inform the planning and development.

Reports such as these are an invaluable resource for increasing knowledge and understanding about our surroundings and how the historic environment can play an even greater role in Medway's future. Medway Council will continue to work alongside external organisations in the production of similar reports to those noted in the Medway Heritage Asset Review 2017; providing support and resources for their production wherever possible.

Explore Medway's cultural heritage with the support of Medway Archives, identifying opportunities for its representation in the modern built environment.

Medway's historic environment extends past the tangible heritage assets we enjoy; it is also expressed through our cultural heritage. Historic England provide a definition of 'cultural heritage' as: "*Inherited assets which people identify and value as a reflection and expression of their evolving knowledge, beliefs and traditions, and of their understanding of the beliefs and traditions of others.*"

Medway has a rich cultural heritage owing due to the range of historic trades and industries, and the diverse community that has settled in the area. Due to not being a physical asset in its entirety, cultural heritage can unfortunately be diluted and even lost over time and through development; therefore it is of great importance that provisions are made for its recognition and preservation wherever possible through the planning and development process.

The Medway Archives Centre provides a significant resource for local cultural heritage, including collections of photographs, maps, plans, publications, newspapers and magazines, films and a range of other records.

New development should take account of Medway's cultural heritage therefore Medway Council will urge developers to utilise resources such as the Medway Archives Centre and the Kent Archives to provide a greater recognition and representation of the local cultural heritage through new development proposals.

Delivering the Heritage Strategy



Strood born Isaac Newell is considered to be one of the pioneers of football in Argentina. His son Claudio went on to establish one Argentina's most successful football clubs *Newell's Old Boys*, named in honour of his father.

Image courtesy of Newell's Old Boys

Delivering the Heritage Strategy

Ensure that heritage is fully incorporated within Medway's tourism offer.

The historic environment plays an important role in attracting tourists to Medway, in-turn providing jobs, contributing to the local economy and giving Medway the recognition it deserves as a heritage tourism destination.

Medway has an established Cultural Partnership that works together to preserve and develop all that makes Medway an attractive place to live, work, study and visit. It aims to encourage participation, to attract inward investment and support Medway's continued regeneration.

Wherever possible and appropriate through planning, Medway Council will look to support the work of the Medway Cultural Partnership in the delivery of the key priorities and ambitions of the Medway Cultural Strategy.



Attracting nearly 5 million visitors each year, tourism supports 6,000 jobs in Medway and brings £313m to the local economy.



Delivering the Heritage Strategy



Rochester Castle provides the stunning backdrop to the Medway Mile where thousands of runners, joggers and walkers take to the streets of Rochester.

Recognise the role that heritage plays in health and well-being in Medway.

The historic environment enriches our lives. It's a source of pride and identity; it provides a deep emotional connection, it is a focus for shared experiences. As a society, understanding our heritage helps make sense of our place in the world. It helps create a sense of familiarity and belonging, bringing communities together and connecting us to our shared past, in all its diversity. There is a growing evidence base and recognition that the historic environment has a role to play in maintaining and improving our mental and physical health.

Medway Council will explore opportunities to utilise the historic environment to help maintain and improve people's mental health and physical well-being through collaborative working with the Medway Council Public Health team.

Case Study: Collaborative working

The regeneration and reuse of the former Royal Navy dockyard at Chatham

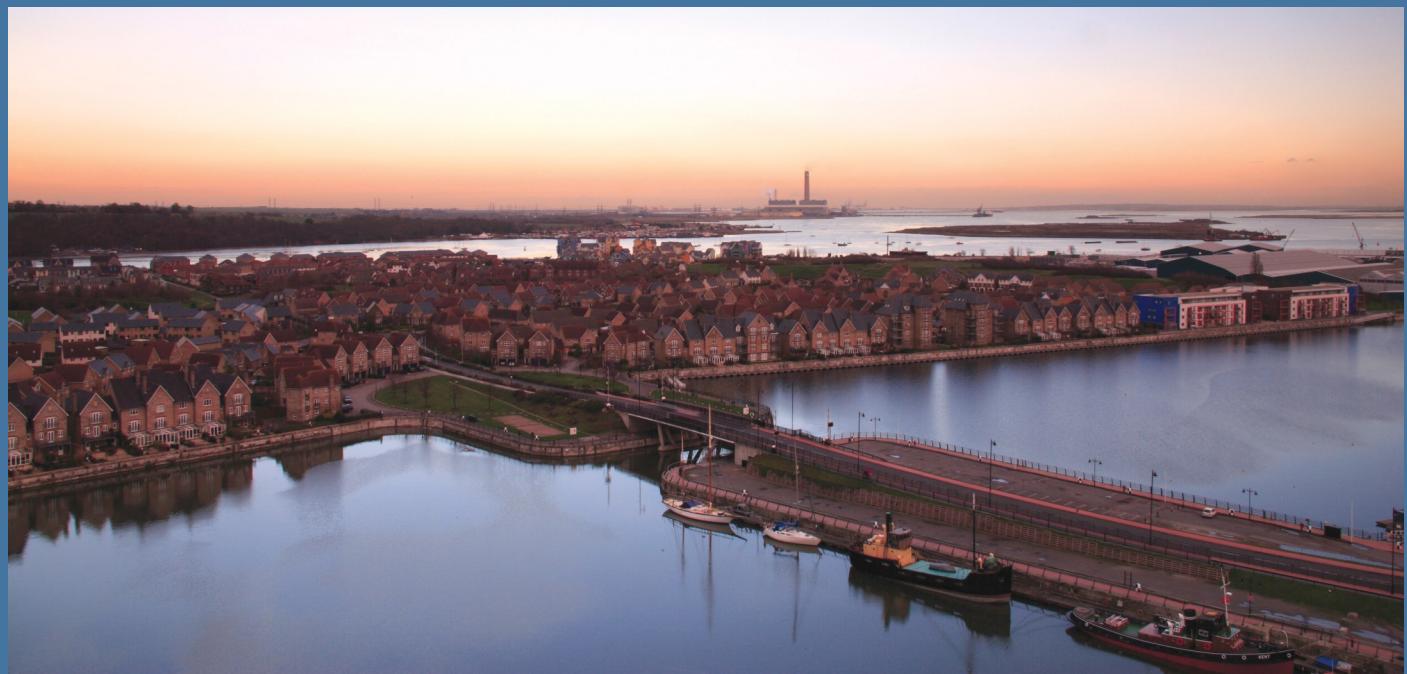
The association between the Royal Navy and Medway can be dated back to around 1547 when a few modest storehouses in the area of the Old Gun Wharf at Chatham were used to resupply the fleet. This association lasted for over 400 years to 1984 when Chatham Dockyard was finally closed. During this time the Dockyard substantially increased in size, incorporating land from Rats Bay in Chatham way to Gillingham Pier, covering an area in excess of 500 acres. This was further supplemented by the Royal Navy barracks of HMS Pembroke, covering an area of around 50 acres, north of Brompton Barracks.

Through collaborative working, nearly 150 acres of the land formerly occupied by the Navy has been brought back into sustainable use through sensitive heritage led-regeneration, establishing itself as one of Medway's most sought-after locations to work, live learn, visit and invest.



Medway is home to four universities, three of which (University of Kent, Greenwich and Canterbury Christ Church) have taken up residence within the former HMS Pembroke Navy barracks, reusing a number of original buildings whilst sensitively adding others to provide a full range of learning facilities.

The Pilkington building and the Drill Hall library were joint winners of the Building Renovation Award at the 2007 Kent Design Awards.



St Mary's Island is a vibrant new community located to the north of the three dockyard basins and surrounded on three sides by the River Medway. The island boasts nearly 2,000 homes, a primary school and community church, a community centre, doctor's surgery and a late-night pharmacy. There is also extensive open space, a riverside walk, cycle paths as well as sports fields and play areas. The development has since won a number of awards, including a silver 'Building for Life' award in 2004.

Case Study: Collaborative working

Part of the regeneration programme for the former Navy dockyard included establishing a range of office, retail and leisure facilities to the south of the basins. As part of the retail offer the Dockside outlet centre was developed inside of the Grade II* Listed Boiler shop, and complemented by a multiplex cinema, modern offices, a range of restaurants and bars, gyms, a 412-berth marina and The Quays; two modern residential towers and winner of two housing awards at the 2010 Kent Design Awards.



Image courtesy of Helene Binet

Soon after the closure of the dockyard, the Chatham Historic Dockyard Trust was established and tasked with the stewardship of an 80 acre site for the conservation for future generations, promoting its significance in British history to the public.

The Historic Dockyard Chatham is the most complete dockyard of the age of sail in the world. A continuous process of investment since 1984 has resulted in the majority of the site's formally dilapidated buildings and infrastructure being brought back into appropriate condition and use.

Chatham Historic Dockyard Trust has successfully created a mixed community in which 400 people live, over 100 small businesses and organisations thrive, and around 170,000 people now visit the living museum annually (including over 22,000 educational visits); contributing substantially to the local economy.

The site includes over 100 buildings and structures (47 Scheduled Monuments, 11 at Grade I and 33 at Grade II* Listed Buildings) and through sensitive regeneration has amassed a wealth of awards; including the Royal Institute of British Architecture (RIBA) South East Award 2017, RIBA South East Conservation Award 2017, RIBA South East Building of the Year 2017 and RIBA National Award 2017 for the Command of the Oceans project alone!

Managing the Heritage Strategy

Managing and Monitoring the Heritage Strategy

The on-going management and monitoring of the Heritage Strategy will be achieved through internal reviews and annual monitoring, with indicators on its success published as part of the Authority Monitoring Report. Indicators used for monitoring the success of the Heritage Strategy could include:

- Conservation Area Appraisals completed and adopted;
- The creation of the Local List;
- The creation of an 'At Risk' register;
- Heritage assets removed from the 'At Risk' registers;
- Heritage assets brought back into use; and
- The number of visitors to local heritage attractions and cultural events.

Resourcing the Heritage Strategy

The council will act as a leader and facilitator in promoting and delivering the objectives of the Medway Heritage Strategy, working collaboratively with stakeholders, volunteers and the local community to ensure its success.

Through the delivery of the regeneration programme and sustainable development in-line with the objectives of the Medway Local Plan, Medway Council will demonstrate its commitment to the conservation and enhancement of the historic environment; that in-turn will help to provide a rich legacy for future generations that is as good as, if not better than the one enjoyed today.



The iconic Thomas Waghorn statue, pointing north towards the High Street in Chatham, rather than east towards India as originally intended.

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Medway Statement of Community Involvement

December 2018



Contents

Executive Summary	1
Introduction	2
Why Medway is revising its Statement of Community Involvement	3
What are the legal requirements for consultation in Planning?	3
Part One	
COMMUNITY INVOLVEMENT IN PLAN MAKING	5
Planning policy in Medway	6
Key stages in preparing our local plan	6
Development plan documents	6
Plan preparation	8
Supplementary planning documents	8
Neighbourhood plans	9
How we will consult to recognise different needs and interests	10
Consultation and engagement methods	13
Who we will consult	14
Role of elected councillors	15
Duty to cooperate	16
How information is used and reported	17
Part Two	
COMMUNITY INVOLVEMENT IN PLANNING APPLICATIONS	18
Development Management	19
Pre-application	19
Working with developers	20
Encouraging early involvement with neighbours in small-scale proposals	21
Role of elected members	21
Planning application consultation	21
Website	22
Publicity on planning applications	23
How to make a comment	24
Material planning considerations	25
Decision	25
Post-decision	25
Appeal	26
Appendices	27
List of consultees and Planning Services contact details	
Glossary	

Executive Summary

Planning has important influences on the places that we live and work in. Medway Council wants to make sure that residents and people and organisations with an interest in our area, have the chance to make their views known on planning matters. This includes the preparation of planning policy documents, such as the Local Plan, or development briefs for regeneration sites. It also covers how people and organisations can make comments on planning applications.

The council must produce a Statement of Community Involvement setting out how we engage people in our planning processes. We must keep this document updated to take account of changes in legislation and local circumstances.

The current version of the Statement of Community Involvement was adopted in 2014. The council has produced a revision, which is set out in this document. We have responded to new requirements to clarify how we support and assist local groups preparing neighbourhood plans.

This document is set out in two main parts – one section covering planning policy processes, and the other covering consultation in the development management service.

It is the intention to adopt this document, after we have considered any comments made during the consultation period. The document will be reviewed within 5 years, in line with legal requirements.

Have your say

Medway Council is inviting comments on this updated version of the Statement of Community Involvement. The consultation period will run from **11 January to 5pm on Friday 22 February 2019**.

You can view the document on the council's website at:

https://www.medway.gov.uk/info/200149/planning_policies/141/medway_statement_of_community_involvement

Copies of the document are also available for inspection at public libraries in Medway, and at the council's offices at Gun Wharf, during normal working hours. For details of opening hours and locations, please see:

https://www.medway.gov.uk/info/200138/your_council/521/contact_us/2

https://www.medway.gov.uk/directory/6/find_a_library

Comments must be received in writing by 5pm on 22 February 2019.

You can submit comments by:

Email: futuremedway@medway.gov.uk

Post: Planning Service, Medway Council, Gun Wharf, Dock Road, Chatham, Kent ME4 4TR

1. Introduction

- 1.1 Planning shapes the neighbourhoods in which we all live and work. It is important that people have the opportunity to be involved and influence decision-making in their local areas. Planning seeks to achieve the most sustainable use of land to promote a thriving economy, a valued natural and historic environment and healthy communities with access to the housing, services, facilities and other infrastructure needed to support a good quality of life. The planning system involves preparing policy documents to guide development over many years, such as the Medway Local Plan. The development management process considers specific proposals through making decisions on planning applications. Planning policies and decisions can have major impacts on our local area, and we need to ensure that people have the chance to raise their views, and that these are considered in decision making. Local knowledge and aspirations will help to make sure that development in Medway benefits everyone, whilst protecting those special qualities of the area. The council seeks the community's involvement to develop and implement a shared vision for Medway.
- 1.2 Planning policy considers the steps we need to take to secure a successful future for Medway and its residents and workers. Medway's population is projected to grow by c 40,000 people by 2035. This growth brings with it demand for new homes, jobs, and services. We also have the need to make sure that this growth does not place damaging pressure on the environment and infrastructure. The council will plan positively to meet projected growth needs, and set out a clear and coordinated approach. The Local Plan is the principle means of setting the policy framework, which guides development. The Local Plan lays out the plans for housing, employment, retail and other needs of the area. It details proposals of where new housing is likely to be located, based on current and future need, and where new opportunities lie for businesses to locate to create jobs for an expanding population in a growth area. It also covers the detailed aspects of design to help secure our aims for quality development. As Medway is a unitary council, it also needs to plan for the adequate supply of minerals and make appropriate provision for waste management.
- 1.3 Medway Council is committed to giving a clear role for people to have their say in Planning matters. This covers how people are involved in plan-making and in how we take account of comments raised on planning applications. The council wants to encourage more people to take part in consultation on planning matters, and to make their involvement as easy as possible. As Planning impacts on many aspects of our built and natural environment, it is important that decisions are informed by a broad evidence base, including information

and views submitted by a range of different interests. This Statement of Community Involvement (SCI) sets out how the Council will engage with the local community and wider interests in the development of planning policy and the determination of planning applications in Medway.

Why Medway Council has updated its Statement of Community Involvement

- 1.4 We have revised this document to take account of updated government policy. In particular we have clarified how we support the preparation of Neighbourhood Plans in Medway. This document, when adopted, will replace the Medway Statement of Community Involvement, 2014. The council will keep the SCI under review, and update it at least every five years.

What are the legal requirements for consultation in Planning?

- 1.5 There are legal duties for local planning authorities to consult widely when preparing planning policy documents and when considering planning applications for development. Government introduced the requirement to produce a Statement of Community Involvement in the 2004 Planning and Compulsory Purchase Act¹. There have been further updates through the Localism Act in 2011² and the Neighbourhood Planning Act, 2017³. In addition, government has set out its expectations for community involvement in Planning through the National Planning Policy Framework⁴, and in Planning Practice Guidance⁵.
- 1.6 A Statement of Community Involvement (SCI) explains how the Council will involve the community in the preparation of local planning policy documents and how it consults on planning applications, including the standards expected from developers with major proposals. It provides a clear explanation for the community to know how and when they can become involved in the preparation of planning policies and the determination of planning applications. Councils are required by government to produce SCIs as part of their commitment to inclusion in planning.
- 1.7 The National Planning Policy Framework, updated in 2018, makes clear reference to the importance of community engagement at paragraph 16, stating

¹ Available at: www.legislation.gov.uk/ukpga/2004/5/contents

² Available at: <http://www.legislation.gov.uk/ukpga/2011/20/contents/enacted>

³ Available at: www.legislation.gov.uk/ukpga/2017/20/contents

⁴ Available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/740441/National_Planning_Policy_Framework_web_accessible_version.pdf

⁵ Available at: <https://www.gov.uk/government/collections/planning-practice-guidance>

plans should:

- Be shaped by early, proportionate and effective engagement between plan-makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees;
- Contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals;
- Be accessible through the use of digital tools to assist public involvement and policy presentation.

1.8 The above points are all pertinent to the issues and solutions outlined in this revised Statement of Community Involvement. Medway Council last updated its Statement of Community Involvement in 2014. As highlighted above, there have been a number of changes to legislation and national planning guidelines in recent years. This latest SCI reflects the requirements of new legislation and changes in current practices of community engagement, including greater use of electronic communications and social media.

1.9 There is not a legal requirement to consult on Statements of Community Involvement. However the council has decided to invite comments on this draft of the updated SCI, as part of its commitment to transparency and engagement in Planning.

1.10 This document presents the council's approaches to community involvement in two broad sections – one considering engagement in plan making. This includes how the council supports groups developing Neighbourhood Plans in Medway. The second section considers the development management process.

COMMUNITY INVOLVEMENT IN PLAN MAKING

PLANNING POLICY IN MEDWAY

KEY STAGES IN PREPARING OUR LOCAL PLAN

DEVELOPMENT PLAN DOCUMENTS

PLAN PREPARATION

SUPPLEMENTARY PLANNING DOCUMENTS

NEIGHBOURHOOD PLANS

HOW WE WILL CONSULT TO RECOGNISE DIFFERENT NEEDS AND INTERESTS

CONSULTATION AND ENGAGEMENT METHODS

WHO WE WILL CONSULT

ROLE OF ELECTED COUNCILLORS

DUTY TO COOPERATE

HOW INFORMATION IS USED AND REPORTED

2. Community Involvement in plan making

Planning policy in Medway

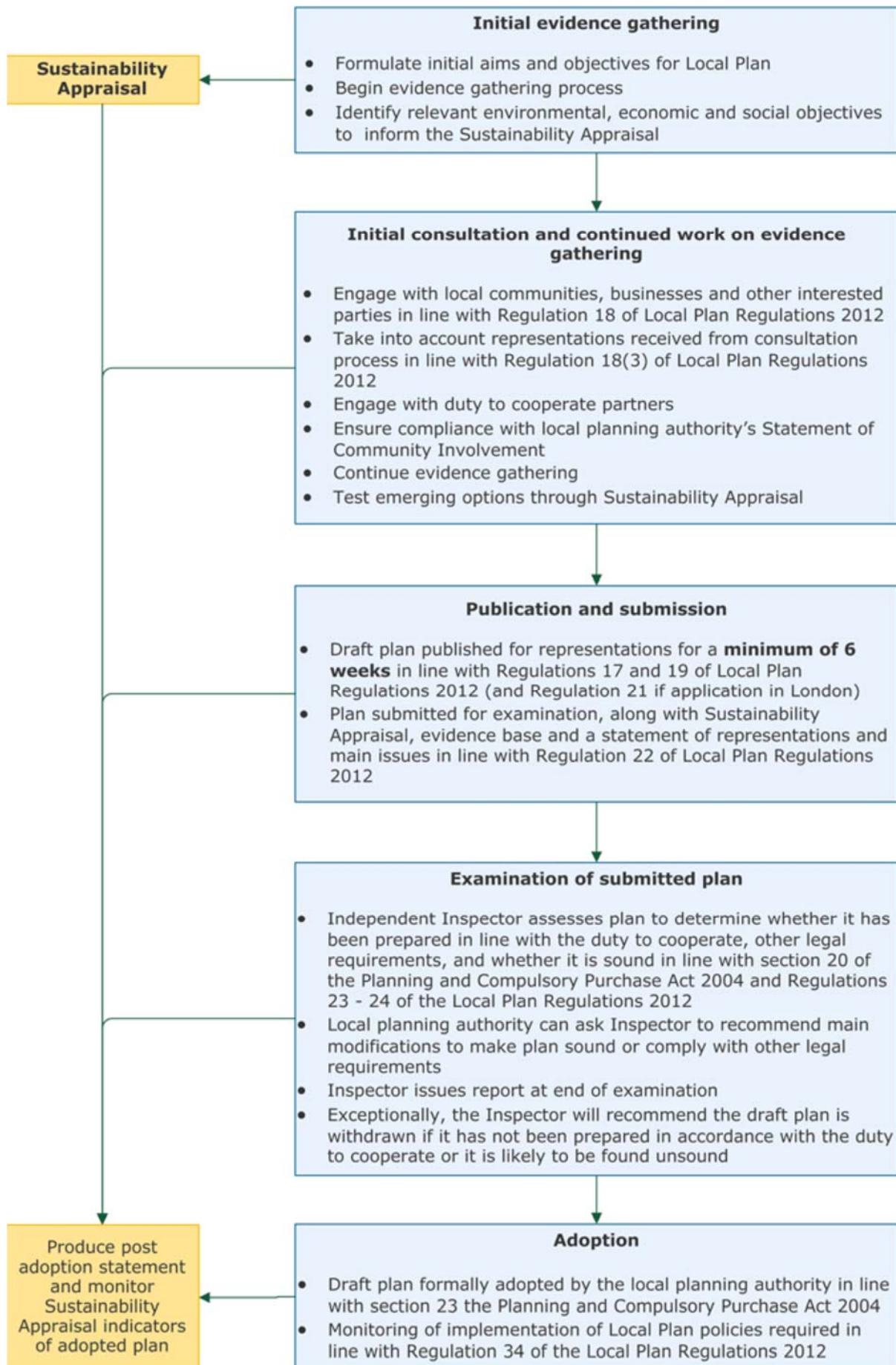
- 2.1 The council is preparing a new Local Plan to cover the period up to 2035. Regeneration and strategic growth are key components of development in Medway. The council uses development briefs and masterplans to provide more detailed guidance on the requirements of development in specific opportunity areas. These Supplementary Planning Documents give certainty to stakeholders and potential developers on the expectations set for key sites. The council, in conjunction with Tonbridge and Malling Borough Council, is also preparing a Local Development Order to support development of a business park on land near Rochester Airport.
- 2.2 In recent years, there has been increased interest in the preparation of Neighbourhood Plans in Medway, in both rural and urban areas. When adopted, or 'made', these will form part of the development plan for Medway.

Key stages in preparing our Local Plan

Development Plan Documents

- 2.3 Development Plan Documents are statutory documents that contain land use planning policies against which planning applications will be considered. The focus of planning policy work in Medway is the production of a new Local Plan. Set out below are the key stages of document preparation, as defined by the 2012 Local Planning regulations (as updated), and associated requirements for community involvement and engagement.
- 2.4 Further details on the process for preparing local plans are available on the government's Planning Practice Guidance pages at:

<https://www.gov.uk/guidance/local-plans--2>



Plan preparation

2.5 The consultation requirements associated with the different stages of plan preparation are summarised below.

Key stages	Regulation	Consultation details
Plan preparation	<i>Regulation 18</i>	At least one formal consultation period during plan preparation stage – minimum of 6 weeks.
Plan publication	<i>Regulation 19</i>	Statutory period of 6 weeks of consultation on the draft plan.
Submission of Plan to Secretary of State	<i>Regulation 22</i>	Not a consultation stage.
Independent Examination	<i>Regulation 24</i>	Notification – at least 6 weeks before the examination. Parties who made representations at Publication stage may be invited to participate in Hearing Sessions. Main modifications to plan - 6 weeks.
Publication of Inspector's recommendation	<i>Regulation 25</i>	Not a consultation stage.
Adoption of Local Plan Document	<i>Regulation 26</i>	Not a consultation stage. 6 week period for legal challenge – made on a point of law only.

2.6 The programme for the preparation of the new Medway Local Plan is set out in the Local Development Scheme, 2018. This also considers the resources that the council has available to support the preparation of the Local Plan and associated consultation stages.

2.7 The Council meets the 6 week period set for consultation in the regulations. It will consider extending this period where appropriate, for example, if the consultation covers a holiday period. We have extended consultation periods at Regulation 18 stages to ensure that stakeholders have had time to consider all relevant documents. Where possible, the Council will give forward notice of key consultation stages and events, so groups and individuals can plan their involvement.

Supplementary Planning Documents

2.8 Supplementary Planning Documents (SPDs) are used to add further detail to the policies in the development plan. They can provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

2.9 Medway Council has promoted the preparation of SPDs to bring forward development on strategic regeneration sites, such as Strood Waterfront. We

have also produced a SPD to set out our requirements for developer contributions and obligations in relation to development proposals. Full details of the supplementary planning documents and wider guidance used by Medway Council are available on the council's website at:

https://www.medway.gov.uk/info/200149/planning_policy/146/current_planning_policies/4

- 2.10 The Council follows similar principles for engagement in the preparation of SPDs as it uses for local plan documents. It will publish draft versions of the documents for consultation for a six-week period. The Council will then publish the key issues that have been made during consultation, explain how it has considered the issues raised, and set out amendments to the document, as required, before it considers the adoption of a final version.

Neighbourhood Plans

- 2.11 Neighbourhood Plans were introduced in the Localism Act 2011. Neighbourhood Plans are prepared by communities to inform the planning of their local areas. These plans can be prepared by Parish or Town Councils, Neighbourhood Forums or community organisations that meet the criteria for qualifying bodies. Neighbourhood plans set out policies for the development and use of land in a local area or neighbourhood. They are required to be in general conformity with strategic policies in the local plan. Once adopted a neighbourhood plan forms part of the development plan and has the same status as a local plan.
- 2.12 As adopted neighbourhood plans will form part of the Development Plan for Medway, it is important that work is coordinated between the preparation of the Medway Local Plan and neighbourhood plans. Neighbourhood plans must follow legal requirements for consultation, to ensure that the views and knowledge of local people and groups have informed the content of plans. Guidance on the preparation of neighbourhood plans is set out in Planning Practice Guidance: <https://www.gov.uk/guidance/neighbourhood-planning-2>
- 2.13 Local planning authorities are required to help communities in the process of preparing a neighbourhood development plan, but the plan-making process itself must be community led. Neighbourhood plans are required to undergo independent examination and be subject to a referendum of the local community. The Council has a statutory role in the preparation of neighbourhood development plans and orders as required by the Neighbourhood Planning (General Regulations) 2012 (as updated). The Council's statutory role includes:

- Designating the neighbourhood area (Regulation 5 stage) and neighbourhood forum (Regulation 8 stage);
- Publicising the submitted plan (Regulation 16 stage);
- Arranging and funding the examination (Regulation 17 stage);
- Publicising the examiner's report and plan proposal decision (Regulation 18 stage);
- Arranging and funding the referendum; and
- Adopting the plan (Regulation 26 stage).

2.14 In addition to meeting our statutory duties, Medway Council will also seek to support and advise neighbourhood planning groups throughout the process, whilst respecting that neighbourhood plans are led by the local community. The council will take account of the specific needs of neighbourhood planning groups, and the resources available. The Planning Service is committed to establishing and maintaining constructive working relationships with neighbourhood planning groups. The council will support groups throughout the process of preparing a neighbourhood plan. We will provide a specific contact officer in the Planning Service as a coordination point for neighbourhood planning groups, and for regular liaison. Any individuals or groups interested in Medway that are interested in producing neighbourhood plans are encouraged to contact the council's Planning Policy team. The Planning Service has delivered training and presentations on neighbourhood planning to Parish Councils and the wider community across Medway. The Council will also offer advice and assistance on proposals to modify a neighbourhood development plan. We undertake to work constructively with qualifying bodies and will make key decisions within statutory timescales.

2.15 Examples of the type of assistance the council could provide include:

- Providing advice on the legal requirements in relation to the neighbourhood planning process;
- Providing assistance in interpreting national and local planning policies;
- Making available electronic copies of our background and evidence base documents;
- Providing advice on public consultation;
- Supporting community events and workshops as appropriate;
- Attending steering group meetings where appropriate;
- Coordinating plan making through sharing information;
- Providing constructive comments on an emerging plan or order; and
- Providing materials such as large scale maps.

2.16 We have set up dedicated pages on our website providing more information on neighbourhood planning:

How we will consult to recognise different needs and interests

- 2.17 Planning policy sets out a strategy to guide the development of a local area over a number of years. This frequently involves long timescales and consideration of strategic issues in lengthy documents. Plan making requires a broad ranging and detailed evidence base, often concerning complex technical matters. For these reasons, it can sometimes be difficult to effectively engage people in policy planning. The council will therefore provide summary documents, setting out key information on the issues being addressed through the plan and proposals in the plan. The Planning Service will make concerted efforts to ensure that consultation is relevant to local communities. Community involvement in planning is not a 'one off' activity, but is ongoing throughout the plan preparation process and appropriate to the specific stages and scope of the work.
- 2.18 The council will make use of a variety of methods for consultations, taking into consideration the issues being consulted on, the needs of the audience, as well as the available resources to manage the process. These methods are detailed in the next section.
- 2.19 It is important that all sections of the community have the opportunity to be involved in planning for their local area. Techniques used therefore need to be tailored with different groups in mind. The council makes use of digital tools to publicise planning consultations, publish key documents and supporting information, and to invite people to make comments on new policies and plans. There is a dedicated area of the council's website for planning policy: https://www.medway.gov.uk/info/200149/planning_policy. Consultations are primarily managed through the website, with direct emailing of contacts on the Local Plan database and use of the council's social media accounts to raise awareness of the timetable and content of consultations. The Planning Service makes increasing use of mapping information in GIS format to improve the presentation and accessibility of data.
- 2.20 However the council recognises that it needs a wider range of techniques and methods to involve people in planning. The Planning Service support the use of consultation activities, such as workshops and public exhibitions, in reaching different audiences and also providing opportunities for people to engage in different ways. When the council arranges consultation events, we will consider the location and layout of venues to ensure that they are accessible for target audiences and different groups. The Planning Service also looks at the timing

of events and may decide to arrange activities for evenings or weekends to reach people who may not be available during normal office hours. The council will also make printed copies of planning documents available for inspection at public libraries across Medway. The Planning Service also considers the use of summary documents for wide distribution.

- 2.21 Producing clear, straight forward planning documents can assist those with little or limited knowledge of planning issues, as well as for example aiding those residents whose first language is not English. The council will seek to provide information in other languages on request where people have difficulty in reading documents in English. We make use of our Community Interpreting Service for such queries, and provide contact information in a range of common community languages used in Medway.
- 2.22 Often referred to as 'hard to reach' or 'seldom heard groups', some sectors of the community may be more difficult to engage in planning matters. This may include some smaller minority ethnic communities, gypsies & travellers as well as people with disabilities, older and young people. Often consultations are run in ways that do not engage some sections of the community. The council must be particularly mindful of the needs of these groups, if necessary making allowances where there may be obstacles in the participation process. The Planning Service will use the local networks and contacts that exist throughout the wider council to help reach specific community sectors. Examples used in the early stages of plan preparation have included meetings with the Medway Youth Parliament, Medway Pensioners Forum and Medway Equalities and Access group.

Case Study: Engaging young people in Planning issues

In 2014, Medway Council produced a planning guidance note for new hot food takeaways. This was in response to concerns raised about health conditions in the local community. Part of the guidance considered potential restrictions on new takeaways close to schools. The views of young people were particularly relevant to this planning matter. The council's Planning and Public Health teams worked with Children Services colleagues to make use of the Medway Young Inspectors to carry out research with young people. The Young Inspectors designed a short questionnaire and visited local parks and town centres to ask other children and young people what they felt about the issue and the proposals in the planning guidance. They reached c 150 young people, analysed the results and reported back to officers. The findings formed part of the report on consultation that supported the decision to adopt the new guidance. This was a successful means of reaching young people, who would not have responded to standard consultation methods.

2.23 Different types of policy documents require different levels of involvement depending on numerous factors, such as the number of people that would be affected by a proposed policy and the type of impact it may have. Involvement can range from keeping stakeholders informed, through to deciding and acting together. The following sections in this document set out expectations and standards for involvement at the various stages of plan making and within the planning application process.

Consultation and engagement methods

2.24 The council recognises that the choice of consultation methods need to reflect the audience we are seeking to reach and the scope of the work on which we are consulting. There are various ways in which the council and others can best inform and involve people in planning issues. The table below sets out a range of methods. The council will consider what format and activities would be most effective and appropriate to use in its consultations. This is likely to involve a number of methods to reach the broadest audience, but needs to be targeted to the specific scope of the policy or development proposal. In designing a consultation programme, the Planning Service also considers that it should be undertaken in a cost-effective, efficient and proportionate manner. The council works to ensure that it meets the statutory consultation requirements. However it also considers additional steps to achieve meaningful engagement in planning that can be used to inform policy and shape the development of Medway.

Method	Approach
Direct correspondence	<p>Every individual, organisation and business on the Local Plan consultation database will receive an email (or letter) informing them of the consultation period. Emails are the preferred means of communication, sent securely through 'gov.delivery'. Where email contacts are not available, the council will use postal letters to notify interested parties registered on our database.</p> <p>For additions and updates to the database, including requests for information by email, please contact the Planning Service using details in the appendix.</p>
Leaflets	<p>Leaflets and summaries of documents will be made available at libraries and via the Local Plan web pages during the course of the consultation. Leaflets may be used to publicise proposed policy documents, or to provide details about opportunities to contribute views or participate in meetings, discussion groups etc.</p>
Social media	<p>Use of Twitter, Facebook and other social media may be used to engage the public in consultation events and to encourage topical debate and submission of comments in an informal environment. This is managed through the council's social media accounts.</p>

	Social media is an approach to make contact with some 'hard-to-reach' groups or encourage comments and ideas from people who would be unlikely to submit formal comments or partake in face-to-face events.
Website	This is the main resource for information on the preparation of the local plan and wider planning policy documents, and in managing consultations. All planning documents and details of planning applications are available on the Medway Council website: www.medway.gov.uk/planningpolicy .
Public exhibitions	By making documents available in a variety of accessible and appropriate locations, and arranging exhibition stands and public engagement events throughout Medway, we can reach those residents who may not have easy online access, as well as reaching those on town peripheries and in rural areas. Public exhibitions may be appropriate for consultation events and will be advertised in advance to provide local residents and communities with the opportunity to attend.
Public meetings	An open meeting where the Local Authority or a developer presents information and proposals, which enables immediate discussion and feedback. This method is used to inform the public on proposals and help understand public opinion on a particular topic/issue.
Pre-arranged meetings	The council will consider attending Parish Council, Stakeholders and community groups meetings to discuss development plan documents during consultation periods to reach key groups. The Planning Service may also organise specific stakeholder events during consultations to focus on particular topics or areas
Local Media	In some circumstances, particularly in relation to Medway wide issues it may be appropriate to use local media such as newspapers, community magazines, television and radio. In particular, opportunities could be used to utilise local radio and newspapers to ensure communications with a broad range of the community. The Planning Service also encourages links on other websites, such as Parish Council websites, to raise awareness of consultations, and encourage people to make comments.

Who we will consult

2.25 There are statutory requirements for consultation in the planning process, that cover both the specific stages of the plan making process and planning applications, and the organisations that need to be consulted. Government requires local planning authorities to consult with a number of specified statutory bodies. The statutory consultees are defined in legislation (see *links in Appendix*). Government also directs local planning authorities to consult with a range of bodies and groups representing the interests of specific groups in the local area, and/or who work for the benefit of the area.

2.26 Statutory consultees are organisations responsible for the management or delivery of different aspects of development and resources within Medway; these responsibilities will often be set out in law. The wider general consultees are organisations who represent the interests of different groups or groups whose activities benefit Medway. They are defined by government as:

- Voluntary bodies some or all of whose activities benefit any part of the local planning authority's area i.e. Community groups, residents associations,
- Bodies which represent the interests of different racial, ethnic, religious and national groups in the local planning authority's area,
- Bodies which represent the interests of disabled persons in the local planning authority's area,
- Bodies which represent the interests of persons carrying on business in the local planning authority's area.

2.27 The Council has built up extensive links with organisations, communities and businesses, developers and their agents on planning matters over a number of years. Contact details are held, with consent, on a local plan database of people and organisations who are kept informed by the Council about development of planning policy. This is regularly updated and is a useful mechanism for reaching a wide range of stakeholders. Any residents, business or interested party can add their details to the database by contacting Planning Policy via email at planning.policy@medway.gov.uk or telephone 01634 331629. The database is managed to the requirements of the General Data Protection Regulations.

2.28 The Local Plan database includes both statutory and 'general' consultees. The wider stakeholders who make up the list of consultees are very diverse, and offer a range of specialist knowledge, including technical and professional, such as environmental groups like Kent Wildlife Trust; detailed local information, such as Parish Councils, community and amenity groups; or represent the interests of particular sectors of the community. There is a broad definition of community, and engagement with businesses is important. A key business sector for planning issues is the development industry, including developers, their agents, and housing bodies. As a minerals and waste planning authorities, contacts with businesses in these sectors are also important. The council also seeks the views of local businesses in preparing planning policy, both on an individual company basis and through business groups like Town Centre Forums and Chambers of Commerce. As legislation and regulations are updated, consultees may change over time. The Planning Service regularly reviews the database to ensure that it is up to date, and that contacts still wish their details to be retained on the database.

Role of elected councillors

2.29 The elected members of the council are responsible to their electorate as representatives of a particular ward area, as well as being decision makers for the whole council area. Councillors are involved as policy makers for future activities of the council, auditors of the work of the council, regulators of planning, licensing and other matters required by government and as community leaders. Councillors provide the formal decision making process that underpins the planning policy process. Key stages of preparation on the Local Plan, and other planning policy documents are presented to Cabinet for decision making. Planning officers may also report to Overview and Scrutiny Committees, specific Select Committees, or wider committees and boards, such as the Medway Health and Wellbeing Board. In addition, members are involved in a number of internal and external meetings, workshops and exhibitions that inform the preparation of planning policy documents. The submission of the draft plan to government for independent Examination is a matter for full Council.

2.30 Members will be included at all key stages in the plan making process. The council has a cross party Development Plans Advisory Group which considers reports throughout the plan preparation process. Briefings are organised for members on key policy matters. Planning officers hold briefings for members in advance of main consultation stages on the local plan, or other major policy developments.

2.31 Elected members are a good means to reach the local population; the residents that members represent. These links are used to help promote wider input to planning policy. Members will adhere with the Council's Code of Conduct when participating in consultation on planning matters.

Duty to Cooperate

2.32 The government introduced a 'Duty to Cooperate' in the Localism Act 2011; many of the consultees required under the Duty to Cooperate are also included in the list of specific statutory consultees. The government has now extended the requirements for cross border cooperation on strategic planning policy matters through the introduction of Statements of Common Ground to support plan making. Further details are available in Planning Practice Guidance: <https://www.gov.uk/guidance/plan-making>

2.33 The 'Duty to Cooperate' is not defined as consultation, but ensures that the council works with neighbouring authorities and other public bodies to address strategic issues that affect local plans and cross local authority boundaries. Medway Council reports on its activities to meet the Duty to Cooperate in our annual Authority Monitoring Report. The Planning Service will prepare

Statements of Common Ground to support and inform the preparation of the new Medway Local Plan.

How information is used and reported

- 2.34 The council acknowledges that an important part of community involvement is to report back to those who have taken the time to be involved in a consultation, to let them know how their comments and suggestions have been considered. The council has a duty to balance individual comments made against other comments received, existing evidence, legal requirements, other local and national policies and general needs and interests. It is rarely possible to find solutions on contentious matters that satisfy everybody. There will be circumstances where the council considers that it is not appropriate to alter the plan or policy document in line with comments made by a respondent. The council will however ensure that all comments are given appropriate consideration and we will provide information on how we have responded to the information presented.
- 2.35 If a representation has been made at any formal consultation stage of plan making, feedback will be provided in accordance with the regulations in place at the time. For the Local Plan process, the comments made in the formal consultation stages are recorded as representations. These are published and reported to Medway Council's Cabinet, together with a statement of how the Council has responded to the key issues raised and any amendments that have been made to emerging policy. These representations are a formal stage of the Local Plan process and will be submitted to the Planning Inspectorate with the draft plan for independent examination. Comments and feedback will be published via the website www.medway.gov.uk/futuremedway.
- 2.36 A list of consultations carried out on the Local Plan/s and SPDs, including workshops and exhibitions, are noted annually in the Authority Monitoring Report (AMR), which is published on the Planning Policy pages of the council's website. This is updated each December. A summary report outlining the representations made to specific consultations is prepared for each key stage of plan making, or producing wider planning policy documents.
- 2.37 The council complies with data protection principles in dealing with consultation responses and in retaining personal information. The Planning Service has prepared a service privacy statement as part of its implementation of updated data protection legislation. This is available to view at:

https://www.medway.gov.uk/info/200133/planning/714/planning_service_privacy_statement

Part Two

COMMUNITY INVOLVEMENT IN PLANNING APPLICATIONS

DEVELOPMENT MANAGEMENT

PRE-APPLICATION

WORKING WITH DEVELOPERS

ENCOURAGING EARLY INVOLVEMENT WITH NEIGHBOURS IN SMALL-SCALE PROPOSALS

ROLE OF ELECTED COUNCILLORS

PLANNING APPLICATION CONSULTATION

WEBSITE

PUBLICITY ON PLANNING APPLICATIONS

HOW TO MAKE A COMMENT

MATERIAL PLANNING CONSIDERATIONS

DECISION

POST-DECISION

APPEAL

Development Management

- 3.1 Much new development and some changes of use require planning permission. This is known as the development management process that determines the outcome of a planning application after consideration of the impacts of the proposal and seeking the views of consultees and local residents. The submission of a planning application can often be the first time that many people come into contact with the planning system, either as applicants or as affected parties.
- 3.2 Consultation is intrinsic to the development management process. The statutory requirements for consultation on planning applications is set out in legislation. This is helpfully outlined in 'Consultation and pre-decision matters' in Planning Practice Guidance:

<https://www.gov.uk/guidance/consultation-and-pre-decision-matters#Public-consultation>

- 3.3 Requirements vary according to the type of application and may include notification to specified bodies and general publicity. The council considers a broad range of applications and seeks the views of expert bodies and groups on technical matters, such as ecology, heritage and hazardous installations. When development involves householder applications, the council will contact all neighbours with a common boundary to the application site.

Pre-application

- 3.4 The council, in accordance with the National Planning Policy Framework (NPPF), places a strong emphasis on early engagement and aims to work with applicants in a positive and pro-active manner. The revised 2018 NPPF states:

'Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community'⁶.

- 3.5 The council welcomes and encourages pre-application discussions with applicants, their agents, developers or interested parties. The pre-application service for applications is subject to a fee, which will vary in scale, depending on the type of application and officer time required. Details are available on the council's Planning pages on the website:

⁶ At paragraph 39

Working with developers

3.6 Where developers are proposing major or sensitive developments, the council expects pre-application consultation and ongoing engagement. This should be carried out by developers or their agents to the standards set out in this SCI.

3.7 The NPPF highlights the link between well-designed places and effective engagement. It states:

*'Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process'*⁷.

3.8 Applicants of major developments are expected to submit a separate Statement of Community Involvement to explain how they have built engagement into the development proposal process.

3.9 The NPPF states:

*'Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot'*⁸.

3.10 The council encourages developers to present significant development proposals to councillors at early stages in the planning process, before submitting an application. These presentations are useful in advising members about the proposals and raising key issues. The council also encourages the use of models and materials to help communicate the scope and impact of developments. These can be particularly helpful at exhibitions. Design Review Panels, run in Medway by Design South East, have a valuable use with larger or more sensitive proposals.

⁷ NPPF 2018, at paragraph 124

⁸ NPPF 2018, at paragraph 128

Encouraging early involvement with neighbours in small-scale proposals

- 3.11 The council encourages applicants to talk to their neighbours informally before finalising their plans and submitting their application.
- 3.12 There are added benefits to both local people and applicants in involving neighbours at an early stage. For applicants, it can inform them of issues that they can address prior to a planning application being submitted saving time and avoiding conflict. For neighbours, it allows them to have an input before proposals reach an advanced stage.

Role of elected members

- 3.13 Members receive a weekly list of planning applications that have been submitted to the council and are invited to make representations. The council encourages members to attend developer presentations outlining potential schemes. The key role of elected councillors is through the Council's Planning Committee. The Planning Committee determines major, complex or controversial planning applications. Ward members may specifically address the Planning Committee to raise issues of local concern to their constituents.

Planning application consultation

- 3.14 Once an application has been submitted, validated and entered in the planning register, consultation will begin and representations will be invited in accordance with the timetable set out in legislation. Most applications are subject to a minimum 21 day consultation period, set out under Section 13 of the Town and Country Planning (Development Management Procedures) (England) Order 2010.
- 3.15 The council may carry out further consultation/publicity when amended plans and/or additional information is received. The length of time for further consultation above and beyond statutory requirements will be at the council's discretion.
- 3.16 Site Notices are used to advertise the fact that a planning application has been submitted to the council for a property close to the location of the notice, explaining how one can become involved. Most applications require either a site notice OR neighbour consultation but Medway Council does both. All planning applications are advertised by letters of notification to owners or occupiers of land adjoining the site. In certain circumstances, planning applications are advertised by 'press notice' in the Medway Messenger.

3.17 The council's adopted practices state that notification will occur where the neighbours share a common boundary. It will not necessarily ensure that all owners and occupiers who might reasonably consider themselves to be directly affected will be notified. It will consider sending additional notifications in some cases, for example, to property on the opposite side of the road from a front extension to a house or using additional site notices where a development may affect a wider area.

3.18 The council publishes a weekly list of planning applications. This is available on request in printed form and at local libraries, or all applications can be viewed on the council's website at:

<https://www.medway.gov.uk/info/200133/planning>

3.19 The list is distributed widely to statutory bodies, local and interest groups, and individuals who have advised the Planning Service of their interest in being kept informed about planning matters. For certain applications there are specific requirements to consult certain bodies such as Natural England, The Environment Agency, Heritage England etc.

3.20 The council recognises the interest and input in the development management process from a range of local and wider bodies and groups. These include residents associations, amenity and heritage groups. These groups are regularly consulted on planning applications in their areas of interest. They can provide specialist knowledge, such as Kent Wildlife Trust on ecology, the Local Access Forum on development impacting on a Public Right of Way, or information on a particular area, such as the Town Centre Forums.

Website

3.21 The council's website is the main resource for accessing information on planning applications. The council seeks opportunities to improve access and functionality on the online resource. People can view the details of all planning applications, including supporting documents, plans and elevation drawings by using the online 'Public Access' facility.

Publicity on planning applications

Type of planning application	Stakeholders	What the government regulations say we must do	What additional publicity we do, where appropriate
Major Applications: Housing 10 or more dwellings or 0.5 hectares			
Other development: 1000m ² floorspace or 1.0 hectares	Neighbours, general public and wider community	Website Press Notice	Notifying neighbouring properties
Application that has an environment impact assessment and or affects public rights of way	Government and Statutory consultees	Site Notice	
Development affecting the setting of a Listed Building	Neighbours, general public and wider community Historic England	Press Notice Website Site Notice	Notifying neighbouring properties
Development affecting the character of a Conservation Area	Neighbours, general public and wider community Historic England	Press Notice Website Site Notice	Notifying neighbouring properties
Other Applications	Neighbours and general public	Site Notice or notify neighbours Website	Notifying neighbouring properties
Advertisement Application	General public	No statutory requirements Website	Site Notice Notify neighbouring properties
Listed Building Consent	General public Historic England	Press Notice Site Notice Website	Heritage groups may be consulted Notifying neighbouring properties

3.22 Further details are set out in government planning guidance at:

<https://www.gov.uk/guidance/consultation-and-pre-decision-matters#statutory-publicity-requirements>

How to make a comment

3.23 The council receives and assesses comments on planning applications by post, fax and email or using the online comments form on the council's website. Making comments online is the quickest and easiest method and allows the council to protect personal data more easily. Comments must be received within the consultation deadline to be certain of being taken into account; however, the local planning authority may use discretion to accept comments received outside of the statutory consultation period.

3.24 The council does not have the necessary resources to respond to each comment made, due to the large number it receives. Nevertheless, all are summarised in the Planning Officer's report and will become public information.

Material planning considerations

3.25 In the process of assessing an application the planning officer must have regard to material planning considerations. Some examples of material and non-material considerations can be found below (please note, this list is not exhaustive). For example, the loss of property value is not a material planning consideration and will not be taken into account in the assessment of an application.

Material considerations ✓	Non-material considerations ✗
National policy	Issues considered under Building Regulations
Local policies	Land and boundary disputes
Relevant case law	Opposition to the principle of a development if permission has been granted by an outline application or appeal decision
Impact on sunlight, outlook, daylight and privacy	Loss of view (does not preclude the loss of outlook)
Highways issues	Loss of property value
Impact on a Listed Building or Conservation Area	Opposition to business competition

Decision

3.26 Officer decisions are made daily under “delegated powers”, whilst the Planning Committee takes place approximately every four weeks.

3.27 The committee is attended by elected Members who determine major, complex or controversial planning applications. The committee agendas are available on the council’s website at: <https://democracy.medway.gov.uk>. This includes reports on the individual planning applications under consideration. Additional written representations on planning applications may be considered by the Planning Committee if received by midday on the day prior to the committee date.

3.28 When a decision has been made on a planning application, all members of the public who made comments are informed of the decision. If planning permission is refused the applicant has the right of appeal to the Secretary of State. There is however no third party right of appeal. If a member of the public has any complaint about the process of decision making the council has a complaints procedure.

Post-decision

3.29 Neighbours and other interested parties are also informed of the decision where comments/objections have been received, but consultees are not advised of the outcome unless they ask the council to do so. All the decisions are posted

on the council website.

Appeal

- 3.30 If an applicant is granted planning permission conditionally, or refused planning permission, the planning system allows the applicant to appeal against the decision. The appeal is handled by the Planning Inspectorate on behalf of the Secretary of State and can be dealt with by an Inquiry, Hearing or Written Representations.
- 3.31 All who have made written representations on the original planning application will be advised by letter of the appeal procedure and how they can submit further comments. There is no need to resubmit previous representations, as this information is copied and sent directly to the Planning Inspectorate.

Appendices

List of consultees

These are defined in legislation:

Town and Country Planning (Local Planning) (England) Regulations 2012⁹

The Town and Country Planning (Development Management Procedure) (England) Order 2010¹⁰

Planning Practice Guidance 'Consultation and pre-decision matters' provides a clear reference point for defined statutory and non-statutory consultees and the requirements for consultation on development applications:

<https://www.gov.uk/guidance/consultation-and-pre-decision-matters#Statutory-consultees-on-applications>

Planning Service contact details

Planning Policy

Tel: 01634 331629

futuremedway@medway.gov.uk

Development Management

Tel: 01634 331700

Fax: 01634 331195

planning.representations@medway.gov.uk

Website:

<https://www.medway.gov.uk/info/200133/planning>

Write to:

Planning Service

Medway Council

Gun Wharf

Dock Road

Chatham

Kent ME4 4TR

⁹ http://www.legislation.gov.uk/uksi/2012/767/pdfs/uksi_20120767_en.pdf

¹⁰ www.legislation.gov.uk/uksi/2010/2184/pdfs/uksi_20102184_en.pdf

Glossary

Authority Monitoring Report (AMR): The council is required to produce an AMR each year to assess the performance and effectiveness of the adopted Local Plan and progress against the Local Development Scheme. The document also includes performance indicators and an update on the plan-making process, as well as statistical data about the borough.

Local Plan: The new Local Plan covering the period to 2035 will be the development plan for Medway. On adoption it will replace the Medway Local Plan 2003. The Medway Local Plan 2003 still has policies that remain active (saved).

Development Plan Document (DPD): A local development documents that forms part of the Local Plan. DPDs can set out the spatial planning strategy, policies and/or allocations of land in the local authority area.

Duty to Cooperate: The 'Duty to Co-operate' is set out in the Localism Act 2011 and NPPF and ensures that local planning authorities work with neighbouring authorities and other public bodies to address strategic issues that affect local plans and cross-administrative boundaries, through the plan preparation process.

Localism Act: The Localism Act came into force in November 2011. The Act decentralises power away from Government back into the hands of local councils, communities and individuals, enabling them to shape their own locality.

Material planning considerations: Matters that are deemed relevant to the assessment of an application.

National Planning Policy Framework (NPPF): The NPPF sets out the Government's key economic, social and environmental objectives and the planning policies needed to deliver them. It came into force in March 2012, and was updated in July 2018.

Neighbourhood Plans (or Neighbourhood Development Plans): establishes general planning policies for the development and use of land in a neighbourhood such as where new homes and offices should be built and what they should look like.

Non-material considerations: An issue of concern to the person commenting which cannot be taken into account when assessing a planning application.

Supplementary Planning Document (SPD): Additional guidance produced by local planning authorities to explain how policies should be interpreted and assessed.

Diversity impact assessment

APPENDIX 7

TITLE Name / description of the issue being assessed	Revised Statement of Community Involvement
DATE Date the DIA is completed	4 December 2018
LEAD OFFICER Name, title and dept of person responsible for carrying out the DIA.	Catherine Smith Planning Manager – Policy Physical & Cultural Regeneration, RCET

1 Summary description of the proposed change

- What is the change to policy / service / new project that is being proposed?
- How does it compare with the current situation?

The current Statement of Community Involvement (SCI) was adopted in 2014. There are new legal requirements for the SCI to specify how the council will support neighbourhood planning groups. The document has been revised to take account of the new requirements and has updated links and references.

2 Summary of evidence used to support this assessment

- Eg: Feedback from consultation, performance information, service user records etc.
- Eg: Comparison of service user profile with Medway Community Profile

Review of consultation processes in Planning Service.

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 (Equality Act 2010)	Adverse impact	Advance equality	Foster good relations
Age		✓	
Disability		✓	
Gender reassignment		✓	
Marriage/civil partnership		✓	
Pregnancy/maternity		✓	
Race		✓	

Religion/belief		✓	
Sex		✓	
Sexual orientation		✓	
Other (eg low income groups)		✓	

4 Summary of the likely impacts

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

The SCI sets out how the council will manage consultation on planning policy and planning applications. It recognises the needs of different groups and provides a range of methods to encourage people and organisations to participate in planning consultations.

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

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

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
Consider comments received to consultation on draft SCI and revise where appropriate	Planning Service	March 2019
Review of SCI to meet legal requirements	Planning Service	December 2023

7 Recommendation

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

- to proceed with the change, implementing the 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.

Proceed with revisions to updated Statement of Community Involvement.

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 the relevant Service Plan and monitored

Assistant Director

Dawn Hudd

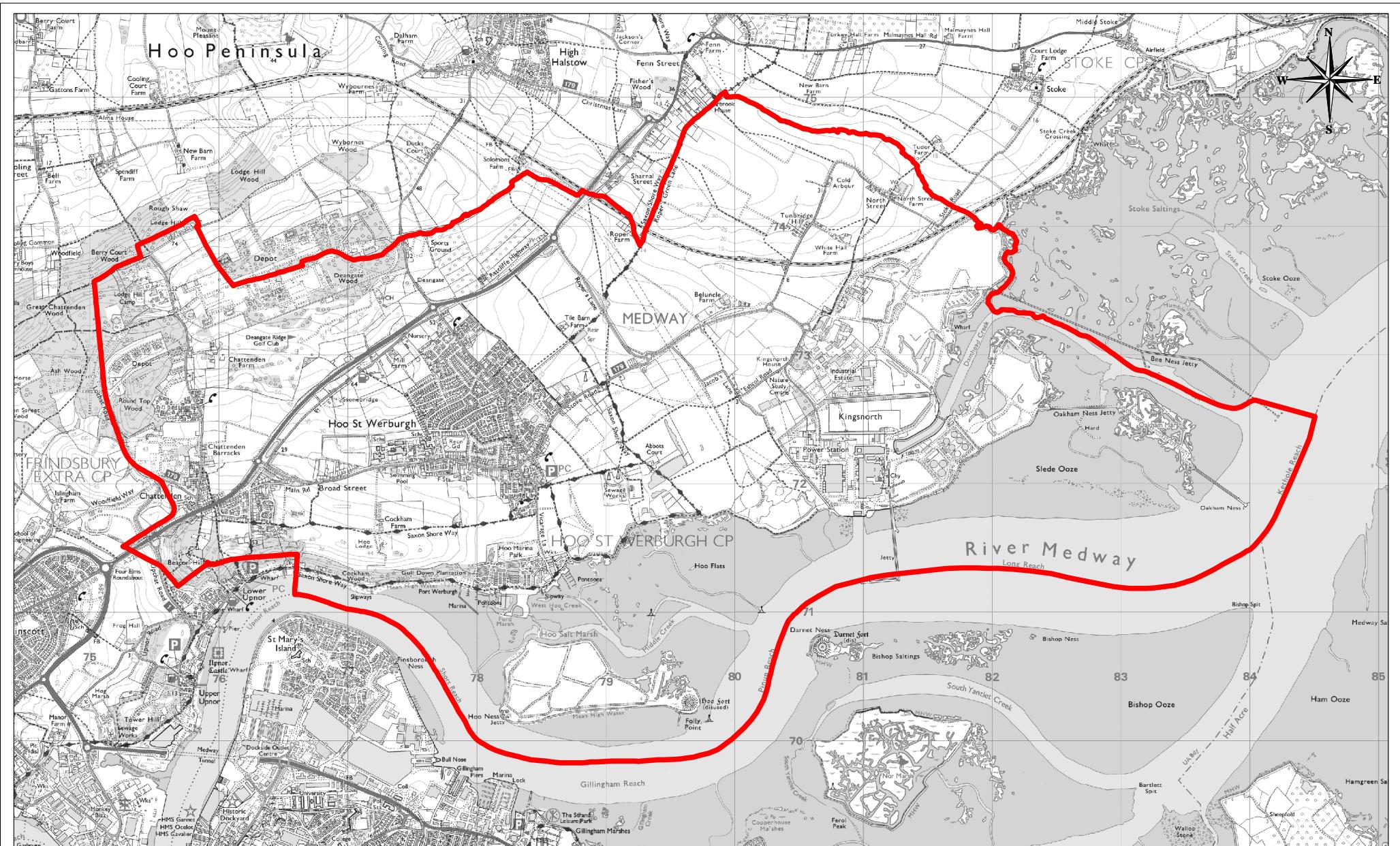
Date

5 December 2018

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

RCC:	phone 2443	email: annamarie.lawrence@medway.gov.uk
C&A (Children's Social Care):	contact your usual P&I contact	
C&A (all other areas):	phone 4013	email: jackie.brown@medway.gov.uk
BSD:	phone 2472/1490	email: corppi@medway.gov.uk
PH:	phone 2636	email: david.whiting@medway.gov.uk

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Proposed Hoo St Werburgh Neighbourhood Area boundary
APPENDIX 8

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JOHNS
ASSOCIATES

APPENDIX 9

Medway Council Local Plan

Development Strategy: Analysis of Responses Summary Report Final

J00272/ 1

Medway Council

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TABLE OF CONTENTS

1	INTRODUCTION	3
2	METHODOLOGY	4
3	RESPONSE ANALYSIS	5
	Development Strategy (Q1, DS1).....	5
	Housing (Q2, H1-H21).....	6
	Policy H1:.....	6
	Policy H2:.....	7
	Policy H3:.....	7
	Policy H4:.....	7
	Policy H5:.....	8
	Policy H6:.....	8
	Policy H7:.....	8
	Policy H8:.....	8
	Policy H9:.....	9
	Policy H10:.....	10
	Employment (Q5, E1-E8)	11
	Policy E1:.....	11
	Policy E2:.....	12
	Policy E3:.....	12
	Policy E4:.....	12
	Retail and Town Centre (Q8, RTC1-RTC29)	13
	Policy RTC1:.....	13
	Policy RTC2:.....	14
	Policy RTC3:.....	14
	Policy RTC4 and 5:.....	15
	Policy RTC6:.....	15
	Policy RTC7:.....	15
	Policy RTC8:.....	16
	Dockside:.....	17
	Policy RTC9:.....	17
	Policy RTC10:.....	17
	Policy RTC11:.....	18
	Policy RTC12:.....	18
	Natural Environment and Green Belt (Q11, NE1-NE8).....	19
	Policy NE1:.....	19
	Policy NE2:.....	20
	Policy NE3:.....	20
	Policy NE4:.....	20
	Policy NE5:.....	20
	Policy NE6:.....	21
	Policy NE7:.....	21
	Policy NE8:.....	21
	Built Environment (Q14, BE1-BE5)	22
	Policy BE1:.....	22
	Policy BE2:.....	22
	Policy BE3:.....	23
	Policy BE4:.....	23
	Policy BE5 and BE6:.....	23
	Health and Communities (Q17, HC1-HC5)	24
	Policy HC1:.....	24
	Policy HC2:.....	25
	Infrastructure (Q20, I1-I8).....	26
	Policy I1:.....	26
	Policy I2:.....	27
	Policy I3:.....	27

Policy I4:.....	27
Policy I5:.....	27
Policy I6, I7, and I8:	28
Policy I9:.....	28
Transport (Q23, T1-T15).....	28
Policy T1:.....	29
Policy T2:.....	29
Policy T3:.....	30
Policy T4:.....	31
Policy T5:.....	31
Policy T6:.....	31
Policy T7:.....	31
Policy T8:.....	32
Policy T9:.....	32
Policy T10, T11, T12:.....	32
Minerals, Waste and Energy (Q26, MWE1-MWE3).....	33
Policy MWE1-5:.....	33
Policy MWE6-10:.....	33
Policy MWE11-15:.....	34
Sustainability Appraisal and Habitat Regulations Assessment	35

1 INTRODUCTION

- 1.1 Medway Council published a Regulation 18 Development Strategy document for consultation between 16th March 2018 and 25th June 2018.
- 1.2 This document built on the previous stages of consultation: Issues and Options February 2016, and Development Options May 2017.
- 1.3 This document sets out the ambitions for the local plan, provides options for Medway's growth, proposes policies for managing development through the plan period to 2035. It is based upon Medway Council's evidence base and analytical work and informed by the comments received at the previous stages on consultation.
- 1.4 Medway Council invited consultees to provide comments on four Development Scenarios, as well as the proposed policies to support growth and manage development. To aid in this an online questionnaire was constructed using Snap Surveys software which mirrored the layout of the consultation document. Comments could be submitted using this form, or by contacting the council directly by post or email.
- 1.5 The purpose of this report is to summarize the work carried out by Johns Associates collating all responses received into the format of the Snap Survey to aid in subsequent analysis and auditing of consultee comments.

2 METHODOLOGY NOTES

2.1 Responses were received in both electronic and paper formats by post, email, and online through the Snap Survey:

Respondent Type	Electronic	Paper	Snap Survey
Charity/Community/Faith Group	13		2
Councillor/MP/Parish Council	17	2	1
Developer/Consultant	57		2
Government Department/Public Bodies	9		1
Local Authority	6		
Member of the Public	180	12	46
Other	5		2
Total	287	14	54

2.2 In order to aid in the analysis of responses it was decided that responses received in electronic and paper formats would be collated and converted as best as possible into the Snap Survey format.

2.3 To achieve this, responses were analysed using keyword mapping software to identify which policy questions and policies were referenced in each response, this was then used to guide the first manual analysis of responses where relevant sections were input into the Snap Survey format. In order to ensure that legibility was maintained in the case of substantial responses the full response was converted into the Snap Survey format in each instance – where this was not possible, for example in the case of maps or tables, it was noted for each response and a reference included to the sections of the original response not included in the Snap Survey format.

2.4 Once every response had been converted to the Snap Survey format a second manual analysis of responses was carried out in order to assess the issues raised and potential significance of the representation. A final third manual analysis of the responses was carried out in order to produce the summaries for each policy in section 3 of this report below.

3 RESPONSE ANALYSIS

Development Strategy (Q1, DS1)

Respondent Type	Q1, DS1-2
Charity/Community/Faith Group	14
Councillor/MP/Parish Council	19
Developer/Consultant	52
Government Department/Public Bodies	9
Local Authority	6
Member of the Public	220
Other	2
Grand Total	322

Table 3.1: Development Strategy responses by Respondent Type

Q1: Thinking about our approach, the scenarios and the development strategy section, please answer the following question. When developing the Local Plan what things do you think the council should consider about the scale of the development needed to support Medway's growth and provide sustainable development?

DS1a: Does the proposed spatial development strategy represent the most sustainable approach to managing Medway's growth?

DS1b: Please explain why you think proposed spatial development strategy does / doesn't represent the most sustainable approach to managing Medway's growth

DS1c: What do you consider would represent a sound alternative growth strategy for the Medway Local Plan?

- 3.1 The most frequent issue raised was that of ensuring the infrastructure necessary for development should come forwards either before, or in line with, its corresponding development(s).
- 3.2 Charities/Community/Faith groups were supportive of the plans visions and objections but raised concern about the level and/or distribution of development specified. Representations were received which advocated for the protection of designated sites – specifically Lodge Hill.
- 3.3 Developer/Consultants provided the most comprehensive responses and were most forthright in their objection to specific aspects of the plan. The most significant point they raised was in relation to the calculation of housing need using the Government's proposed Standard Methodology. This has potential implications for the rest of the plan. Even developers supportive of the plan, or with sites allocated, raised this issue. There were a significant number of representations received within this respondent group where site(s) were promoted for allocation within the Local Plan.
- 3.4 Government Department/Public Bodies responded raising the need to ensure that the Duty to Cooperate was taken into consideration through the plan preparation process. Natural England raised a holding objection to any development scenario that would potentially affect Lodge Hill SSSI. Many of these responses included specific policy recommendations that would aid in the production of a plan that these consultees would consider to be sound, and support at examination.
- 3.5 Local Authorities similarly raised the issue of the Duty to Cooperate, and raised the issue of the Government's proposed Standard Methodology in the context of Medway potentially meeting unmet need of adjacent authorities. There was support for the calculation of housing need proposed within the Local Plan.
- 3.6 Members of the public most commonly raised the issues of the level and/or distribution of development specified within the Local Plan. There were frequent objections to Scenario 4 as well as significant number of representations advocating for the protection of designated sites, or specifically Lodge Hill SSSI and Nightingales. Members of the public, when submitted their

representations, generally made reference to elements of the plan at a strategic/abstract level rather than responding to a specific policy point or question.

Housing (Q2, H1-H21)

Respondent Type	Q2	Policy H1	Policy H2	Policy H3	Policy H4	Policy H5	Policy H6	Policy H7	Policy H8	Policy H9	Policy H10
Charity / Community / Faith Group	5	2	1	2	1	1	3	2	1	1	1
Councillor / MP / Parish Council	6	2	2	2	2	2	2	2	2	2	3
Developer / Consultant	8	23	17	21	9	3	2		1	8	
Government Department / Public Bodies		1					1	1			1
Local Authority	1	1	2	1	1	1	1	1	1	1	2
Member of the Public	35	5	6	7	4	2	2	2	4	3	4
Other	2			1					1		
Total	57	34	28	34	17	9	11	8	10	15	11

Table 3.2: Housing responses by Respondent Type and Policy

Q2: Thinking about the Housing section of the Development Strategy, please answer the following question. When developing the Local Plan what things do you think the council should consider to meet Medway's housing needs?

3.7 The views offered by respondents regarding the housing section tending to vary by respondent group, with councillors/MP/parish councils and members of the public frequently stating concerns that the level of development was excessive as well as distributed incorrectly across Medway. Respondents frequently objected to the Hoo Peninsula being a focus for development as well as citing the poor state of existing infrastructure. This in turn supported other comments regarding the popular requirement that infrastructure must be delivered before residential development can take place to avoid exceeding the capacity of existing infrastructure.

3.8 Developers/consultants in comparison most frequently raised the issue of calculating housing need and the impacts that this would have on the allocation of residential and employment sites. These respondents challenged the approach adopted by the council and suggested the only sound approach was to adopt the Government's Standard Methodology for calculating housing need – which would result in a need to increase the provision of housing allocations. In an effort to address this developers promoted a number of sites for consideration as allocations.

Policy H1:

H1a: Does the proposed policy for housing delivery represent a sound approach?

H1b: Please explain why you do / don't think the proposed policy for housing delivery represent a sound approach

H1c: Would you suggest an alternative approach?

3.9 The proposed policy for housing delivery was subject to a number of challenges from respondents across a number of distinct issues. The most significant of these was raised by multiple respondent groups and related to the methodology adopted for calculating housing need, specifically that the proposed policy lacks sufficient evidence to warrant a departure from utilising the Government's standard methodology for calculating housing need. This in turn lead on to a further issue relating to the development scenarios in that some respondents felt unable to effectively comment on this, and subsequent housing policies, due to the lack of allocations and uncertainty around the level of development proposed. Homes England suggested that it would be prudent to include a policy specifically for the Hoo Peninsula Rural Town as it is present in all development scenarios.

Policy H2:

H2a: Does the proposed policy for housing mix represent a sound approach?

H2b: Please explain why you do / don't think the proposed policy for housing mix represent a sound approach.

H2c: Would you suggest an alternative approach?

3.10 The proposed policy for housing mix was subject to scrutiny from respondents, most notably developers/consultants. Their concerns related to the efficacy of requiring a specific mix of housing across Medway rather than making use of all available evidence by utilising market research and local need at the application stage. There was additional concern regarding the need for 'sufficient consideration' given to the provision of self/custom build homes as it was not clear enough to provide certainty to developers.

Policy H3:

H3a: Do you agree with the threshold for contributions for affordable housing and the percentage requirements for its provision?

H3b: Please explain why you agree / disagree with threshold for contributions for affordable housing and the percentage requirements for its provision.

H3c: What do you consider would represent an effective alternative approach?

3.11 The thresholds for contributions were subject to scrutiny from a number of respondents but most notably developers/consultants. Concerns related to the need for the thresholds to be in accordance with the draft NPPF and take into account site specific viability assessments when determining an appropriate level of affordable housing provision. The evidence base for the differentiation between rural and urban levels of affordable housing provision was questioned, as well as the definition of rural and urban areas to which the policy applies. Members of the public advocated for higher levels of affordable housing provision and stressed the need for affordable housing to be relevant to affordability in a Medway context.

H4: What do you consider would represent an effective split of tenures between affordable rent and intermediate in delivering affordable housing?

3.12 Respondents considered the 60% affordable rent and 40% intermediate an effective split but queried whether this split should be applied across Medway, comments received suggested that respondents considered that it would be appropriate for this to be a useful starting point but the policy should include flexibility to take account of local need/circumstances.

Policy H4:

H5a: Do you agree with this policy approach for Supported Housing, Nursing Homes and Older Persons Accommodation?

H5b: Please explain why you agree or disagree with this policy approach for Supported Housing, Nursing Homes and Older Persons Accommodation.

H6a: Do you consider that the council should promote the development of retirement villages, or other such clusters of specialist housing to meet needs?

H6b: Please explain why you do / don't consider that the council should promote the development of retirement villages, or other such clusters of specialist housing to meet needs

3.13 Respondents supported the proposed policy and agreed that the council should promote the development of retirement villages/other clusters of specialist housing. Comments in support of this indicated feeling that such developments should be well integrated with local communities, as well as the policy going further and setting a target/allocating schemes over the plan period.

H7a: Do you consider that the council should require large residential developments of over 400 homes to include provision for specialist and supported housing within its proposed scheme?

H7b: Please explain why you do / don't consider that the council should require large residential developments of over 400 homes to include provision for specialist and supported housing within its proposed scheme

3.14 Respondents considered that large residential developments should include provision for specialist and supported housing however comments in support of this emphasised that such a policy should be flexible and ensure that it does not adversely affect the delivery of housing.

Policy H5:

H8a: Do you agree with the proposed policy for student accommodation?

H8b: Please explain why you agree or disagree with the proposed policy for student accommodation.

H8c: Would you propose an alternative approach?

3.15 Respondents agreed with the proposed policy, comments from UCA stressed the need for student housing sites to be situated sensibly in relation to the higher education facilities.

Policy H6:

H9a: Do you agree with the proposed policy for mobile home parks?

H9b: Please explain why you agree or disagree with the proposed policy for mobile home parks.

H9c: Would you propose an alternative approach?

3.16

3.17 Respondents predominantly agreed with the proposed policy, the only objection received suggested that park homes should be considered less favourably than other forms of residential development. It was suggested that the policy should include a reference to the role of park homes for rural and agricultural workers and ensure such development can continue to support the rural economy.

Policy H7:

H10a: Do you agree with the proposed policy for houseboats?

H10b: Please explain why you agree or disagree with the proposed policy for houseboats

H10c: Would you propose an alternative approach?

3.18 Respondents agreed with the proposed policy with suggestions that it be amended to include a reference to avoid impacts on designated sites, habitats, and species from new moorings.

Policy H8:

H11a: Do you agree with the policy approach for HMOs?

H11b: Please explain why you agree or disagree with the policy approach for HMOs.

3.19 The majority of respondents supported the policy approach for HMOs, however concern was raised about the difficulty enforcing standards in HMOs, as well as the need to ensure the health and wellbeing of new and existing residents was not adversely affected.

H12a: Do you consider that the council should set locational criteria for HMOs, such as consideration neighbouring uses and proximity to other HMOs?

H12b: Please explain why you agree or disagree that the council should set locational criteria for HMOs.

H13a: Should the council make use of Article 4 Directions to restrict the ability to convert properties to HMOs?

H13b: Please explain why you agree or disagree that the council should make use of Article 4 Directions to restrict the ability to convert properties to HMOs

3.20 The majority of respondents thought the council should make use of both locational criteria and Article 4 directions to restrict the HMOs, one objection was received suggesting such approaches would be misguided as HMOs form a vital part of housing supply and instead focus should be on enforcement action against poorly managed HMOs.

Policy H9:

H14a: Do you agree with the self build and custom housebuilding approaches taken above?

H14b: Please explain why you agree or disagree with the self build and custom housebuilding approaches taken above

3.21 The majority of respondents supported the proposed policy, at least in principle, however the subsequent questions illustrate that the implementation of the policy is contentious. Developers suggested that the implementation of any policy must be flexible and site specific, with any level of self/custom build informed by viability assessments for that site.

H15a: Do you think that the council should allocate specific sites for self/custom housebuilding development?

H15b: Please explain why you agree or disagree that the council should allocate specific sites for self/custom housebuilding development

H15c: Do you have any sites suitable for this use that you wish to promote for us to consider?

3.22 The majority of respondents considered that the council should not allocate sites for development, however a minority supported such a policy. Concerns were that allocation of sites for self/custom build would establish the principle of residential use for a site. Developers were against sub-allocation of a site for self/custom build as it could impede housing delivery. No sites were suggested for promotion.

H16a: Do you agree with the approach set above?

H16b: Please explain why you agree or disagree with the approach set above

H16c: What proportion of the allocated site do you agree is an acceptable percentage to be sold and built out before the remaining plots could be offered to the council/housing association or other non self/custom builders?

H16d: After what further period of time of unsuccessful marketing do you feel it would be acceptable to offer the remaining plots on to the council/housing association or other non self/custom builders?

3.23 Respondents agreed with the proposed approach. Members of the public suggested proportions of 50%. Homes England suggested any proportion must be determined on a site by site basis informed by interest in self/custom build plots. In terms of the period of time of unsuccessful marketing respondents provided suggestions ranging from 3 months only, to 6 months, through to a 1 year time period. The most frequent suggestion was 6 months.

H17a: Do you agree that sites over a certain size should offer a percentage of the plots to self/custom builders?

H17b: Please explain why you agree or disagree that sites over a certain size should offer a percentage of the plots to self/custom builders

H17c: Do you agree with the proposed 5% share of plots for self/custom build and the threshold of sites at 400 dwellings and over?

H17d: Please explain why you agree or disagree with the proposed 5% share of plots for self/custom build and the threshold of sites at 400 dwellings and over

3.24 Among non-developer respondents there was support for requiring a proportion of sites above a certain size being allocated for self/custom builders, however some developers raised objections regarding the imposition of thresholds as inflexible – instead preferring that should a proportion be required the exact amount be determined through a site specific viability assessment. An alternate approach suggested was that the Council seek to identify sites specifically for self/custom build rather than attempt to incorporate them into strategic sites.

H18a: Do you agree with this approach outlined above?

H18b: Please explain why you agree or disagree with this approach

H19a: Do you agree with this approach outlined above?

H19b: Please explain why you agree or disagree with this approach

3.25 There was considerable support for these approaches among the majority of respondents however developers suggested that in terms of marketing it would be appropriate to have a 3-6 month set period for the Council / Housing Associations to acquire the plot, at the end of which it would revert to the developer. In terms of completion most considered 3 years to be an excessive length of time with the most frequent suggestion being 2 years. Concern was raised by developers that time periods greater than these place a significant burden on them which may impede housing delivery.

Policy H10:

H20a: Does this represent a sound approach to planning for gypsy, traveller and travelling showpeople's accommodation needs?

H20b: Please explain why you agree or disagree that this is a sound approach to planning for gypsy, traveller and travelling showpeople's accommodation needs

3.26 While the proposed policy was supported by the majority of respondents concerns were raised by parish councils that the draft policy was not sufficiently strongly worded and that the policy should direct development away from rural areas.

H21a: Do you consider that the council should identify site allocations for new gypsy and traveller, and travelling showpeople in the Local Plan?

H21b: Please explain why you agree or disagree that the council should identify site allocations for new gypsy and traveller, and travelling showpeople in the Local Plan

3.27 The majority of respondents considered that the council should identify sites, the reasoning behind this was that a proactive and positive approach would result in less sites in inappropriate locations.

Employment (Q5, E1-E8)

Respondent Type	Q3	Policy E1	Policy E2	Policy E3	Policy E4
Charity/Community/Faith Group	3	1	2	2	1
Councillor/MP/Parish Council	4	2	2	2	2
Developer/Consultant	7	11	5	4	3
Government Department/Public Bodies	1	1	2	1	1
Local Authority	3	1	1	1	1
Member of the Public	27	4	5	3	4
Other	1				
Total	46	20	17	13	12

Table 3.3: Employment responses by Respondent Type and Policy

Q5: Thinking about the employment section of the Development Strategy, please answer the following question. When developing the Local Plan what things do you think the council should consider to meet Medway's economic needs?

3.28 One of the most prevalent considerations respondents raised was the need for infrastructure to be delivered to support economic growth as well as residential development. Respondents also felt that the local plan should promote and encourage the development of the low-carbon and green economy, sustainable agriculture and food production, as well as sustainable tourism within Medway. Respondents emphasised the need for certainty around the level of employment land through an allocation process appropriate for the level of housing provision, where broad locations are identified it is important sufficient information is available.

3.29 Members of the public reiterated the concern around the delivery of infrastructure to support economic allocations as well as the need to safeguard designated environmental sites wherever possible.

Policy E1:

E1a: Do you consider that this is an effective approach to securing and strengthening Medway's economy?

E1b: Please explain why you think that this is / is not an effective approach to securing and strengthening Medway's economy

3.30 The proposed policy was supported by the majority of respondents, however concerns were raised regarding the need to review the level of provision accordingly if the level of housing provision increases following the adoption of the Government's standard methodology for calculating housing need. Concerns were also raised by developers that the policy did not provide the necessary flexibility to address sites allocated for employment use but without a reasonable prospect of being developed.

E2: Which locations do you consider are the most appropriate for employment growth?

3.31 Respondents provided a number of locations they considered most appropriate: the TIL site at Grain, the Hoo Rural Town and Lodge Hill site, expanding or intensifying existing areas on the Isle of Grain, and existing town centres.

E3a: Do you agree with the proposed approach to assessing GVA with planning applications for employment uses?

E3b: Please explain why you agree or disagree with the proposed approach to assessing GVA with planning applications for employment uses

3.32 The proposed approach to assessing GVA was supported by the majority of respondents however some concerns were raised around an agreed methodology for its assessment, its weight in considering planning permissions, as well as its flexibility in implementation and an appropriate threshold for such an assessment.

E4a: Do you support the proposed approach for higher value jobs in Medway?

E4b: Please explain why you support / do not support the proposed approach for higher value jobs in Medway

3.33 Respondents supported the proposed approach for higher value jobs.

E5a: Do you consider that there is demand for further serviced office accommodation in Medway?

E5b: Please explain why you consider / do not consider that there is demand for further serviced office accommodation in Medway

3.34 Respondents provided mixed views on the level of demand for serviced offices in Medway, responses submitted in support of serviced offices presented the benefits that they brought to small and micro businesses and village workers; whereas others considered that the presence of empty office complexes in Medway was indicative of a lack of demand for serviced offices that would be met by the private sector.

Policy E2:

E6a: Do you agree with the proposed policy approach for the rural economy?

E6b: Please explain why you agree / disagree with the proposed policy approach for the rural economy

E6c: What alternative approaches would you propose?

3.35 The proposed policy was predominantly supported by respondents; however, concerns were raised regarding the notion of positive benefits with clarification requested on this terminology, the need for a flexible approach in implementing the proposed policy, as well as a suggestion to include reference in the policy to the need to conserve the best and most versatile agricultural land wherever possible.

Policy E3:

E7a: Do you agree with the proposed policy approach towards tourism?

E7b: Please explain why you agree or disagree with the proposed policy approach towards tourism

E7c: Would you suggest an alternative policy approach?

3.36 The proposed policy was supported by the majority of respondents with the only objection relating to the policy being overly inflexible in requiring development to avoid negative impacts. Suggestions included amending the policy to consider negative impacts against benefits; as well as noting marinas on Policy mapping.

Policy E4:

E8a: Do you agree with the proposed policy approach towards visitor accommodation?

E8b: Please explain why you agree or disagree with the proposed policy approach for visitor accommodation

E8c: Would you suggest an alternative policy approach?

3.37 The proposed policy was supported by the majority of respondents however concerns were raised over the requirement that development must avoid negative impacts, and accordingly it was suggested the policy be amended to reflect support for proposals where negative impacts were mitigated or outweighed. This point was explicitly supported by Natural England who recommended that the policy require environmental net gain.

Retail and Town Centre (Q8, RTC1-RTC29)

Respondent Type	Q8	Policy RTC1	Policy RTC2	Policy RTC3	Policy RTC4-5	Policy RTC6	Policy RTC7	Policy RTC8	Policy RTC9	Policy RTC10	Policy RTC11	Policy RTC12
Charity / Community / Faith Group	4	2	1	1	1	1	1	1	1	1	1	1
Councillor / MP / Parish Council	5	2	2	2	2	2	2	2	2	2	2	2
Developer / Consultant	3	7	7	7	4	1	1	2	1	2	1	3
Government Department / Public Bodies												
Local Authority	1	1	1	1	1	1	1	1	1	1	1	1
Member of the Public	28	2	1	1	1	1	1	2	2	4	4	3
Other	1						1					
Total	42	14	12	12	9	6	7	8	7	10	9	10

Table 3.4: Retail and Town Centre responses by Respondent Type and Policy

Q8: Thinking about the retail and town centres section of the Development Strategy, please answer the following question. When developing the Local Plan what things do you think the council should consider to meet Medway's retail and town centre needs?

3.38 The most significant concern for members of the public was to ensure that out-of-town development was restricted in order to promote a focus on regeneration of existing town centres. This should in turn be supported by improving connectivity and accessibility by public transport as well as increasing the vitality of town centres through alternative uses. A concern of many respondents was to ensure that supporting infrastructure to either deliver new retail development or support existing centres was delivered in line with residential development outlined in the development strategy; as well as ensuring that the cross-boundary impacts of these increases were monitored and managed accordingly. It was also suggested that policies in this section should retain a degree of flexibility to enable them to respond to the evolving market in terms of town centre usage and retail behaviour.

Policy RTC1:

RTC1a: Do you consider that the proposed policy represents an effective approach for managing a retail hierarchy in Medway?

RTC1b: Please explain why you consider / don't consider that the proposed policy represents an effective approach for managing a retail hierarchy in Medway

RTC2a: Do you agree with the definition of Chatham as the primary centre at the top of the hierarchy?

RTC2b: Please explain why you agree or disagree with the definition of Chatham as the primary centre at the top of the hierarchy

RTC3a: Do you agree with the identified district centres?

RTC3b: Please explain why you agree or disagree with the identified district centres

3.39 The proposed policy was predominantly supported by the majority of respondents with one objection regarding the position of Chatham within the proposed hierarchy and its justification within the evidence base. It is important to note however that there were multiple comments in support of Chatham as the primary centre and that considered the evidence to be sound.

RTC4: How do you consider that Dockside should be recognised in Medway's retail hierarchy?

3.40 There were mixed views on whether Dockside should be considered part of Medway's retail hierarchy, where it was supported it was for the benefits this would bring in terms of its vitality, and where it was opposed it was due to the lack of features normally associated with a traditional town/district centre.

RTC5: Would you propose any alternative approaches to Medway's retail hierarchy?

3.41 It was suggested that the policy should include reference to retail provision to support the development strategy; as well as a need to ensure the policy was flexible enough to accommodate the changing nature of retail use.

Policy RTC2:

RTC6a: Do you consider that the proposed policy represents an effective approach for securing and strengthening the role of Medway's traditional town centres?

RTC6b: Please explain why you consider / don't consider that the proposed policy represents an effective approach for securing and strengthening the role of Medway's traditional town centres

RTC6c: Do you agree with the proposed sequential approach?

RTC6d: Please explain why you agree or disagree with the proposed sequential approach

RTC6e: Would you propose alternative approaches?

3.42 The approach contained within the proposed policy was supported by most respondents however there were several queries and objections from developers regarding its application of the sequential test, the evidence base used to inform the approach, and that the promotion of Chatham town centre was not sound. It was also suggested that the policy should make specific reference to the creation of new local centres to support new development outlined in the development strategy scenarios.

Policy RTC3:

RTC7a: Do you consider that the proposed policy represents an effective approach for securing and strengthening the role of Medway's traditional town centres?

RTC7b: Please explain why you consider / don't consider that the proposed policy represents an effective approach for securing and strengthening the role of Medway's traditional town centres

RTC8a: Do you agree with the proposed approach to impact assessments?

RTC8b: Please explain why you agree or disagree with the proposed approach to impact assessments

RTC9a: What do you consider would represent an appropriate size threshold for developments to undertake an impact assessment?

RTC9b: Would you propose alternative approaches?

3.43 Respondents predominantly supported the proposed policy and approach to impact assessments with comments in support stating that it was in accordance with the default position described within the NPPF and draft NPPF (now revised July 2018). In contrast objections received stated that the approach was not considered to be consistent with the NPPF in that it did not adequately justify its approach. There were two main approaches proposed in response to RTC9, some respondents advocated that the threshold should be 2500m² while others considered that a lower threshold would be appropriate for Medway and believed it could be well evidenced.

Policy RTC4 and 5:

RTC10a: Do you agree that this proposed approach represents an effective approach to planning for the city and district centres in Medway?

RTC10b: Please explain why you agree or disagree that this proposed approach represents an effective approach to planning for the city and district centres in Medway

3.44 The majority of respondents agreed with the proposed approach, however concerns were raised relating to the effects of the proposed policies on the Hempstead Valley District Centre. In order to address these concerns the developer suggested that policy RTC4 should be rewording to improve its flexibility, and that policy RTC5 should have the restriction against non-A1 town centre uses removed.

RTC11a: Do you consider that changes are required to the town centre boundaries as defined in the figures 5a to 5f on pages 83 to 85 of the Development Strategy Document ?

RTC11b: Please explain why you consider / don't consider that changes are required to the town centre boundaries as defined in the figures 5a to 5f in the Development Strategy Document

3.45 Respondents on the whole considered that changes were not required to town centre boundaries. One response was received suggesting that Strood Retail Park should be included within the district centre boundary for Strood.

RTC12a: Do you agree with the classification of primary and secondary shopping frontages as shown in figures 5a to 5f on pages 83 to 85 of the Development Strategy Document ?

RTC12b: Do you agree with the classification of primary and secondary shopping frontages as shown in figures 5a to 5f in the Development Strategy Document?

RTC13: Do you consider that there are alternative approaches to manage this aspect of Medway's main centres?

3.46 Respondents were supportive of the classifications of primary and secondary frontages.

Policy RTC6:

RTC14a: Do you agree that this proposed approach represents an effective approach to planning for temporary uses in centres in Medway?

RTC14b: Please explain why you agree or disagree that this proposed approach represents an effective approach to planning for temporary uses in centres in Medway

RTC14c: Would you propose alternative approaches?

3.47 The proposed policy was supported by respondents, some comments in support of the policy suggested that a similar approach could be adopted in local centres, as well as a suggestion that policy RTC5 and RTC6 should do more to support retail / leisure / hospitality due to the challenges these sectors face.

Policy RTC7:

RTC15a: Do you agree that development of specific uses should be restricted where it could result in an unhealthy and unsustainable overconcentration of premises in one area?

RTC15b: Please explain why you agree or disagree that development of specific uses should be restricted where it could result in an unhealthy and unsustainable overconcentration of premises in one area

3.48 The approach proposed through this policy was supported by the majority of respondents however concerns were raised by developers that it was overly generic and would not allow an appropriate level of flexibility and would result in an over-burdening of businesses.

RTC16a: The council considers such specific uses to include 'high energy density food' outlets, which sell foods high in fat and/or sugar; betting shops; gaming centres; and premises selling alcohol, particularly for off licence sales. Do you agree with this definition?

RTC16b: Please explain why you agree or disagree with the definition

RTC16c: Do you think that the list should be amended?

3.49 While this definition was similarly supported by the majority of respondents concerns were raised by developers that no consideration had been given to other A class uses and their impacts on health and wellbeing which can be equal to, or greater than, those of the specific uses defined here.

RTC17a: Do you think that the council should introduce a maximum percentage for units in an area that are allowed for use by the specific businesses noted above?

RTC17b: Please explain why you think / don't think that the council should introduce a maximum percentage for units in an area that are allowed for use by the specific businesses noted above

3.50 Respondents offered mixed view on this proposal with most objecting on the ground that it may inadvertently lead to vacant units due to its inflexibility.

RTC18a: Do you think that such uses should be restricted near schools and youth facilities?

RTC18b: Please explain why you think / don't think that such uses should be restricted near schools and youth facilities

3.51 The majority of respondents did not think that such uses should be restricted near schools and youth facilities. Explanations offered by developers presented evidence disputing links between fast food, school proximity, and obesity. Other concerns were the policy creating vacant units through an inflexible approach.

RTC19a: Do you think that the council should not set policy in this area, but rather consider proposals for such uses on a case by case basis?

RTC19b: Please explain why you think / don't think that the council should not set policy in this area, but rather consider proposals for such uses on a case by case basis

3.52 Most respondents considered that proposals should be considered on a case by case basis for various reasons: developers who had objected to the other elements of the proposed policy considered there was no appropriate reason to restrict uses by location, concentration, or distances from schools.

Policy RTC8:

RTC20a: Do you consider this is the appropriate approach to planning for Hempstead Valley shopping centre?

RTC20b: Please explain why you consider / don't consider that this is an appropriate approach to planning for Hempstead Valley shopping centre

RTC21a: Do you think that further developments at Hempstead Valley should be restricted, so that greater priority is given to retail and leisure in the main town centres in Medway?

RTC21b: Please explain why you think / don't think that further developments at Hempstead Valley should be restricted, so that greater priority is given to retail and leisure in the main town centres in Medway

3.53 The proposed policy was predominantly supported by respondents however objections were raised by developers challenging the assertion within the text of the policy that the success of the Hempstead Valley District Centre had come at the expense of traditional centres and consequently that further development at the HVDC should not be limited through policy. These objections also contended that there was no basis within the NPPF to restrict district centres over traditional centres.

RTC22a: Do you support a policy approach that seeks to achieve a balance of uses across all centres in Medway?

RTC22b: Please explain why you support / don't support a policy approach that seeks to achieve a balance of uses across all centres in Medway

3.54 This approach was supported by the majority of respondents, however explanation was not provided for these responses.

Dockside:

RTC23a: Do you support a policy approach that recognises the family leisure role of Dockside?

RTC23b: Please explain why you support / don't support a policy approach that recognises the family leisure role of Dockside

RTC24: What do you think is the appropriate approach to further growth? Should policy only allow a small amount of new 'convenience' retail, or support a wider range of services and shops to develop its role as a local centre?

3.55 There was general support for a policy approach for Chatham Dockside from most respondents, however there was an objection raised against a policy led approach on the grounds that Chatham Dockside does not have the features of a traditional centre.

Policy RTC9:

RTC25a: Do you consider that this is an appropriate approach to planning for Medway Valley Leisure Park?

RTC25b: Please explain why you consider / don't consider that this is an appropriate approach to planning for Medway Valley Leisure Park

3.56 The proposed policy was supported by the majority of respondents, however explanation was not provided for any of these responses.

RTC26a: Do you think that there should be a specific policy to manage the development of Medway Valley Leisure Park, or if proposals should only be determined by use of wider retail policies?

RTC26b: Please explain your answer

3.57 The majority of respondents thought that a specific policy was appropriate to manage the development of Medway Valley Leisure Park given the special nature of the area.

Policy RTC10:

RTC27a: Do you agree with this proposed approach to sustainable communities?

RTC27b: Please explain why you agree or disagree with this proposed approach to sustainable communities

RTC27c: What alternative approaches would you suggest?

3.58 The proposed policy was supported by respondents, comments were received seeking clarification on the use of 'health' within the policy as to whether it related to human health; and suggesting that the policy include an element of flexibility to allow the use of defined centres can appropriately respond to evolving market requirements.

Policy RTC11:

RTC28a: Do you consider that this is the appropriate approach to planning for small retail areas?

RTC28b: Please explain why you consider / don't consider that this is the appropriate approach to planning for small retail areas

3.59 The proposed policy was supported by the majority of respondents, the only concern raised related to development on the Hoo Peninsula and the vulnerability of existing small businesses to an influx of larger retail areas. Comments in support of the policy noted that where growth occurs it is important to balance meeting the needs of residents while maintaining the hierarchy of defined centres.

RTC28c: Do you think that it would be better if there were no specific policy for local centres and shopping parades, and development proposals were considered on a case by case basis?

RTC28d: Please explain why you think / don't think that it would be better if there were no specific policy for local centres and shopping parades, and development proposals were considered on a case by case basis

3.60 The responses to this question were mixed, those who favoured a case-by-case approach advocated its flexibility and ability to appropriately respond to the local circumstances around each development; while those who favoured a policy based approach stated that the value of village centres was too great to be simply left considered on a case-by-case basis.

Policy RTC12:

RTC29a: Do you consider that this is an effective approach to planning for retail parks?

RTC29b: Please explain why you consider / don't consider that this is an effective approach to planning for retail parks

RTC29c: Would you suggest alternative policies for planning of development in retail parks?

3.61 The proposed policy received mixed support, with objections from developers/consultants stating that there was no provision within the NPPF to plan for retail development in out-of-centre retail parks and as such the proposed policy should not be considered sound. The suggested solution to this was a rewrite of the policy with regard to the NPPF and relevant guidance.

Natural Environment and Green Belt (Q11, NE1-NE8)

Respondent Type	Q11	Policy NE1	Policy NE2	Policy NE3	Policy NE4	Policy NE5	Policy NE6	Policy NE7	Policy NE8
Charity/Community/Faith Group	7	1	1	1	1	2	2	2	3
Councillor/MP/Parish Council	5	2	2	2	3	2	2	2	2
Developer/Consultant	6	2	2	5	7	2	5	3	3
Government Department/Public Bodies	1	2	2	2	1	3	1	2	1
Local Authority	2	1	1	1	1	2	2	2	2
Member of the Public	37	8	6	8	3	4	4	3	7
Other	2	1		1	1	1		1	
Total	60	17	14	20	17	16	16	15	18

Table 3.5: Natural Environment and Green Belt responses by Respondent Type and Policy

Q11: Thinking about the natural environment and greenbelt section of the Development Strategy, please answer the following question. When developing the Local Plan what things do you think the council should consider to support conservation and enhancement of the environment in Medway?

3.62 The most significant concern for respondents related to the principle of protecting the natural environment from inappropriate development. The means by which this should be achieved were varied and included such suggestions as: including specific reference to species and habitats beyond designated areas or potentially applying local designations to specific areas; promoting an approach that would proactively plan for the impacts of climate change and mitigate them wherever possible; and promoting the use of woodland planting as a means of effective mitigation.

3.63 There were also suggestions that a policy relating to noise impacts should be included within the local plan, the Environment Agency referenced appropriate strategic documents which should be included in the supporting text for the relevant policies. Developers were concerned that without a fully updated Landscape Character Assessment or Green Infrastructure Framework it would not be possible to effectively comment on these aspects of the local plan.

Policy NE1:

NE1a: Do you consider that this is an effective approach to managing the internationally important habitats in the designated SPA and SAC habitats?

NE1b: Please explain why you consider / don't consider that this is an effective approach to managing the internationally important habitats in the designated SPA and SAC habitats

NE1c: What alternative approaches would you recommend to secure the favourable condition of these areas?

3.64 The proposed policy was supported by the majority of respondents, members of the public who objected to this policy did so due to their opposition to any development at Lodge Hill. Natural England's comments on this policy related to the need to ensure that development in close proximity to SPAs or Ramsar sites contributed to the North Kent Strategic Access Management and Monitoring Strategy as well as assessing their direct and indirect impacts on these sites. Additional suggestions included referencing the health benefits of the natural environment, and that the policy should reinforce the prioritisation of brownfield land over greenfield.

Policy NE2:

NE2a: Do you consider that this is an effective approach to conserving and enhancing Medway's natural environment?

NE2b: Please explain why you consider / don't consider that this is an effective approach to conserving and enhancing Medway's natural environment

NE2c: What alternative approaches would you recommend to secure the favourable condition of these areas?

3.65 The proposed policy was supported by the majority of respondents but received significant and contrasting suggestions. Developers including Homes England sought for flexibility to be added to the policy to allow development to proceed where the benefits outweigh the harm to designated sites, whereas Natural England and local authorities suggested that development that could damage designated sites be refused. This sentiment was echoed by members of the public who sought the strongest possible protections for designated sites such as Lodge Hill.

Policy NE3:

NE3a: Do you consider that this is an effective approach to conserving and enhancing the special features of the Kent Downs AONB?

NE3b: Please explain why you consider / don't consider that this is an effective approach to conserving and enhancing the special features of the Kent Downs AONB

NE3c: What alternative approaches would you recommend to secure the components of natural beauty?

3.66 The proposed policy was near wholly supported by respondents, the Kent Downs AONB Unit provided a comprehensive list of components it felt should be included within the policy which would improve its effectiveness. Additional suggestions were provided by Natural England seeking the policy to closely reflect the protection afforded to AONBs in the NPPF. Some objections were received from members of the public seeking a halt to development within the AONB, as well as raising the issue of the development of Rochester Airport and its effects on the tranquillity of the AONB.

Policy NE4:

NE4a: Do you consider that this is an effective approach to landscape policy in Medway?

NE4b: Please explain why you consider / don't consider that this is an effective approach to landscape policy in Medway

NE4c: What alternative approaches would you recommend?

3.67 The proposed policy was near wholly supported by respondents, parish councils had concerns that the policy would not be able to effectively prevent developments which could detrimentally affect the landscape character of rural areas. Developers suggested that it was not possible to fully comment on the policy due to the absence of a fully updated Landscape Character Assessment and Green Infrastructure Framework.

Policy NE5:

NE5a: Do you consider that this is an effective approach to securing effective and healthy green infrastructure in Medway?

NE5b: Please explain why you consider / don't consider that this is an effective approach to securing effective and healthy green infrastructure in Medway

NE5c: What alternative approaches would you recommend to secure effective and healthy green infrastructure in Medway?

3.68 The proposed policy was predominantly supported by respondents, Natural England recommended that the policy be supported with a detailed green infrastructure strategy to ensure its effective delivery. Suggestions were made to the text of the policy by the Environment Agency and developers sought clarification on the terminology used in the Green Infrastructure Framework which would in turn lead to increased certainty at the masterplanning stage by allowing developers to determine their obligations under the policy. Concerns raised by members of the public related to the efficacy of the policy for Lodge Hill given the development detailed in the development strategy.

Policy NE6:

NE6a: Do you agree with the proposed policy for Green Belt?

NE6b: Please explain why you agree or disagree with the proposed policy for Green Belt

3.69 The proposed policy was predominantly supported by respondents with some caveats in that any release of Green Belt land would need to be done in only exceptional circumstances. It was suggested that clarification may be needed to ensure that Green Belt was not misinterpreted as an environmental constraint but as a planning constraint, as well as ensuring the continued engagement with neighbouring authorities.

NE6c: Do you consider that the exceptional circumstances exist to justify the review of the Green Belt boundary?

NE6d: Please explain why you consider / don't consider that the exceptional circumstances exist to justify the review of the Green Belt boundary

NE6e: Do you have suggestions for alternative approaches to Green Belt policy?

3.70 There were a number of respondents who considered that exceptional circumstances existed that justified a review of the Green Belt boundary. In the case of developers this was facilitating housing need through sensitive release, for members of the public there was a mix of opposition to any release of Green Belt land and others who would accept the release of lower value sections. It was also suggested that the need to preserve existing green spaces warranted expanding the Green Belt boundaries.

Policy NE7:

NE7a: Do you agree with the proposed policy for flood and water management?

NE7b: Please explain why you agree or disagree with the proposed policy for flood and water management?

NE7c: Do you have suggestions for alternative approaches for this policy area?

3.71 The proposed policy was supported with comments from the Environment Agency requesting that the Water Framework Direction (WFD) was explicitly referenced alongside an explanation of the benefits of good water quality in all water bodies. Natural England suggested that it may also be relevant to include measures that could be taken to help with climate change adaptation and resilience. Other comments included the need to ensure that any direct or indirect impacts of Sustainable Drainage Schemes (SuDS) on the historic environment was considered and mitigated where possible.

Policy NE8:

NE8a: Do you agree with the proposed policy for air quality?

NE8b: Please explain why you agree or disagree with the proposed policy for air quality?

NE8c: Do you have suggestions for alternative approaches for this policy area?

3.72 The proposed policy was predominantly supported by respondents however Natural England suggested that the policy should be amended to reference the harmful ecological impacts of air pollution as well as the human impacts. Public Health also queried the absence of a specific policy on noise pollution within the document. Suggestions were made by developers with regard to mechanisms for mitigating air quality impacts, and when these should be acceptable.

Built Environment (Q14, BE1-BE5)

Respondent Type	Q14	Policy BE1	Policy BE2	Policy BE3	Policy BE4	Policy BE5-6
Charity/Community/Faith Group	1	1	1	1	1	1
Councillor/MP/Parish Council	4	2	2	2	2	2
Developer/Consultant	1	9	4	7	5	1
Government Department/Public Bodies		1				1
Local Authority	1	1	1	1	1	2
Member of the Public	26	2	4	2	2	2
Other	1					
Total	34	16	12	13	11	9

Table 3.5: Built Environment responses by Respondent Type and Policy

Q14: Thinking about the built environment section of the Development Strategy, please answer the following question. When developing the Local Plan what things do you think the council should consider to support sustainable development and high quality design in Medway?

3.73 The most important issue for respondents was the need to promote sustainable development through energy efficient and environmentally sensitive design. Another common suggestion from members of the public was to ensure that there was adequate car parking provision for new development to reduce the impact of car parking on existing residents. Kent County Council suggested that it would be appropriate to incorporate the requirement for the production of an Energy Statement for major development to identify how they would meet the challenges of climate change.

Policy BE1:

BE1a: Does the proposed policy for high quality design represent the most appropriate approach for the Medway Local Plan?

BE1b: Please explain why you think that the proposed policy for high quality design do / don't represent the most appropriate approach for the Medway Local Plan

BE1c: What do you consider would represent a sound alternative approach towards planning for high quality design in the Medway Local Plan?

3.74 The proposed policy was broadly supported with criticism from some developers centred on the inclusion of local standards, Building for Life and Lifetime Homes standards – mainly that these standards should not be referenced within the policy and should be replaced by references to appropriate national standards and Building Regulations. Additional suggestions related to non-residential development, notably that there should be a floorspace threshold / feasibility test for the requirement for development to meet BREEAM “Very Good” standards.

Policy BE2:

BE2a: Does the proposed policy for sustainable design represent the most appropriate approach for the Medway Local Plan?

BE2b: Please explain why you think the proposed policy for sustainable design does / doesn't represent the most appropriate approach for the Medway Local Plan

BE2c: What do you consider would represent a sound alternative approach towards sustainable design in the Medway Local Plan?

3.75 The proposed policy was broadly supported, however it received criticism from members of the public, parish councils, and community groups as it did not include standards for energy and water use – the rationale being that such standards would assist in delivering sustainable development. Developers were broadly supportive of the policy but raised concerns around

the policy interaction with non-residential development as well as the need for flexibility in implementing the policy to avoid impeding the delivery of housing to meet assessed need.

Policy BE3:

BE3a: Does the proposed policy for housing design represent the most appropriate approach for the Medway Local Plan?

BE3b: Please explain why you think the proposed policy for housing design does / doesn't represent the most appropriate approach for the Medway Local Plan

BE3c: What do you consider would represent a sound alternative approach for housing design in the Medway Local Plan?

3.76 The responses to the proposed policy were broadly supportive with concern being raised by developers against the use of the Medway Housing Design Standard, with the solution to only reference the Nationally Described Space Standards unless an appropriate evidence base to support this difference could be presented. Additionally it was suggested that the policy should include references to dementia friendly developments as well as the benefits of incorporating natural features into housing design.

Policy BE4:

BE4a: Does the proposed policy for housing density represent the most appropriate approach for the Medway Local Plan?

BE4b: Please explain why you think the proposed policy for housing density does / doesn't represent the most appropriate approach for the Medway Local Plan

BE4c: Is there an alternative way to express optimum net residential density, e.g. habitable rooms per hectare?

BE4d: What do you consider would represent a sound alternative approach for housing density in the Medway Local Plan?

3.77 The responses to the proposed policy was supportive with some policy suggestions: the policy could specify density ranges for different areas / local circumstances, and that the policy could potentially be expanded to all sites or masterplans. No alternative suggestions were put forwards for BE4c.

Policy BE5 and BE6:

BE5a: Do the proposed policies for the historic environment represent the most appropriate approach for the Medway Local Plan?

BE5b: Please explain why you think the proposed policies for the historic environment do / don't represent the most appropriate approach for the Medway Local Plan

BE5c: What do you consider would represent a sound alternative approach towards planning for the historic environment in the Medway Local Plan?

3.78 While the policy was broadly supported by most respondents Heritage England did not consider that policy BE5 set out a positive and clear strategy for the historic environment required by the National Planning Policy Framework, and provided suggestions on how this could be addressed to their satisfaction. Kent County Council provided suggestions to strengthen policy BE6 with a focus on heritage rather than historic environment, promoting a focus on archaeological assets, and supporting the production of a Medway Landscape Character Assessment.

Health and Communities (Q17, HC1-HC5)

Respondent Type	Q17	Policy H1	Policy H2
Charity/Community/Faith Group	4	2	3
Councillor/MP/Parish Council	6	2	2
Developer/Consultant	3	4	3
Government Department/Public Bodies		1	
Local Authority	2	1	1
Member of the Public	34	3	6
Other	1	1	
Total	50	14	15

Table 3.7: Health and Communities responses by Respondent Type and Policy

Q17: Thinking about the health and communities section of the Development Strategy, please answer the following question. When developing the Local Plan what things do you think the council should consider to help improve the quality of life for Medway's residents?

3.79 The primary concern raised by respondents was the provision of healthcare facilities: GP surgeries and hospitals. Existing facilities would need to be enhanced, or new facilities created, to meet the identified increases in population as well as meeting the needs of an aging population. Respondents considered it vital that the appropriate level of provision was identified and secured through discussions with the relevant healthcare authorities and provided in a timely fashion as development was brought forward.

3.80 Additional comments received touched on: the need to ensure that faith groups had facilities available for worship with supporting infrastructure, recommendations that the proposed policies in this section make specific reference to the range of specialist accommodation required, and suggestions that the policy promote sustainable food production.

Policy HC1:

HC1a: Does the proposed policy for Health and Wellbeing represent the most appropriate approach to planning for health improvements in Medway?

HC1b: Please explain why you think the proposed policy for Health and Wellbeing does / doesn't represent the most appropriate approach to planning for health improvements in Medway

HC2a: Do you agree with the proposed threshold for HIAs?

HC2b: Please explain why you agree or disagree with the proposed threshold for HIAs

3.81 The proposed policy was supported by the majority of respondents, however objections were raised to the proposed threshold for Health Impact Assessments (HIA) by developers for a number of reasons. These included: the requirement to carry out a HIA alongside an Environmental Impact Assessment (EIA) was unnecessary as the EIA would adequately address such concerns, the local plan should have considered the health impacts of development and as such only proposals which departed from the local plan should require a HIA, and finally that the requirement to carry out an HIA at the proposed threshold would be an unnecessary burden on development that could impede housing delivery.

HC3a: Do you agree with the council's proposed approach to managing Hot Food Takeaways?

HC3b: Please explain why you agree or disagree with the council's proposed approach to managing Hot Food Takeaways

HC4: What do you consider would represent a sound alternative approach towards planning for health in the Medway Local Plan?

3.82 There was agreement among respondents for the council's approach to managing Hot Food Takeaways.

Policy HC2:

HC5a: Does the proposed policy for Community Facilities represent the most appropriate approach to planning for this aspect of social needs in Medway?

HC5b: Please explain why you think the proposed policy for Community Facilities does / doesn't represent the most appropriate approach to planning for this aspect of social needs in Medway

HC5c: Do you agree with the proposed approach to addressing the presumption against loss of community facilities?

HC5d: Please explain why you agree or disagree with the proposed approach to addressing the presumption against loss of community facilities

HC5e: What do you consider would represent a sound alternative approach towards planning for community facilities in the Medway Local Plan?

3.83 The proposed policy is predominantly supported by the majority of respondents and there was agreement that current community facilities would benefit from protection through policy. However concerns were raised by members of the public relating to the loss of existing community facilities beyond the control of planning policy, citing the closure of Deangate Golf Course as an example. Developers noted that to ensure the provision of new facilities must be indicated in the infrastructure delivery plan in order to provide certainty and inform viability assessments.

Infrastructure (Q20, I1-I8)

Respondent Type	Q20	Policy I1	Policy I2	Policy I3	Policy I4	Policy I5	Policy I6-8	Policy I9
Charity/Community/Faith Group	5	2	1	1	1	1	1	2
Councillor/MP/Parish Council	7	2	2	2	2	2	2	2
Developer/Consultant	4	3	6	4	1	1	2	2
Government Department/Public Bodies	1		3	1	1			
Local Authority	1	1		1	2	1	1	1
Member of the Public	27	6	5	3	3	4	4	4
Other	2							
Total	47	14	17	12	10	9	10	11

Table 3.8: Infrastructure responses by Respondent Type and Policy

Q20: Thinking about the infrastructure section of the Development Strategy, please answer the following question. When developing the Local Plan what things do you think the council should consider to help improve Medway's infrastructure?

3.84 The most important issue for members of the public in this section was the delivery of infrastructure (utilities and transport) prior to the delivery of new development as the sentiment was that additional pressure on, and congestion in, the system would be unacceptable. This concern was shared by other respondent groups as the identification of infrastructure requirements would provide certainty for developers in assessing viability.

3.85 The current state of infrastructure on the Hoo Peninsula was a focal point of responses from councillors and parish councils who reiterated that infrastructure should be delivered prior to development through a mechanism such as masterplanning for the peninsula.

3.86 Other issues raised were the provision of health facilities within Medway, the need to promote sustainable modes of transport and support the development of foot and cycle networks, there was also support for Gillingham Football Club must include a benefit to the wider community. The Education and Skills Funding Agency supported proposed policies I1 and I3 and was supportive of an approach that would ensure a good supply of school sites to respond to future needs for school places.

Policy I1:

I1a: Does the proposed policy for Infrastructure planning and delivery represent the most appropriate approach to planning for infrastructure improvements in Medway?

I1b: Please explain why you think the proposed policy for Infrastructure planning and delivery does / doesn't represent the most appropriate approach to planning for infrastructure improvements in Medway

I1c: What do you consider would represent a sound alternative approach towards planning for infrastructure in the Medway Local Plan?

3.87 The proposed policy received a mix of responses relating to the issue of ensuring that the infrastructure delivery plan is delivered promptly, for some respondents its absence at this point was grounds for objecting to this policy until it is in place. Homes England highlighted the need for land required for infrastructure to support the delivery of the local plan to be assessed through the sustainability appraisal methodology once it is identified to ensure the plan is sound.

Policy I2:

I2a: Does the proposed policy for developer contributions represent the most appropriate approach?

I2b: Please explain why you think the proposed policy for developer contributions does / doesn't represent the most appropriate approach

I2c: What do you consider would represent a sound alternative approach for developer contributions in the Medway Local Plan?

3.88 The proposed policies were predominantly supported however criticism was received from Homes England and developers regarding the requirement for infrastructure to be delivered ahead of the development being occupied as this may not be appropriate for every development and may hinder the delivery of housing. This was contrasted with the views of members of the public who felt that this was a worthwhile requirement. It was also suggested that contributions could be sought towards green infrastructure in addition to grey infrastructure.

Policy I3:

I3a: Does the proposed policy for Education represent the most appropriate approach for planning for education facilities?

I3b: Please explain why you think the proposed policy for Education does / doesn't represent the most appropriate approach for planning for education facilities

I3c: What do you consider would represent a sound alternative approach for planning for education facilities in the Medway Local Plan?

3.89 Respondents were almost wholly supportive of the proposed policy, the only concern was raised by developers/consultants in the need for clarifying terminology and ensuring that the need for providing educational facilities be informed by site specific assessments.

Policy I4:

I4a: Does the proposed policy for Communications represent the most appropriate approach for the Local Plan?

I4b: Please explain why you think that the proposed policy for Communications does / doesn't represent the most appropriate approach for the Local Plan

I4c: What do you consider would represent a sound alternative approach for planning for communications infrastructure in the Medway Local Plan?

3.90 Respondents were supportive of the proposed policy. Highways England stressed the need for such developments to also consider impacts of traffic flow and highway safety.

Policy I5:

I5a: Does the proposed policy for Utilities represent the most appropriate approach for the Local Plan?

I5b: Please explain why you think that the proposed policy for Utilities does / doesn't represent the most appropriate approach for the Local Plan

I5c: What do you consider would represent a sound alternative approach for planning for utilities infrastructure in the Medway Local Plan?

3.91 Respondents were supportive of the proposed policy providing it could be delivered in line with new developments.

Policy I6, I7, and I8:

I6a: Do the proposed policies for open spaces, sports facilities and playing pitches represent the most appropriate approach for the Local Plan?

I6b: Please explain why you think that the proposed policies for open spaces, sports facilities and playing pitches do / don't represent the most appropriate approach for the Local Plan

I6c: What do you consider would represent a sound alternative approach for planning for open spaces, sports facilities and playing pitches in the Medway Local Plan?

3.92 The proposed policies were supported by the majority of respondents, there was concern that existing facilities must be safeguarded and Homes England made specific comments on the provision of open space as part of the Lodge Hill masterplan outlining the need for flexibility in delivering open space given the existing configuration of the site as a disused barracks.

Policy I9:

I7a: Do you agree with the proposed policy for Gillingham Football Club?

I7b: Please explain why you agree or disagree with the proposed policy for Gillingham Football Club

I7c: Do you support the relocation of Gillingham Football Club to a new stadium in Medway?

I7d: Please explain why you do / don't support the relocation of Gillingham Football Club to a new stadium in Medway

I7e: Where do you consider would be a suitable location for a relocated stadium?

I8: What uses would you expect to see come forward as part of any new stadium proposals?

3.93 Respondents were predominantly supportive of the proposed policy for Gillingham Football Club as long as the stated policy was delivered. In terms of location only one specific site was proposed: Mill Hill. The majority of responses preferred a suitable location well served by public transport to enable its use by the community. Respondents would most like to see additional community facilities come forwards as part of any new stadium proposals.

Transport (Q23, T1-T15)

Respondent Type	Q23	Policy T1	Policy T2	Policy T3	Policy T4	Policy T5	Policy T6	Policy T7	Policy T8	Policy T9-12
Charity/Community/Faith Group	5	2	2	2	2	3	2	2	2	2
Councillor/MP/Parish Council	4	2	2	2	2	2	2	2	2	2
Developer/Consultant	7	6	6	4		1	1	1	1	1
Government Department/Public Bodies	1	1			3	3	2			
Local Authority	4	1	1	1	2	1	1	1	1	1
Member of the Public	32	6	5	7	17	4	3	2	3	4
Other	2	1	1	1	1	1				1
Total	55	19	17	17	27	15	11	8	9	11

Table 3.9: Transport responses by Respondent Type and Policy

Q23: Thinking about the transport section of the Development Strategy, please answer the following question. When developing the Local Plan what things do you think the council should consider to support a sustainable and effective transport network in Medway?

3.94 Responses stressed the need for affordable and sustainable alternative modes of transport across Medway that would avoid contributing to congestion on the road network and the associated environmental and health impacts this creates. There was

some concern that it was not possible to effectively comment on infrastructure required to support the level of housing and employment need until further information was available, as well as emphasizing the need to continue to cooperate with other local authorities and government bodies as further modelling work is carried out and the plan continues to be prepared. Responses from members of the public were most frequently concerned about the importance of ensuring the infrastructure was delivered before housing or employment development was allowed to proceed to avoid increasing pressure on existing transport networks.

Policy T1:

T1a: Do you agree that this approach offers an appropriate strategic approach to transport planning in Medway?

T1b: Please explain why you agree or disagree that this approach offers an appropriate strategic approach to transport planning in Medway

T1c: What do you consider would represent a sound alternative approach towards sustainable transport in the Medway Local Plan?

3.95 The responses to the proposed policy were almost wholly supportive however there were concerns raised around the delivery of infrastructure prior to housing or employment, as well as the modelling approach adopted in the evidence base. Respondents were supportive of the measures within the policy to promote sustainable modes of transport as well as the opportunities to support enhancements to sustainable transport networks.

Policy T2:

T2a: Do you agree/disagree that this approach offers an appropriate strategic approach towards a pattern of development which facilitates sustainable transport in Medway?

T2b: Please explain why you agree or disagree that this approach offers an appropriate strategic approach towards a pattern of development which facilitates sustainable transport in Medway

3.96 The responses to the proposed policy were predominantly supportive, one criticism raised was that the policy could consider public transport and cycle network connectivity when determining travel distances, and accordingly support the cycle network to bring this about.

T3a: Research has demonstrated the non-linear relationship between housing density and public transport use. However, in principle, do you agree/disagree that densification is more likely to increase the viability of additional and/or improved public transport services?

T3b: Please explain why you agree or disagree that densification is more likely to increase the viability of additional and/or improved public transport services

3.97 The majority of respondents agreed that densification would be likely to increase the viability of public transport services, however concern was also raised that before these benefits can be realised public services will be under increased pressure and suffer in the short term.

T4a: The optimum densities set out at Table 11.1 are likely to be achieved in the absence of this policy due to their central locations. Is it appropriate to increase these thresholds, subject to good design, and complemented by other initiatives, such as car clubs?

T4b: Please explain why you think it is appropriate / inappropriate to increase these thresholds, subject to good design, and complemented by other initiatives, such as car clubs

3.98 Where respondents considered that it would be appropriate to increase these thresholds the reasoning given was that it was important to meet housing needs and that by increasing densities in areas well served by public transport this could be done sustainably. Where it was considered inappropriate the concerns were that the perceived benefits may not be realised as well as an increase in car parking capacity required around stations.

T4c: Continuing to think about the optimum densities set out in Table 11.1. For peripheral areas, is it appropriate to require a minimum of 35 dwellings per hectare?

T4d: Please explain why, for peripheral areas, you think it is appropriate / inappropriate to require a minimum of 35 dwellings per hectare?

3.99 Respondents both supported and opposed the minimum density for peripheral areas for similar reasons: for peripheral areas it was suggested that while increased density could be supported there should be flexibility within the policy to assess it on a case by case basis as appropriate for the specific areas.

T4e: Would it be appropriate to include Cuxton and Halling stations in Table 11.1?

T4f: Please explain why you think it would be appropriate / inappropriate to include Cuxton and Halling stations in Table 11.1

3.100 Respondents both supported and opposed the inclusion of Cuxton and Halling stations within Table 11.1; the reason for their inclusion is that it would plan positively for the expansion of Medway, while the reasons given in opposition to their inclusion were that rural stations are not sufficiently well served to accommodate increased densities.

T5: What do you consider would represent a sound alternative approach towards the integration of land use and transport planning in Medway?

3.101 Suggestions for an alternative approach included the need to consider transport requirements beyond density around stations and to include a focus on travel for leisure within Medway, as well as exploring the potential for the proposed approach to be adopted around bus stations / routes as well as rail stations.

Policy T3:

T6a: Do you support the principle of a rail upgrade to the Grain freight line to enable passenger services and increased rail freight?

T6b: Please explain why you support / do not support the principle of a rail upgrade to the Grain freight line to enable passenger services and increased rail freight

3.102 Respondents to the proposed policy were predominantly supportive with the only objections received from respondents who felt that further information would be required on particular routes before commenting. Otherwise the responses received welcomed additional support for alternative methods of transport to the private car, however concern was raised that while the policy was supported it should not delay the delivery of housing or employment allocations.

T6c: The council welcomes responses indicating areas of land to be safeguarded. This information could be considered in a business case, subject to funding. Do you have any areas you would like to suggest:-

T6d: What alternative approaches would you suggest?

3.103 Areas that were proposed to be safeguarded were: the B2000 between Cliffe and Cliffe Woods for a future halt/station, Land around Kingsnorth for a passenger terminal station and transport interchange for the Hoo Peninsula. There was also a strong sentiment that designated environmental sites should be safeguarded from this type of development.

3.104 Alternative approaches put forwards were to shift the focus instead to buses and improving their supporting infrastructure.

Policy T4:

T7a: Do you agree with the proposed policy for aviation in Medway?

T7b: Please explain why you agree or disagree with the proposed policy for aviation in Medway

T7c: What alternative approach would you propose for planning policy for aviation in Medway?

3.105 Responses to the proposed policy were generally supportive from all groups, provided that the associated impacts could be mitigated, aside from members of the public who were almost wholly against the proposed developments at Rochester Airport. The objections that were raised related to matters of: the high level of pollution caused by air travel meant it should not be encouraged, the proposed changes in operations would result in an unacceptable impact on safety and noise for nearby residents, the land at the airport could be better utilised for another use such as healthcare provision, and that the funding for the project could be better spent elsewhere. There were also a number of responses from members of the public opposing the closing of the cross runway specifically.

Policy T5:

T8a: Do you agree with the proposed policy for riverside infrastructure in Medway?

T8b: Please explain why you agree or disagree with the proposed policy for riverside infrastructure in Medway

3.106 The proposed policy was predominantly support by almost all respondents, however modifications were suggested by Natural England to ensure protection of priority habitat and species. Where there was disagreement it was that the proposed policy was overly prescriptive in requiring a full assessment, as well as the ability of road infrastructure to meet any increased level of activity.

T9a: Do you consider the flexible approach to Chatham Docks to be appropriate?

T9b: Please explain why you consider / don't consider the flexible approach to Chatham Docks to be appropriate

T10: What alternative approach would you propose for planning policy for riverside infrastructure in Medway?

3.107 The approach to Chatham Docks was considered appropriate by almost all respondents, where there was disagreement it was that the Chatham Docks should be safeguarded for their current use only.

Policy T6:

T11a: Do you agree with the proposed policy for a riverside path in Medway?

T11b: Please explain why you agree or disagree with the proposed policy for a riverside path in Medway

T11c: What alternative approach would you propose for planning policy in Medway?

3.108 The proposed policy was predominantly supported by almost all respondents, suggestions included: ensuring that the any path should also include seating and wellness facilities to maximise its appeal to the public, as well as enhancing connectivity along the river for walking and cycling.

Policy T7:

T12a: Do you agree with the proposed policy for marinas and moorings in Medway?

T12b: Please explain why you agree or disagree with the proposed policy for marinas and moorings in Medway

T12c: What alternative approach would you propose?

3.109 The proposed policy was wholly supported by respondents, with comments received relating to the potential inflexibility of support for marinas and moorings in Medway being conditional on no adverse environmental impacts.

Policy T8:

T13a: Do you agree with the proposed policy for planning for logistics in Medway?

T13b: Please explain why you agree or disagree with the proposed policy for planning for logistics in Medway

3.110 The proposed policy was both supported and disagreed with by respondents, where there was disagreement it related to the traffic impacts on road infrastructure and suggested a greater focus on rail.

T13c: This is believed to be the first local planning policy of its kind. It has been prepared in response to recent sector articles calling for planning policy interventions. The council would welcome responses to refine or develop an alternative policy to support the growth of this sector in Medway. Please make any suggestions below:-

T13d: What alternative approach would you propose for planning for the logistics sector and managing associated transport in Medway?

3.111 There were not a great number of suggestions relating to this policy. Those submitted related to the interaction with this policy and the goal of increasing the quantity of high value jobs within Medway – specifically an overabundance of distribution centres.

Policy T9:

T14a: Do you agree with the proposed policy for planning for connectivity in Medway?

T14b: Please explain why you agree or disagree with the proposed policy for planning for connectivity in Medway

T14c: What alternative approach would you propose?

3.112 The proposed policy was supported by respondents, some comments were made relating to the implementation of the policy, specifically: the Council should make full use of its powers to ensure the appropriate expansion of pedestrian and cycle networks, it must also ensure that such networks are positively designed to ensure that they are safe and secure.

Policy T10, T11, T12:

T15a: Do you agree with the proposed policy approaches for managing the transport impacts of development and provision for parking?

T15b: Please explain why you agree or disagree with the proposed policy approaches for managing the transport impacts of development and provision for parking

3.113 The proposed policies were predominantly supported by the majority of respondents; those that disagreed with it sought increased flexibility to increase parking provision, and that any standard used to inform the policy be included within the local plan rather than left to a future document. Highways England provided a comment to assist in the implementation of the proposed policies and outlined available support.

T15c: There may be opportunities to secure a 'dockless' bike sharing scheme in Medway, however this is likely to be initiated by the market. This may be appropriate for specific routes, such as to/from Chatham rail station and the university campuses. Would it be prudent to seek to manage this through planning policy?

T15d: Please explain why you think it would / wouldn't be prudent to seek to manage this through planning policy

T15e: What alternative approaches would you propose for policy in the new Medway Local Plan?

3.114 The majority of respondents believed that it would be prudent to manage this through planning policy as this would ensure that it would be considered early on in the application process. However, members of the public were concerned that the opportunities for this may be limited and could potentially be pursued through the private sector instead.

Minerals, Waste and Energy (Q26, MWE1-MWE3)

Respondent Type	Q26	Policies MWE1-5	Policies MWE6-10	Policies MWE11-15
Charity/Community/Faith Group		1	1	1
Councillor/MP/Parish Council	2	1	1	1
Developer/Consultant		3	3	4
Government Department/Public Bodies		4	3	1
Local Authority	1	2	2	1
Member of the Public	12	2	5	4
Other	3			
Total	18	13	15	12

Table 3.10: Minerals, Waste and Energy responses by Respondent Type and Policy

Q26: Thinking about the minerals, waste and energy section of the Development Strategy, please answer the following question. When developing the Local Plan what things do you think the council should consider to manage minerals, waste and energy within Medway whilst supporting regional and national demand?

3.115 The concerns raised by members of the public in this question relate to ensuring that any minerals or waste works did not harm the environment and were sensitively located to minimise or mitigate health, noise, and infrastructure impacts. Kent County Council provided context for the implementation of these proposed policies in determining planning applications. Hanson provided some general suggestions for the policies as it related to the commercial operation of the waterfront, the impacts of these operations and how it would affect other uses.

Policy MWE1-5:

MWE1a: Do the proposed policies MWE1-MWE5 represent the most sustainable approach to managing the sustainable and steady supply of minerals in Medway?

MWE1b: Please explain why you think that the proposed policies MWE1-MWE5 do / don't represent the most sustainable approach to managing the sustainable and steady supply of minerals in Medway

MWE1c: What do you consider would represent a sound alternative strategy for minerals planning in the Medway Local Plan?

3.116 The proposed policies were predominantly supported by the majority of respondents however modifications were suggested by Kent County Council and the Port of London Authority to strengthen the policies. Amendments were also suggested by developers to ensure that landbanks could be maintained, minerals prospects remain safeguarded, and to promote the use of masterplans to guide non-mineral development around mineral sites. Members of the public raised concerns regarding the in-combination effects of both mineral and residential development of the Hoo Peninsula on its environmental health.

Policy MWE6-10:

MWE2a: Do the proposed policies MWE6-MWE10 represent the most sustainable approach to managing Medway's waste?

MWE2b: Please explain why you think that proposed policies MWE6-MWE10 do / don't represent the most sustainable approach to managing Medway's waste

MWE2c: What do you consider would represent a sound alternative strategy for waste management in the Medway Local Plan?

3.117 The proposed policies were predominantly supported by the majority of respondents however modifications were suggested by Natural England, the Environment Agency, and the Port of London Authority to strengthen the policies and ensure their sustainability. Areas where it would be necessary to follow the Duty to Cooperate were identified by Kent County Council in

order to establish appropriate assessments of Areas of Search. Concern was raised by developers regarding the extents of disposal to land areas and the effect that this would have on existing or proposed operations. Members of the public were broadly supportive of the policies however concerns were raised around disposal to land areas on the Hoo Peninsula.

Policy MWE11-15:

MWE3a: Do the proposed policies MWE11- MWE12 represent the most sustainable approach to planning for energy in Medway?

MWE3b: Please explain why you think that proposed policies MWE11- MWE12 do / don't represent the most sustainable approach to planning for energy in Medway

MWE3c: What do you consider would represent a sound alternative strategy for energy in the Medway Local Plan?

3.118 The proposed policies were predominantly supported by the majority of respondents with some comments/suggestions for consideration in support of promoting renewable energy installations through flexible policy implementation. There was some concern was raised by developers as to whether it was appropriate for the local plan to provide a specific approach to achieve the requirements of Building Regulations; as well as concern raised by members of the public around ensuring the safety of energy installations around the Isle of Grain.

Sustainability Appraisal and Habitat Regulations Assessment

Respondent Type	SA	HRA
Charity/Community/Faith Group	2	
Councillor/MP/Parish Council		
Developer/Consultant	6	
Government Department/Public Bodies	1	2
Local Authority		1
Member of the Public	1	1
Other		
Total	10	4

Table 3.11: Sustainability Appraisal and Habitat Regulations Assessment responses by Respondent Type and Policy

Sustainability Appraisal

3.119 Respondents challenged the methodology of the Sustainability Appraisal in relation to the assessment of the development scenarios, in the case of scenario 4 they were concerned that due to the promotion of the Lodge Hill site by landowners scenario 4 had been assessed to a greater level of detail than other scenarios. Natural England stated they strongly disagreed with the conclusion of the assessment of scenario 4 and felt that the SA should be reviewed and reformatted to ensure decision making was transparent. Environmental groups reiterated the sentiment expressed by Natural England challenging the findings of the Sustainability Appraisal.

3.120 Developers/consultants provided comments on the Sustainability Appraisal which provided additional information for sites that were being promoted or in the case of some of the larger schemes challenged its findings or methodology.

Habitats Regulations Assessment

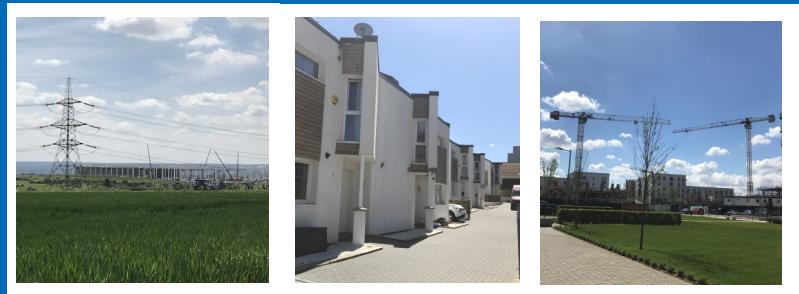
3.121 Natural England provided high level comments on the HRA and, as with the SA, had a number of concerns relating to the document. These concerns related to the inclusion of potential mitigation measures at the screening stage for the various development scenarios as well as a lack of consistency in the methodology used to assess the scenarios against each other.

3.122 Natural England also provided comments on the topic of strategic air quality monitoring work relating to the screening of specific sites. Maidstone Borough Council also provided a response relating to air quality stating their commitment to work together with Medway on the issue.

4 CONCLUSION

- 4.1 This report summarises the responses received as part of the Regulation 18 Development Options consultation between 16th March 2018 and 25th June 2018.
- 4.2 This report should be read alongside the responses received for reference, these have been collated and converted into the Snap Survey format and are presented as a mailmerged output to improve legibility.
- 4.3 This report does not contain Medway Council's response to the issues raised in the responses.

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Medway Authority Monitoring Report 2018

1st April 2017 — 31st March 2018

Volume 1 - Main Report

December 2018

Executive Summary	6
Introduction	8
Planning Context.....	9
Medway Local Plan	9
Local Development Scheme	9
Key milestones for Medway Local Plan	10
Local Plan Evidence Base	10
Medway Retail and Commercial Leisure Assessment Part 2 (March 2018)	11
Strategic Land Availability Assessment (SLAA)	11
Strategic Transport Assessment	11
Gypsy and Traveller Accommodation Assessment	11
Green Belt Review	12
Medway's Heritage	12
Infrastructure Planning	12
Community Infrastructure Levy (CIL)	13
Development Briefs and Masterplans	13
Neighbourhood Plans and Neighbourhood Development Orders	14
Local Aggregate Assessment	15
Delivering Development	19
Development and Regeneration.....	23
Local Enterprise Partnership Funding	24
Brownfield Land Register	25
Regeneration Sites - update	26
Development Management Planning Statistics	28
Planning applications	28
Managing planning applications process	29
Appeals against planning decisions	29
Population	30
Mid year estimate 2017	30
Population growth	30
Population by broad age group – 2017	31
Migration	32
Future growth - Population projections	33
Housing.....	35
Net additional dwellings a) in previous years b) for reporting year c) in future years	35
Number of new and converted dwellings on previously developed land	35
Housing Trajectory 2012/13 – 2032/33	36
Property prices	38
Average property price in Medway 2014-2018	38
Housing affordability	39
House price to earnings	39
Affordable Housing	41
Gross affordable completions (count)	41
Affordable completions as proportion of all completions	41

Residential completions by property type and size	43
Lodgement Completions - Energy Performance Certificates (EPCs)	43
New Homes Bonus	45
Net additional pitches (Gypsy and Traveller)	48
Self Build and Custom Housebuilding Register	49
Economy and Employment	50
Amount and type of completed employment floor space	50
Amount and type of employment floor space coming forward on Previously Developed Land (PDL)	51
Amount and type of employment land available	51
Amount of floor space for town centre uses	52
Job Seekers Allowance (JSA) claimants	53
Gross Value Added – productivity	54
Employment	56
Economic activity	57
The River Medway - Port cargo traffic	58
Retail and Town Centres.....	60
Gross completions A1-A5	60
Net completions in town centres	61
Natural and Built Environment.....	62
Greenspace regeneration project	62
Environmental Designations in Medway	63
Green flag awards	64
Air Quality	65
Built Environment - Heritage at Risk	66
Health and Communities	67
Life expectancy	67
Ward Data	67
Mortality	69
Hot food takeaway guidance	70
A Better Medway	71
Infrastructure.....	72
Education	72
GCSE attainment scores	72
Developer Contributions	73
Amount of funding received during the year 2017/18	73
Transport	75
Local Transport Plan	75
Estimated traffic flows for cars and all vehicle types	76
Passenger journeys on local bus services	77
Railway Stations	77

Minerals, Waste and Energy.....	79
Minerals	79
Waste	79
Energy	79
Notable developments and Medway news during the year	82
Glossary.....	86

Executive Summary

2017/2018

DEMOGRAPHY

The latest mid-year estimate indicates that:

the population of Medway reached 277,616 in June 2017

This is 659 persons (0.2%) above the revised 2016 mid-year figure. The latest annual growth rate while significant has continued to slow compared to the rates of growth seen over the past five years.



REGENERATION

Demolition of Kitchener Barracks has been completed and work has commenced on the construction of 302 residential units. Marketing office shown right.



HOUSING COMPLETIONS

Figures were up on last year's completions:
In 2017/18 there were:

680 housing units completed

88% were on previously developed land
19% were affordable



HOUSE PRICES

Property prices have increased by 47% since March 2013



NEW EMPLOYMENT FLOORSPACE

93.7%

of employment floorspace completed this year was on Previously Developed Land down on last year's figure of 98.7% Due to demolitions of major employment sites such as Civic Centre Strood, Quayside Chatham Maritime and All Secure Canal Road Strood, there was a net loss of over 25,000sq.m.

ECONOMIC PRODUCTIVITY

Medway's economy is worth just under £5.2bn

up on the previous year by 2.9%. This is the 5th year of growth for Medway.



UNEMPLOYMENT



The Job Seekers claimant rate has remained at its lowest levels since 2001 in Medway, staying at 1.4% in March 2018

However, this remains above both the National and Kent rates at 1.1% and the South East rate at 0.7%.



EMPLOYMENT RATE

In 2018 the employment rate in Medway rose for the fourth year, standing at 78%.

The Medway employment rate continues to stand above the national level at 74.8.



EDUCATION – GCSE ATTAINMENT



A new grading system has been introduced using scores from 1-9 rather than A*-C. This scoring system was first used in 2017; the average attainment 8 score for Medway was 44.6 compared to the national score of 45.7.

ENVIRONMENT – GREEN FLAG AWARDS

The winners of the Green Flag award are announced each year in July during 'Love Parks' week.

In 2017/18 all seven sites received the Green Flag award.



MORTALITY



In 2017 the death rate remains lower than it was in 2014 and 2015 although still higher than the South East and the national level generally.

The male death rate in Medway fell to its lowest rate since 2013 and is now lower than females, which although has risen since last year, is not as high as it was in 2014.

TRANSPORT – TRAFFIC FLOWS

CAR JOURNEYS



Medway continues to see a lower rate of growth in car usage over vehicle usage.

Over the longer term car and vehicle journeys in Medway has grown at a slower rate in comparison to Kent and the South East and England.

PORT CARGO TRAFFIC



Medway Ports are ranked 15th out of the top 30 busiest UK major ports

(dropping 2 places from last year) – with the cargo handled representing 1.8%. Medway Ports cargo tonnage is down on last year, but similarly all traffic in England and Wales has generally fallen. The decline for all ports has also been notable since 2014.

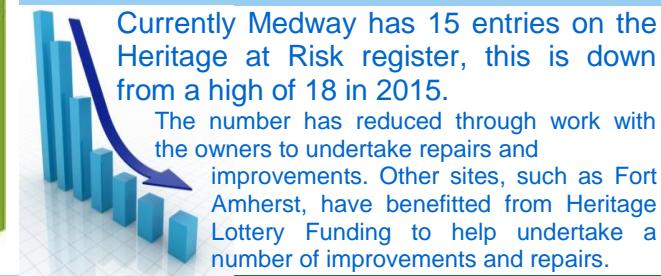
NEW RETAIL FLOORSPACE

Gross retail completions were up over 40% from last year.

The largest amount of new A1 floor space was delivered from the redevelopment of the B&Q site at Strood Retail Park and from the retail units at Gillingham Business Park.



HERITAGE AT RISK REGISTER



Currently Medway has 15 entries on the Heritage at Risk register, this is down from a high of 18 in 2015.

The number has reduced through work with the owners to undertake repairs and improvements. Other sites, such as Fort Amherst, have benefitted from Heritage Lottery Funding to help undertake a number of improvements and repairs.

LIFE EXPECTANCY

For 2014-16 life expectancy has risen marginally. However, it is consistently lower than the average age for England.



BUS PASSENGER JOURNEYS



In 2016/17 8.7 million bus passenger journeys were made in Medway.

Medway has seen a slight drop in bus usage over the past four years, although nationally there has been a bigger fall in usage.

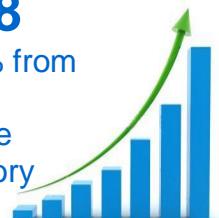
PLANNING APPLICATIONS RECEIVED

1,489 planning applications were received in 2017/18



This is an increase of just over 2% from the previous year.

On average, nearly 95% of these were determined within the statutory or the agreed timeframe.



APPEALS

During the year 2017/18, 55 appeals against the Council's decisions were determined. The Planning Inspectorate dismissed 83% of these appeals.

Introduction

Medway has changed significantly over the past few decades, with regeneration and new infrastructure contributing to the development of a modern city. The council is preparing a new Local Plan to manage Medway's growth up to 2035. The emerging plan is being developed in the context of pressures on the housing market and key services, a rising population, and it aims to direct growth in line with respect for the area's natural and built environment. The council is committed to securing the investments in upgrading the area's infrastructure to ensure that growth does not overstretch the capacity of services.

The council has produced a new regeneration strategy, Medway 2035, aligned with the ambitions of the emerging Local Plan. This is published alongside this Authority Monitoring Report. It promotes our key regeneration sites and the council's priorities for achieving a vibrant, successful and attractive waterfront university city.

This Authority Monitoring Report is produced on an annual basis to provide an overview of the context of development in Medway. It gives details of economic, social and environmental data to measure 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. It provides information for the council and those interested in Medway to assess how we are performing in meeting the aims of our local plan, and our ambitions for sustainable development. It is a reference point in identifying the key issues that the new local plan must address to secure successful growth.

The Council has followed the established protocol for producing this Monitoring Report on an annual basis in December for the preceding financial year. This report provides monitoring information and statistical data for the period April 2017 – March 2018, with references to previous years for comparison purposes. The report has been informed by data gathered from planning applications determined at 31st March 2018. The sections on Planning Context, Duty to Cooperate, and Development and Delivery take account of information available up to November 2018.

The report is presented in three volumes. This is Volume 1 of the report which provides an overview of the key indicators of development and contextual issues in Medway. This includes short reports on the progress made in preparing the new Local Plan, and how the council has engaged with other authorities in planning for cross border strategic matters through the duty to cooperate. It also outlines the council's work in supporting development in Medway, and its actions to promote housing delivery and investment locally.

Detailed data on development statistics, such as the supply of land for housing and employment uses, is set out in Volume 2. This forms an important aspect of the evidence base for key planning measures, such as defining the authority's position on housing land supply and monitoring detailed changes in land use that inform policy in the new Local Plan.

Volume 3 is the Medway Local Aggregate Assessment for 2017, which specifically considers the supply of minerals for the aggregates sector and supports the strategic planning for industrial minerals. This is prepared in conjunction with the regional Aggregates Working Group.

These reports are available at:

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

Planning Context

This section of the report considers updates in policy up to November 2018. This extends beyond the standard reporting period of April 2017 to March 2018, to take account of key changes in government planning policy and guidance that are relevant to the preparation of the Medway Local Plan.

The most significant development in this period was the publication of the revised NPPF in July 2018. This was accompanied by a number of updates to planning practice guidance. These included Build to rent, Community Infrastructure Levy, Consultation and pre-decision matters, Planning application fees, and Viability. Of particular relevance for Medway's local plan, the government published updated guidance on Local Plans, Plan-making and Housing and economic land availability assessment in September 2018. These provided further details on the requirements for cooperation on strategic planning matters, and the preparation of statements of common ground as part of the plan making process. Government also published a technical consultation on updates to national planning policy and guidance in October 2018. This signalled the government's intention to revise its proposed Standard Method for calculating Local Housing Need. The updated policy and guidance confirmed government's support for local plans to manage development in order to boost the delivery of housing, in line with its agenda for delivering 300,000 homes a year by the mid 2020s. The proposed changes break the link with the latest population and household projections.

The council has considered the requirements and implications arising from new policy and guidance. The new local plan will be prepared in this context. There are also wider implications that will impact on development management, and the Planning Service is preparing to respond pro-actively. We have set out our existing and planned actions in the Delivering Development section below.

Medway Local Plan

Medway Council is preparing a new Local Plan covering the period up to 2035. The focus of work over the last year has been consultation on the Development Strategy stage, and assembling a comprehensive evidence base. The Planning Service is now working on the production of the draft plan. In line with the updated guidance issued by government in Housing Need Assessment, September 2018, the council is to rebase the local plan to cover the period 2018-2035.

Local Development Scheme

The programme and timetable for the preparation of the new Medway Local Plan is set out in the Local Development Scheme. The council has prepared an updated Local Development Scheme, which is being presented to Cabinet for approval in December 2018, alongside this Authority Monitoring Report. The updated programme responds to the council's work on a Housing Infrastructure Fund bid. This ambitious bid seeks to secure investment in strategic upgrades to infrastructure and services. There are clear links between the HIF growth programme and the local plan development strategy. The draft plan will be informed by the outcome of the HIF bid.

The document sets out the programme for the production of the new Medway Local Plan. The new plan will comprise of strategic level policies, including provision for waste and minerals; targeted development management policies; land allocations

and a policies map. On adoption it will replace the saved policies of the Medway Local Plan 2003.

Key milestones for Medway Local Plan

Stage	Date
Regulation 18 – Issues and Options consultation	Jan-Feb 2016
Regulation 18 – Development Options consultation	Jan-May 2017
Regulation 18 – Development Strategy consultation	March-June 2018
Regulation 19 – Publication of draft plan	Summer 2019
Submission of plan for examination	December 2019
Adoption (determined on outcome of Examination)	2020

The council consulted on a Development Strategy document in Spring 2018. This provided four scenarios on how Medway could approach meeting its development needs. They reflected:

- Meeting housing need of 29,500 homes, in line with the council's evidence base of Objectively Assessed Needs
- Investment in infrastructure to unlock growth, reflecting the potential that could be achieved through a successful HIF bid
- Meeting the government's target of 37,000 homes as identified as the Local Housing Need, using the promoted Standard Method
- Consideration of development within parts of the designated SSSI land at Lodge Hill.

All scenarios followed a broad strategy for urban regeneration, focused development around a small rural town on the Hoo Peninsula, and wider growth distributed across suburban and rural areas. The document also set out draft policies and approaches to manage growth in Medway.

Over 350 written responses were received to the consultation, together with over 11,000 representations made in support of a national campaign to object against development on SSSI land at Lodge Hill. The council has analysed the responses to consider the matters raised. Copies of the representations and a summary of the issues raised and a breakdown of the consultation responses are set out in a report published on the council's website at:

https://www.medway.gov.uk/info/200149/planning_policies/519/future_medway_local_plan/1

Local Plan Evidence Base

The council is now preparing the content of the draft plan for publication in 2019. A broad evidence base informs the plan. Details of evidence base documents are available on the council's website at:

https://www.medway.gov.uk/info/200149/planning_policy/519/future_medway_local_plan/2

The Planning Service is continuing to develop the technical evidence base. This has included a number of key work streams over the last year.

Medway Retail and Commercial Leisure Assessment Part 2 (March 2018)

Following the completion of the North Kent SHENA Retail & Commercial Leisure Assessment 2016, the Council identified some issues that required additional research. Further work was commissioned to inform the preparation of retail strategy and policy formulation including the role of town centres, impacts on and from neighbouring centres, and consideration of the distribution of identified need for retail floor space. This research was published in support of the Development Strategy consultation in Spring 2018.

The report is available on the council's website at:

https://www.medway.gov.uk/downloads/file/2613/medway_retail_and_commercial_leisure_assessment_-_part_2

Strategic Land Availability Assessment (SLAA)

The purpose of a Strategic Land Availability Assessment (SLAA) is to identify the supply of land in Medway that is 'suitable', 'available' and 'deliverable' for development. The council has kept its information on land availability under review in preparing the new Local Plan, to ensure that its work is informed by an understanding of all options to deliver growth in Medway. An updated Strategic Land Availability Assessment was published in July 2018. This is available to view at:

https://www.medway.gov.uk/downloads/file/2988/medway_strategic_land_availability_assessment_2018

In early 2018, the council contacted registered owners of land in areas with regeneration potential to determine the availability of potential sites. The council also contacted all landowners and developers promoting land in Medway to collate further information on sites to assess viability and deliverability, and how any constraints may be addressed. This information has been used in the detailed site selection work informing the proposed allocations in the draft plan.

Strategic Transport Assessment

The Strategic Transport Assessment (STA) forms a key part of the transport evidence base. Given pressures on the existing transport networks and the scale of development needs, it is essential to demonstrate that growth can be delivered sustainably in locations and sites identified as allocations in the draft plan.

The STA establishes strategic infrastructure needs and mitigation measures required for each site allocation. Initial work provided a high-level assessment of the scenarios presented in the Development Options and Development Strategy consultations. Further stages have been carried out to more detail to inform site selection work. This work will incorporate a complementary assessment of the associated vehicle emissions within Medway's adopted Air Quality Management Areas. Further information will be published with the draft plan.

Gypsy and Traveller Accommodation Assessment

In 2017, the Council commissioned Opinion Research Services (ORS) to produce a Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA), in line with the Planning Policy for Traveller Sites. The GTAA covers the plan period, so that appropriate provision can be made to address needs. The council commissioned this work jointly with Gravesham Borough Council. Although two

separate reports were produced, the joint commission provided for a consistent approach in determining needs for specialist gypsy and traveller accommodation.

The report is available to view at:

https://www.medway.gov.uk/downloads/file/3371/gypsy_traveller_and_travelling_sho_wpeople_accommodation_assessment

Green Belt Review

Land in the western edge of Medway forms part of the metropolitan Green Belt around London. In preparing the new Local Plan, the council has carried out an assessment of the Green Belt locally. This work is published for comments in early 2019. An updated version will be produced for publication of the draft plan in 2019.

Medway's Heritage

The council published a Heritage Asset Review in November 2017 to provide a comprehensive overview of the built heritage of Medway. Its purpose is to review and assess the historic environment in Medway to provide a strategic, evidence-based framework that underpins the emerging Medway Local Plan. The Medway Heritage Asset Review can be downloaded from the Medway Council website:

https://www.medway.gov.uk/download/downloads/id/2368/heritage_asset_review_2017.pdf

The council has continued to develop its evidence base to promote a strong role for heritage in Medway's future growth. The council met with key heritage stakeholders to consider the findings of the Heritage Asset Review. This helped to identify key themes and ambitions, which were developed into a draft Medway Heritage Strategy. This has been published for consultation in early 2019 and is available on the Local Plan evidence base webpage:

https://www.medway.gov.uk/info/200149/planning_policy/519/future_medway_local_plan/2

Infrastructure Planning

The development of Medway is dependent on infrastructure improvements to provide the capacity to serve the needs of the area's growing population. The council published an Infrastructure Position Statement in January 2017, to set out the baseline condition of infrastructure and service across Medway. As the council prepares the draft plan, it is producing infrastructure planning documents to demonstrate how upgraded services will be delivered to support sustainable growth. The council is bidding to the government's Housing Infrastructure Fund for strategic scale investments to unlock the growth potential of the area, and to support the delivery of the Local Plan. This includes significant transport upgrades, social and environmental infrastructure. The bid will be submitted in March 2019, with the outcome anticipated in May 2019. The development work on the Local Plan is informed by the content of the HIF investment programme.

The council has engaged with infrastructure and service providers as part of the preparation of the draft plan, and is working with neighbouring authorities on strategic infrastructure matters. These include consideration of the impacts of the Lower Thames Crossing. Medway Council has also liaised with Kent County Council in updating the Kent and Medway Growth and Infrastructure Framework.

Community Infrastructure Levy (CIL)

The Council is updating its evidence base on infrastructure needs as part of the preparation of the Local Plan, as outlined above. In advance of the adoption of the plan, the council has reviewed its Developer Contributions and Obligations Guide. This sets out the requirements on developments to ensure that the impacts of growth on services are adequately mitigated. The revised Supplementary Planning Document was adopted in May 2018. This is available to view at:

https://www.medway.gov.uk/downloads/file/2745/medway_guide_to_developer_contributions_and_obligations_2018

The council has not progressed the implementation of CIL in advance of the new Local Plan. Updates to the NPPF and associated government policy documents and publications have confirmed the importance of securing infrastructure upgrades in line with wider development. The council is considering the implications of the government's response to the earlier consultation on developer contributions. It also recognises the updated requirements for viability assessment in relation to plan making. The council is carrying out further work on infrastructure planning and delivery as part of the preparation of the draft plan. This will be accompanied by a viability assessment that considers the impact of the plan's proposed policies and ability to deliver the development strategy promoted in the plan.

Development Briefs and Masterplans

Medway has a well established urban regeneration programme and much of the development in the last year has taken place on brownfield sites such as Gillingham Waterfront and Temple Marsh. The council recognises that regeneration sites can be complex to develop. The council supports measures that can provide greater certainty to the market. It has led on the preparation of supplementary planning documents to promote available development opportunities and set out additional guidance on design. Further information is available on the council's website at:

https://www.medway.gov.uk/info/200149/planning_policy/146/current_planning_policies/4

In the last year, the council adopted a development brief for **Strood Waterfront**. This promotes the ambitions for growth opportunities on strategic sites in Strood, that could transform the centre and waterfront sites. The council is delivering infrastructure improvements, such as flood defence works, to enable development. The development brief is available to view at:

https://www.medway.gov.uk/info/200177/regeneration/462/regeneration_in_strood/2

In June 2018, the council adopted a **Chatham Interface Land** development brief to update guidance on a key regeneration site that sits on the boundary of Chatham Historic Dockyard and Chatham Maritime. This promotes opportunities for residential led mixed use development. The development brief is available to view at:

https://www.medway.gov.uk/info/200149/planning_policy/607/chatham_interface_land_development

The council is working with partners, including Tonbridge and Malling Borough Council to bring forward a successful high quality business park near Rochester Airport, known as **Innovation Park Medway**. In Autumn 2018, the council consulted

on a draft masterplan for the site. Further details are available on the council's website:

https://www.medway.gov.uk/info/200177/regeneration/738/innovation_park_medway

As part of the evidence base for the new Local Plan, and wider regeneration aims, the council has commissioned work to produce town centre masterplans and delivery strategies for Chatham, Gillingham and Strood. The council recognises the significant structural changes that have been taking place in town centres over recent decades, and that there are new opportunities for redevelopment in some locations. The purpose of the documents was to help identify such opportunities and how the centres could form a greater part of Medway's regeneration programme in coming years. The council has also commissioned a Hoo Development Framework to set out key principles and potential approaches in planning a rural town on the Hoo Peninsula. The council has worked with a range of stakeholders on initial stages of work on the masterplans and development framework. It intends to hold further engagement in 2019 that can be used to inform the content of the draft plan.

Neighbourhood Plans and Neighbourhood Development Orders

In June 2015, a Neighbourhood Area was designated in Cliffe and Cliffe Woods for the purpose of preparing a Neighbourhood Plan. This was the first in Medway. The neighbourhood planning group has continued to work on collating its evidence base over the last year, and has employed a planning consultant to support the preparation of the draft neighbourhood plan. The parish council anticipates that it will consult on the draft plan in 2018, before submitting it to Medway Council for the latter parts of the process. More information is available on the parish council's website at:

<http://www.cliffeandcliffewoods-pc.gov.uk/community/cliffe-and-cliffe-woods-parish-council-12909/ccw-neighbourhood-plan/>

In the last year there has been increased interest from local communities seeking to develop their own Neighbourhood Plan. In August 2018, a second Neighbourhood Area was designated for the parish of High Halstow. The neighbourhood planning group has carried out a number of consultation events with residents to identify key issues and define objectives for the plan. Further details are available on the parish council's website at:

<http://www.highhalstow-pc.gov.uk/community/high-halstow-parish-council-13291/neighbourhood-plan/>

A further application for the designation of a Neighbourhood Area was submitted by the parish of Hoo St Werburgh in October 2018, and the confirmation of the designation is expected in December 2018. The Arches Local community group has also informed the council of its intention to define an area for its Neighbourhood Plan, and set up a Neighbourhood Forum. These are likely to be confirmed in early 2019.

The groups are working to different timetables for the preparation of their Neighbourhood Plans. There are no current or proposed Neighbourhood Development Orders in Medway.

Medway's Planning Service supports the work of the neighbourhood planning groups locally. Officers have attended steering group meetings, presented at public meetings, participated in consultation workshops and events, and provided materials and information to the local groups. The council will continue to work with

neighbourhood planning groups to coordinate work on the two tiers of plan making that will form the development plan for Medway.

The council has set out how it will support the preparation of neighbourhood plans in Medway in the updated Statement of Community Involvement published in December 2018.

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 summary covering operations and sales in 2017. 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. The key information collected for 2017 is set out in Volume 3 of this Monitoring Report. To be consistent with the monitoring period and the regional approach, the document is titled 2017, although it has been produced in 2018, as part of the Authority Monitoring Report.

The Medway Local Aggregate Assessment 2017 has been reviewed by members of the South East England Aggregates Working Party (SEEAWP), and its content agreed.

The Local Aggregate Assessment representing Volume 3 of the AMR is available to view at:

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

Duty to Cooperate

From the outset of its work in preparing a new Medway Local Plan, the council has built in the need to meet the 'duty to cooperate', as integral to a legally compliant development plan. The duty to cooperate requires the council to '*engage constructively, actively and on an ongoing basis*' with other Local Planning Authorities and Public Bodies to address '*strategic matters*'. In particular the duty to cooperate requires the Council to work with neighbouring authorities, including Kent County Council, to address strategic issues that '*cross administrative boundaries*' for example the provision of infrastructure or meeting housing needs.

The government has provided details on the requirements for the production of Statements of Common Ground that provide greater clarity on the strategic cross border matters being considered, and how local planning authorities are approaching these issues.

Medway Council has collaborated with neighbouring authorities, where there have been opportunities, in the preparation of evidence base documents. The council jointly commissioned work with Gravesham Borough Council on a North Kent Strategic Housing and Economic Needs Assessment, and more recently on a Gypsy and Traveller Accommodation Assessment.

Plan Making

The council has continued to engage with neighbouring authorities both at key stages in plan making, and on an ongoing basis in relation to strategic projects, and through sub-regional working groups and committees.

The council published the Regulation 18 Development Strategy consultation document in Spring 2018 for comments. It identified a number of strategic issues of relevance to the Medway Local Plan. Representations made at Regulation 18 consultations have confirmed the range of cross border matters are broadly understood as set out in section 2 of the Development Strategy document, 'Medway in 2035 – Vision and strategic objectives for the Local Plan'. These include Medway's location in the Thames Gateway regeneration corridor, commuting links and migration patterns, health provision, and environmental matters. Strategic developments, such as the proposed Lower Thames Crossing, Ebbsfleet Garden City and the London Entertainment resort on the Swanscombe peninsula are noted.

The council held a number of specific meetings with neighbouring local planning authorities, and wider statutory consultees in relation to the Development Strategy consultation. These meetings were in addition to the consideration of formal representations made to the Regulation 18 consultations. Information on the meetings is provided in a report summarising the consultation programme and outcomes. This is available on the council's website at:

https://www.medway.gov.uk/info/200149/planning_policy/519/future_medway_local_plan/3

The council has also sought further engagement from utilities bodies in planning for infrastructure needs to support growth in Medway. In addition to the Development Strategy consultation and the review of the Guide to Developer Contributions and Obligations, the council held bespoke meetings with services and targeted information requests.

In meeting with neighbouring planning authorities, the council has discussed the potential implications and issues arising from its emerging Local Plan, and also those of plans being progressed locally. This has included responses to the consultation on the draft Tonbridge and Malling Local Plan and the Regulation 18 consultation on the Gravesham Site Allocations and Development Management Policies document.

Engagement with 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.
- *Regular Partnership and Project Meetings*
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 every other month. 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. Medway is a member of the Wider South East group of local authorities that provides a mechanism for engagement and information exchange in relation to strategic planning matters in London. The review of the London Plan has been a key matter for consideration in assessing potential implications for the local area.

Waste and minerals are of particular significance to strategic planning. The Council is an active member of the South East England Aggregates Working Party (SEEAWP) and the South East Waste Planning Advisory Group (SEWPAG). These provide a basis for exchange of information on minerals and waste planning matters, and in establishing consistent and coordinated approaches to minerals and waste planning. SEEAWP has a role in the production of the annual Local Aggregates Assessment (LAA), and has provided a formal sign off for Medway's LAA.

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. A dedicated Management Board with representatives of councils and voluntary organisations across north Kent has been set up to oversee the implementation of the North Kent Strategic Access Management and Monitoring scheme. This works on a strategic approach to managing and mitigating the potential impact resulting from recreational disturbance to the Special Protection Areas of the Thames, Medway and Swale estuaries and marshes.

The council is also a member of the Kent Downs Area of Outstanding Natural Beauty Joint Advisory Committee, which has been responsible for the preparation of a joint AONB Management Plan, adopted by all member councils, including Medway. In addition, Medway Council participates in work coordinating planning for the natural environment, such as Local Nature Partnerships.

Medway has worked with Kent County Council on the planning and investments in broadband infrastructure, and engaged in the 2017 review of the Kent and Medway Growth & Infrastructure Framework. This is now being progressed into proposals for a digital resource to support infrastructure planning and lobbying for resources.

Medway Council is a member of the Thames Gateway Kent Partnership which coordinates regeneration work across north Kent. This has been used as a structure to discuss and coordinate responses to the proposals for the Lower Thames Crossing east of Gravesend.

The council is working with Tonbridge and Malling Borough Council on cross border planning issues for Innovation Park Medway.

Delivering Development

This section provides information on delivery rates in Medway, and what the council is doing to promote and support sustainable development.

There are signs of increased confidence in development in Medway. People can see the transformation of the urban waterfront taking place in areas like Gillingham Pier and Rochester Riverside. A greater range of companies are now building homes in Medway. There are a range of sites available for development across Medway. Rates of housebuilding are increasing year on year.

The government's ambitions are to boost rates of housebuilding to 300,000 homes a year by the mid 2020s. It has amended Planning legislation to promote the development of housing, has set challenging local housing needs targets for councils, and it is introducing a Housing Delivery Test. The test will measure what developers are building in Medway, and will have a number of implications for the local planning authority, including the potential weakening of planning powers.

Development in Medway

Rates of housing delivery have been increasing in Medway over the past three years. There is progress on key regeneration sites, but there is also growth in smaller urban sites and in suburban and rural locations. In advance of the new Local Plan, and the challenges set by government to boost housebuilding, the council has granted planning permission for a number of greenfield sites, outside of current Local Plan development boundaries, to increase housing land supply. The impact of the council's actions can be clearly seen in the statistics for projected development set out in this AMR. In 2014/15, only 6% of consented development not yet built was on greenfield sites. In this year's report, we can see that 26% of future development of homes in Medway are planned to be on greenfield sites. This provides for a diverse mix of sites to attract different sectors of the housing market.

The council is preparing the new Local Plan to address the significant uplift in housing needs, and is also seeking means to encourage the delivery of consented schemes in Medway. We have carried out an iterative process of Strategic Land Availability Assessment to identify suitable and available sites for development. We have sought further information from developers and land promoters on how existing constraints may be mitigated to provide for sustainable development. The new plan will also consider the range and mix of housing needs, to ensure that there is a balanced housing offer to meet the communities' needs. The Planning Service is promoting higher density schemes in suitable locations, well connected to transport options, where more efficient use could be made of land. The council has also contacted land owners in potential redevelopment areas to make them aware of opportunities through the Local Plan, and determining if there are further sites that could be made available for development.

There are a complex range of factors that influence the operation of the housing market; many of which are outside of Planning, such as the availability of skilled labour and materials. The council is committed to a coordinated approach to promote the delivery of its ambitions for Medway's successful growth. The local planning authority has reviewed government policy updates and wider publications, such as the Letwin Review, to take account of factors that it could influence through its Planning service and wider corporate work. The current trajectory of housing sites to be built in Medway by 2035 provides for over 8,000 homes. The council encourages

measures that bring forward their delivery. Government is particularly concerned to boost housing supply in areas of high demand. Although Medway's housing market is more affordable than surrounding areas, it is still considered to be an area of high demand. The government's focus is not just on delivering planning permissions, but finding ways to unblock delays to commencement and then to speed up actual delivery. Medway is committed to contributing to these actions where possible.

The government has identified market saturation issues, where there is a limited choice of housing types delivered by a small number of housebuilders. Achieving greater diversity in the market is seen as a means of addressing this constraint. Medway has in recent years been reliant for significant development on a small number of volume housebuilders, in particular Countryside (St Mary's Island and Horsted Park), Bellway (Bells Lane, Hoo), Redrow (St Andrew's Park, Halling) and Berkeley (Victory Pier, Gillingham). In the last year, over 50% of housing development took place in three wards where these developers were active – Gillingham North, Rochester South and Horsted, and Cuxton and Halling. However, over the past year we have also seen increased interest in Medway with a number of other volume house builders and SME's entering the market, as well as Redrow, Bellway and Countryside (in particular) maintaining their interest. Newer sites include Redrow (Mierscourt Road, Temple Waterfront and High Halstow*¹), Countryside (Rochester Riverside), Persimmon (Otterham Quay Lane *), Bellway (BAE at Hoo and Chatham Driving Range*), McCullough Homes (Bakers Field, Rainham), Peel (Chatham Waters), Esquire (Street Farm, Hoo), Wimpey (Stoke Road, Hoo*), Abbey Homes (Peninsula Way, Chattenden and Darland Farm, Capstone*). In addition we have seen growth in provision of modular homes with Kitchener Barracks (TopHat) and Peacock Rise, Walderslade (Ene group). We also have new entries to the Medway market progressing permissions for sites - Leander Homes (Mitre service station, Rochester), Linden Homes (Berengrave Lane, Rainham), Jones Homes (Stoke Road, Hoo), Quinn Estates (Bardell Wharf, Rochester). In addition mhs homes continue their regeneration programme, redeveloping areas of poor social housing in their ownership including adjacent to Chatham centre and at Corporation Street in Chatham.

Role of Medway Council

The council is taking a lead in bringing forward development land, through infrastructure investments, such as flood defence works in Strood, to enable the construction of hundreds of new homes. It is creating a positive policy environment that supports growth, through its partnership work on leading regeneration sites such as Rochester Riverside, and providing certainty to the market through development briefs and masterplans. Our work on the masterplan and Local Development Order for Innovation Park Medway sets the framework for a modern business park attracting quality jobs to Medway.

The council maintains an ongoing and constructive dialogue with developers, to share an understanding of the issues and opportunities in Medway's development. The Planning Service holds annual forums with major developers, and a separate meeting with planning agents. These cover updates in the service, implications of policy changes, and we encourage developers and consultants to raise issues that could feed into improvements in our service. The Head of Planning has expanded this dialogue through a series of breakfast meetings between neighbouring local planning authorities and developers on key topics. Issues raised in the last year have included affordable housing and build out rates. Many of the roundtable discussions

¹ * Planning applications

consider potential constraints to delivering development. The council also organised joint meetings with developers, local planning authorities and the Chief Planner at MHCLG to discuss deliverability.

The Planning Service has established a new post of Implementation Officer, with the purpose of strengthening the understanding of the development sector in Medway, and specifically following up on schemes where development is delayed in coming forward. A process has been established to monitor and encourage the implementation of planning consents for housing development sites including those with less than 5 units. This includes contacting the applicant and establishing the reasons for any delay in implementation or non-implementation of the consent. The responses are being analysed and categorised to determine if there are any common causes for delay and working towards ways of overcoming these.

Planning officers also consult with developers annually to check the projections on phasing for development. This information is then used to produce the development trajectory data in this AMR.

Through the engagement work with the development sector, the council has gathered information on delays in building out consented schemes. SMEs advise that for smaller sites, subject to there being few pre commencement conditions that they could be on site quickly. Volume housebuilders advise that on large sites, initial development is slow as they start by doing necessary infrastructure works, such as establishing access. The council has not received information that developers are deliberately 'landbanking' on consented schemes. The issue may apply to land without planning permission. Pre commencement conditions were an area of concern but the council promotes the use of Planning Performance Agreements. These build in time to agree conditions and then agreement for submitting and clearing conditions.

The council has reviewed and resourced the development management process to ensure its effectiveness in securing sustainable development. The Planning Service makes good use of pre-application processes and Planning Performance Agreements, which are supported by applicants. Figures for the proportion of planning applications determined within time are high and have increased over the last year, with 85% of major applications determined in time, and 90% of minor applications. The council has reviewed standard conditions to consider if there are implications for any unnecessary delays to delivery. The Planning Service is using the income from the increase in planning fees to resource in the team, to make permanent temporary staff, and to increase staff in validation, landscape, urban design, empty properties and implementation.

The council recognises that viability can be an issue with brownfield sites, and has an 'open book' approach to review development contributions where appropriate. The new Local Plan will be supported by a Viability Assessment. Work commissioned on town centre masterplans has included delivery strategies to consider constraints to development and viability issues.

The Planning Service has reviewed its processes to identify areas that could speed up the delivery of sustainable development. The council has introduced a standard template form for the Strategic Access Management and Monitoring Scheme that addresses requirements on developments under the Habitats Regulations. The bird mitigation contributions process has been streamlined, but delays can arise with external statutory consultees. The authority is working with Natural England on managing appropriate assessment of relevant sites.

The council has welcomed the use of modern methods of construction as a possible means of speeding up the delivery of housing. Together with schemes being built in Medway, the council is seeking opportunities to secure a modular construction facility in Medway to support the local housing market.

The council has been advised by developers that there is an issue with the supply of materials and this links to materials conditions. The council notes that developers would like to have a range of materials agreed which allows them flexibility and ability to adapt to delays/shortages. This is given consideration.

The council promotes training opportunities in the construction sector, with courses available at the further and higher education providers in Medway, and the University Technical College. We promote apprenticeships in construction schemes, such as Rochester Riverside. This provides both career opportunities for local people and helps to address resourcing issues in the construction sector.

Medway Council promotes the area's regeneration as a corporate priority. We publish Medway 1, that celebrates the successes of development locally and promotes further opportunities. The council launches each edition with an invited audience of key stakeholders in commercial and development sectors to boost confidence in Medway and sustain dialogue. You can view the publication at: <http://medway1.com>

The Planning Service works in collaboration with other services to promote and deliver successful growth. The council's Regeneration Delivery service has secured investment in infrastructure to enable and promote development to deliver our regeneration ambitions. The Regeneration Delivery team includes dedicated staff working on external funding bids, regeneration project delivery, inward investment and economic development. Our refreshed regeneration strategy, Medway 2035, has been produced in close alignment to the Local Plan. Updated development briefs and masterplans provide certainty to the market on key regeneration opportunities and our expectations. The council works successfully in partnership with government agencies, such as Homes England, developers and housing providers to bring forward sites. We have a well established programme for our waterfront regeneration sites, and are extending our work to direct attention to the town centres. Work commissioned for Chatham, Gillingham and Strood centres will inform the Local Plan.

The council is working on an ambitious bid to secure £170m for infrastructure improvements through the Housing Infrastructure Fund, to enable delivery of the Local Plan. The bid includes strategic transport improvements, including the introduction of new passenger rail services, and a package of social and environmental investments to enable the delivery of a rural town on the Hoo Peninsula.

The council has established the Medway Development Company to directly deliver development. It is progressing schemes on brownfield sites, delivering new homes, making better use of land and contributing to market confidence on Medway's future growth. The council is contributing its own land to a development portfolio and is working through One Public Estate to bring forward further opportunities for the redevelopment of underused public sector land assets. The council has also the ability to use its Compulsory Purchase Order powers to assist with land assembly. It is recognised that these brownfield sites are extremely challenging, with a number of considerations to be addressed, including flood risk, contamination, heritage, ecology, loss of parking provision. The council's work on development briefs supports planning the delivery of such complex sites.

Development and Regeneration

Medway is a leading conurbation in the south east and has a high profile regeneration programme that is transforming redundant brownfield sites. This is most notable in the Chatham Maritime area and the wider urban waterfront areas. However there are also clear signs of redevelopment in more central areas, as an important component of establishing Medway's contemporary urban character. The council champions this growth that is delivering investment in new homes, jobs and services and opening up opportunities for residents. There is increasing confidence in the market, attracted by the spectacular settings of our waterfront sites and the leadership and investment provided by the council to bring forward key locations, such as Strood Riverside. Medway 2035, our regeneration strategy sets out our further ambitions for the area's successful future.



Chatham Maritime

Strategic brownfield sites can take longer to develop, and are more costly. Many sites in Medway have benefitted from investment, such as land decontamination and flood defences, to facilitate delivery. The council has led on this work over the last 20 years and continues to establish the conditions for successful development, such as at Strood Riverside which will benefit from a new flood defence scheme and an updated development brief to guide growth in the area.

The landmark regeneration site at Rochester Riverside now has planning permission for a strategic scheme, including up to 1,400 homes. The redevelopment of Kitchener Barracks is delivering the area's largest modular housing scheme meeting high sustainability standards and demonstrating new ways of speeding up the supply of homes to the market.

The council is committed to securing investment that can deliver its vision for Medway, as a leading waterfront university city. Funding has been secured through the South East Local Enterprise Partnership to improve infrastructure and boost the economy. The council has also bid to the Housing Infrastructure Fund to invest in the strategic infrastructure that is critical to Medway's ability to accommodate the scale of projected development needs in the emerging Local Plan.

In September 2017, the Ministry of Defence withdrew its outline planning application for the development of a new settlement at Lodge Hill, Chattenden, which proposed up to 5000 new homes. Homes England (HCA) now owns the site, and is working on a new scheme to promote through the Local Plan and a fresh planning application.

The council organised the Medway Design Awards in June 2017 to showcase and celebrate the best achievements of regeneration and development in Medway over the past ten years. This attracted a high level of interest, and demonstrated how Medway has benefitted from development and the increasing confidence in the area as a place that is positive about its future growth which is characterised by quality design.

Local Enterprise Partnership Funding

Central Government allocates funding for various projects to Local Enterprise Partnerships across the UK. Medway's funding is issued to and managed by the South East Local Enterprise Partnership (SELEP). Medway has been granted Local Growth funding for several schemes totalling £40.2m as shown below:

Scheme	Grant
Chatham Town Centre and Public Realm Package The Chatham town centre project is focusing on improving the Gateway link between Chatham railway station and Chatham town centre and waterfront area. Work is delivering a high quality environment, providing for a more pleasant and convenient experience for pedestrians.	 £4 m
A289 Four Elms Roundabout to Medway Tunnel Journey Time and Network Improvements See the Transport section for more information.	£11.1 m
Medway City Estate Connectivity Improvement Measures See the Transport section for more information.	£2 m
Strood Town Centre Journey Time and Accessibility Enhancements See the Transport section for more information.	 £9 m
Medway Cycling Action Plan See the Transport section for more information.	£2.5 m
Innovation Park Medway (Rochester Airport Technology Park) This supports the development of a major new employment site, whilst also safeguarding the future of the airport.	£8.1 m
Civic Centre Flood Defences Flood defence works to enable the development of over 300 homes on the former Civic Centre Site in Strood	£3.5 m

Brownfield Land Register

The regeneration of brownfield sites forms the core of Medway's development strategy. The council supports the effective use of land that has been previously developed to promote sustainable development and meet the wider objectives of ambitions for Medway's growth. As well as seeking investment to bring forward key regeneration sites, the council promotes greater awareness of the availability of brownfield sites for development.

Local Planning Authorities are required to publish and maintain a Brownfield Land Register. The purpose of the register is to encourage use of previously developed land, and help boost the supply of housing. In 2017/18, there were nine sites, with capacity for over 100 homes on the register. These are in addition to the large sites in Medway's regeneration programme. The current Medway Council Brownfield Land Register is available to view at:

https://www.medway.gov.uk/info/200149/planning_policies/140/brownfield_land_registers

Regeneration Sites - update

Rochester Riverside

Rochester Riverside is a flagship regeneration scheme for Medway. Medway Council and Homes England have signed an agreement with Countryside and the Hyde Group to deliver a £400m development consisting of 1,400 new homes, a primary school, work space, retail, leisure and health care facilities over the next 15 years. Planning permission was granted at the end of January 2018 and work commenced in the late spring. This is attracting much interest, and the location by the new Rochester Station offers excellent transport connections. Further details are available at:

www.rochesterriversidecommunity.com/



*Rochester Riverside
Ground breaking ceremony
22 March 2018*

Chatham Waters



The Mast and Rigging pub opened for business at Chatham Waters. The remainder of the 14.6 ha site will have a mix of uses including office space, student accommodation, educational space, hotel, event complex, food store and 950 residential units (*artist's impression left, credit Peel Land & Property*). The next phases of development will consolidate this area as a new urban quarter, alongside St Mary's Island and Gillingham Waterfront.

Chatham Dockyard

Funding of a £4.8 million lottery grant has been obtained for the refurbishment of the Fitted Rigging House in the Dockyard. It will become home to a visitor centre. The project will also involve relocating the Dockyard's library and archives. This continues the success of the Chatham Historic Dockyard Trust in attracting investment and new uses to secure this unique heritage asset.

Hoo Peninsula

There has been increasing interest in development sites on the Hoo Peninsula in recent years. Much land is being promoted through the Local Plan, but a number of planning applications have also been approved in and around Hoo St Werburgh. These include Street Farm in Hoo (50 dwellings), land north of Peninsula Way (131 dwellings), land south of Stoke Road (127 dwellings) and the former Sports Ground at Bells Lane (232 dwellings).

Strood

The official opening of the Medway Innovation Studios in Strood (*pictured right*) took place in August. The shipping container buildings took about 10 weeks to construct managed by CargoTek. Every space at the studios has been let.

Redrow Homes have commenced building at the Temple Waterfront site. The first dwellings are expected to be occupied in July 2018.

The former Civic Centre car park in Strood has now closed enabling the flood mitigation works to commence.

The Strood Waterfront Development Brief 2018 was produced following public consultation in December 2017/January 2018.



St Andrew's Park, Halling

Development on the old Halling Cement Works site continues. Developers Redrow have almost completed the dwellings. To the east of Formby Road (opposite the current development) applications were submitted in 2017/18 for further residential units and also for B1 and B8 start-up business units.

Kitchener Barracks



Demolition of Kitchener Barracks has been completed and work has commenced on the erection of the 302 homes. More details available at:

<https://kitchenerbarracks.com/>

The new Kitchener Barracks marketing suite shown left.

Development Management Planning Statistics

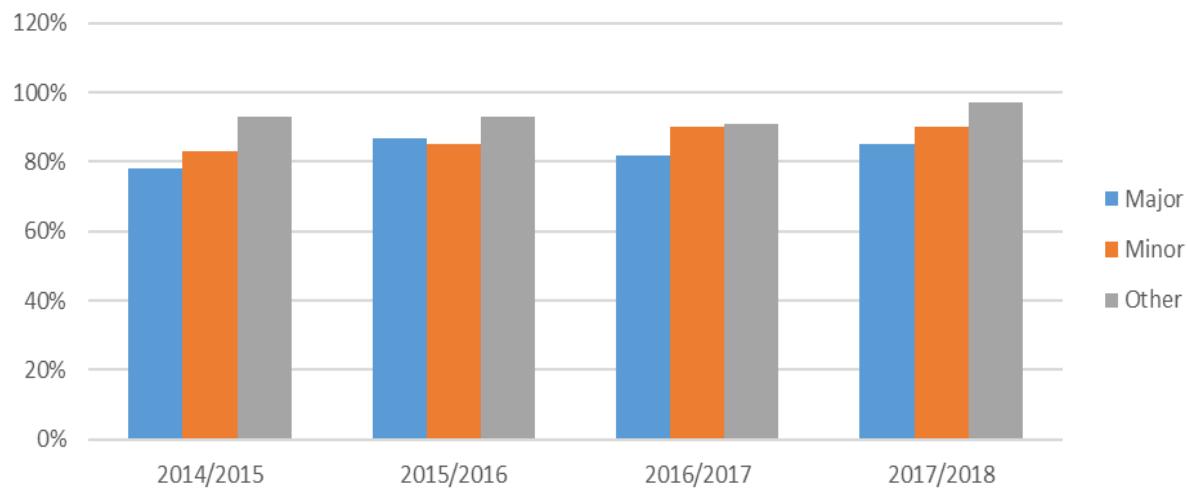
Planning applications

In 2017/18 1,489 planning applications were determined.

Number of applications determined and percentage processed within the statutory timescale or the agreed timeframe

	2014/2015		2015/2016		2016/2017		2017/2018	
	Nos	%	Nos	%	Nos	%	Nos	%
Major	56	78%	54	87%	65	82%	55	85%
Minor	369	83%	285	85%	314	90%	355	90%
Other	908	93%	983	93%	1,074	91%	1,079	97%

Percentage of applications determined within agreed timeframe April 2014 to March 2018



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 floor space 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.

Managing planning applications process

The general view when processing planning applications is to focus on achieving a positive, pro-growth planning system. It is considered better to take extra time and get a better quality result, than to rush the decision and get a poor result, or simply object to proposals, which if adjusted could represent sustainable development. The Government introduced the use of Planning Performance Agreements (PPA's) and Planning Extension Agreements (PEA's), whereby applicants and Local Planning Authorities can agree an appropriate timeframe for the determination of an application, subject to there being a programme and clear end date for the determination.

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. Medway makes good use of PPAs, and many developers welcome the bespoke service that they provide.

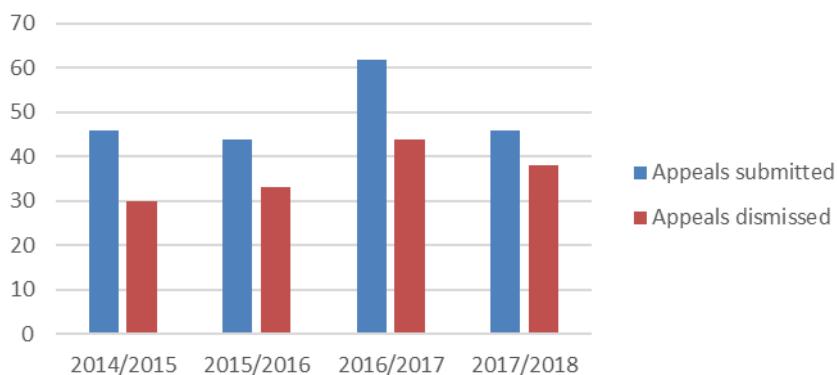
Planning Extension Agreements (PEA's)

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.

Appeals against planning decisions

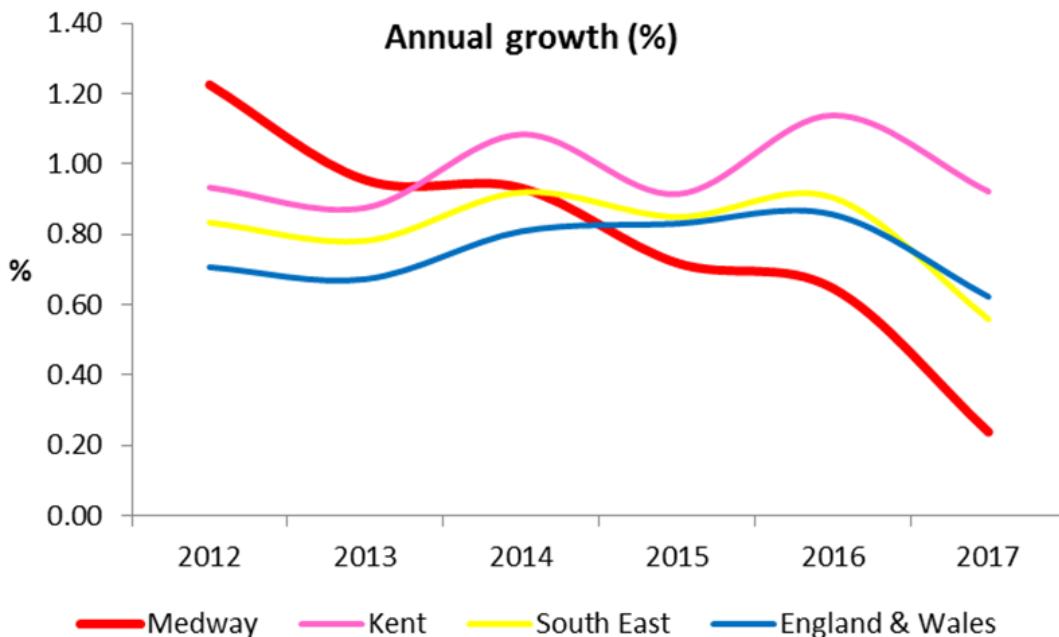
During the year 2017/18, 55 appeals against the Council's decisions were determined. The Planning Inspectorate dismissed 83% of these appeals.

Percentage of Dismissed Appeals	
Year	Percentage Dismissed
2014-2015	65%
2015-2016	75%
2016-2017	65%
2017-2018	83%



Population

Mid year estimate 2017



The latest mid-year estimate indicates that the population of Medway reached 277,616 in June 2017 – 659 persons (0.2%) above the revised 2016 mid-year figure.

The latest annual growth rate while significant has continued to slow compared to the rates of growth seen over the past five years. The council is considering the implications of these trends in planning for the future needs of the area.

Population growth

	Medway	Kent	South East	Eng & Wales
	Population	Percent change		
2012	268,130	1.23	0.93	0.83
2013	270,689	0.95	0.88	0.78
2014	273,212	0.93	1.08	0.92
2015	275,176	0.72	0.91	0.85
2016	276,957	0.65	1.14	0.90
2017	277,616	0.24	0.92	0.56

Natural growth – births exceeding deaths – remains Medway's main source of growth, however significant outward migration from Medway, most notably to other parts of Kent, has reduced the overall level of growth.

The rate of natural growth was down in Medway has remained fairly consistent, but its significance towards Medway's population growth has become greater with net migration falling.

Source: Mid 2017 Population Estimates, Office for National Statistics.

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

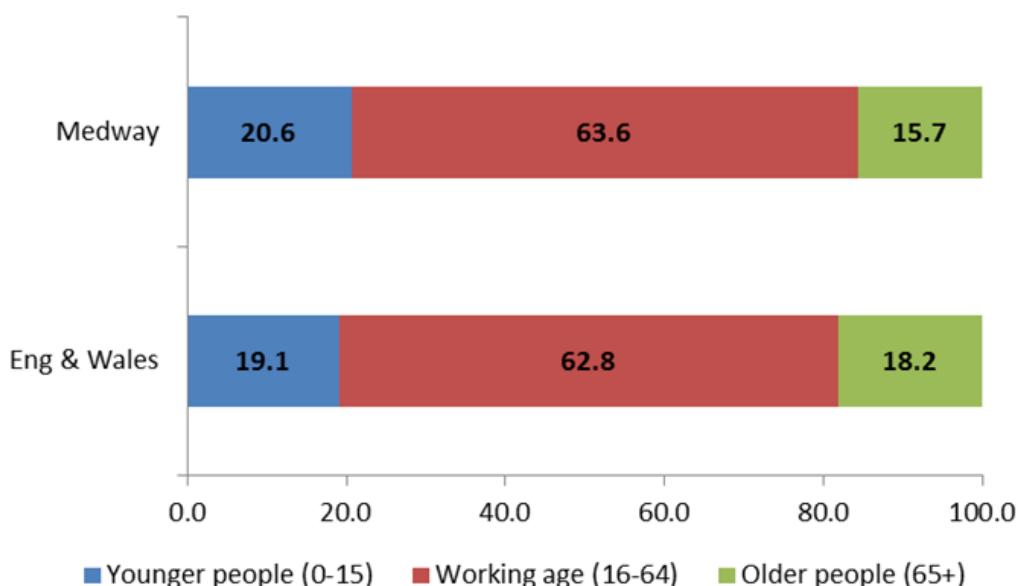
https://www.medway.gov.uk/downloads/file/226/demography_population_2017

Population by broad age group – 2017

By broad age group - Medway has a larger working age population at 64% than nationally (63%), a larger younger person's population (21%) and a smaller elderly population (16%).

There has been notable growth in the proportion of young people in Medway over recent years, increasing from 19% of the population in 2014, to 20.6% in 2017. This change brings implications for services, such as education and health, and housing requirements. These population changes will be kept under review as the council develops and implements its planning policy.

Population by broad age group – 2017



Population by broad age group – 2017				
		0-15	16-64	65+
Medway	Numbers	57,276	176,644	43,696
	Percent	20.6	63.6	15.7
Kent		19.3	60.8	19.9
South East		19.1	61.8	19.1
Eng & Wales		19.1	62.8	18.2

Migration					
The majority of people moving into and from Medway come from other parts of England, particularly from neighbouring areas and London. International migration represents just over eleven percent of the volume of the inward flow to Medway.					
The most significant migrationary flows into Medway are moves from neighbouring authorities – namely Gravesham, Maidstone then Swale. The largest moves out of Medway are also to neighbouring areas, but with a stronger trend for people to move east and south, to Swale, Maidstone, Tonbridge and Malling and Canterbury.					
Flows from London to Medway have become more significant, typically from South East London particularly: Bexley, Greenwich, then Bromley and Lewisham.					
The net inflow to Medway from London in 2017 is almost 50% higher than in 2012. Flows to Medway from London represent over one third of all inflows.					
There appears to be a younger population flow into Medway than out, suggesting that families are moving into Medway; this flow may also reflect the movement of students entering Higher Education in Medway as well as move for employment purposes.					
Medway migration flows 2017					
Internal Migration (within UK)	International Migration				
To Medway	From Medway	Net	To Medway	From Medway	Net
+12,400	-13,600	-1,100	+1,400	-1,000	+400

Future growth - Population projections

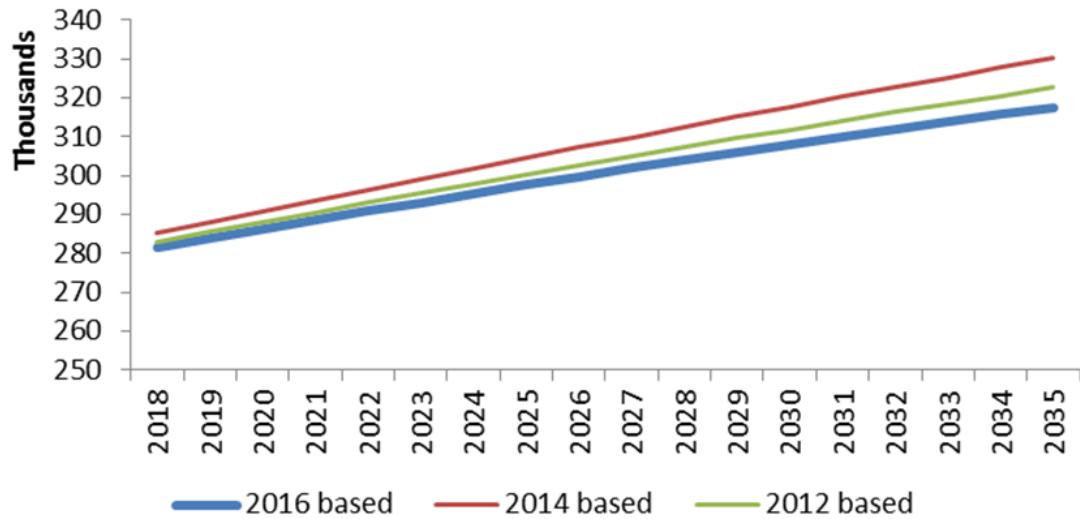
The 2016-based population projections which were published in May 2018 show a rate of population growth of 12.8%, with the population growing by 35,691 between 2018 and 2035.

The latest series predicts a level of growth considerably lower than the previous two projections, with the 2016 based series representing a level of growth 9,062 lower than the 2014 based series.

The 2016 based SNPP growth rate is twenty percent below the 2014-based growth rate and ten percent below the 2012 based SNPP growth rate.

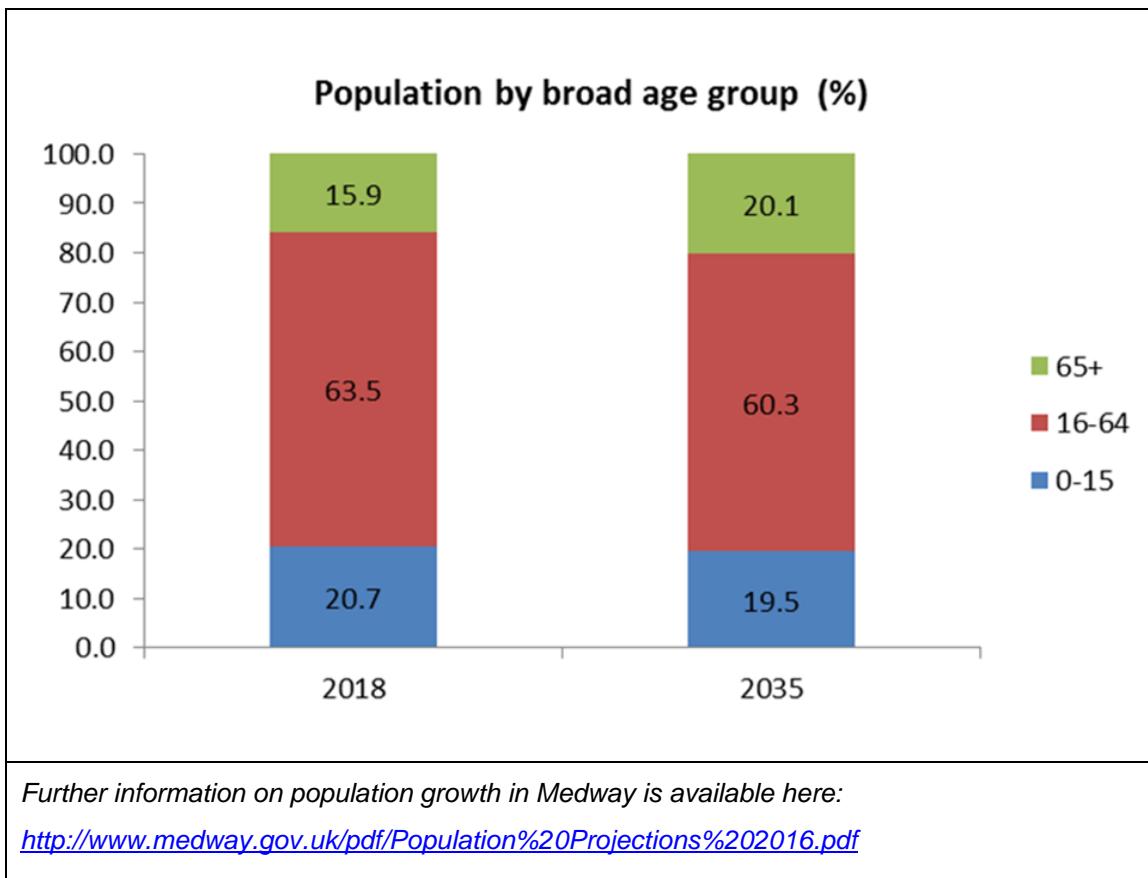
	Population estimate		Growth	
	2018	2035	Nos	%
2016 based SNPP	281,567	317,529	35,961	12.8
2014 based SNPP	285,216	330,240	45,023	15.8
2012 based SNPP	282,935	322,688	39,751	14.0

Population projection revisions - Medway 2018-2035



The number of people aged 65 and over will increase by 43% by 2035, 0-15's increase by 7% and those of working age up by 7%.

The age profile of Medway is likely to change considerably by 2035. Just over one fifth of Medway's population will be aged 65 and over, while proportionally the working age population and younger people will have decreased.



Housing

The preparation of the new Local Plan involves defining a housing target to address the development needs of Medway's communities up to 2035. Government has reviewed policy for calculating local housing needs in recent years. This has created uncertainty in defining the appropriate housing target for the new Local Plan.

The council's current housing target of 1,000 homes a year was adopted in 2014. We recognise that this needs to be updated with the production of the new Local Plan. Our evidence base document, North Kent Strategic Market Assessment, identified an Objectively Assessed Need for housing of 1,281 homes a year. The government's standard method for calculating Local Housing Need currently indicates a need for 1310 homes a year. However at the time of producing this AMR, the government is consulting on a revised methodology, which could result in a further uplift in the figure. The outcome is expected next year. Given the current uncertainty, we are presenting information in this report against the council's adopted housing target of 1,000 homes a year. We will be revising this figure next year with the update of government policy and the publication of the draft plan.

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

In 2017/18 680 units were completed, which was below the annual requirement of 1,000.

Net additional dwellings in previous years			
	Completions	Requirement	Surplus/deficit
2013	565	1,000	-435
2014	579	1,000	-421
2015	483	1,000	-517
2016	553	1,000	-447
2017	642	1,000	-358
2018	680	1,000	-320
2013-2018	3,502	6,000	-2,498

Number of new and converted dwellings on previously developed land

In 2017/18, 601 residential completions were on previously developed land (PDL), which represents 88% of all residential completions, which is much higher than in previous years.

Number of new and converted dwellings on previously developed land (net)		
	Percent units on PDL	Units on PDL
2013/14	64%	369
2014/15	64%	309
2015/16	74%	411
2016/17	86%	549
2017/18	88%	601

Housing Trajectory 2012/13 – 2032/33

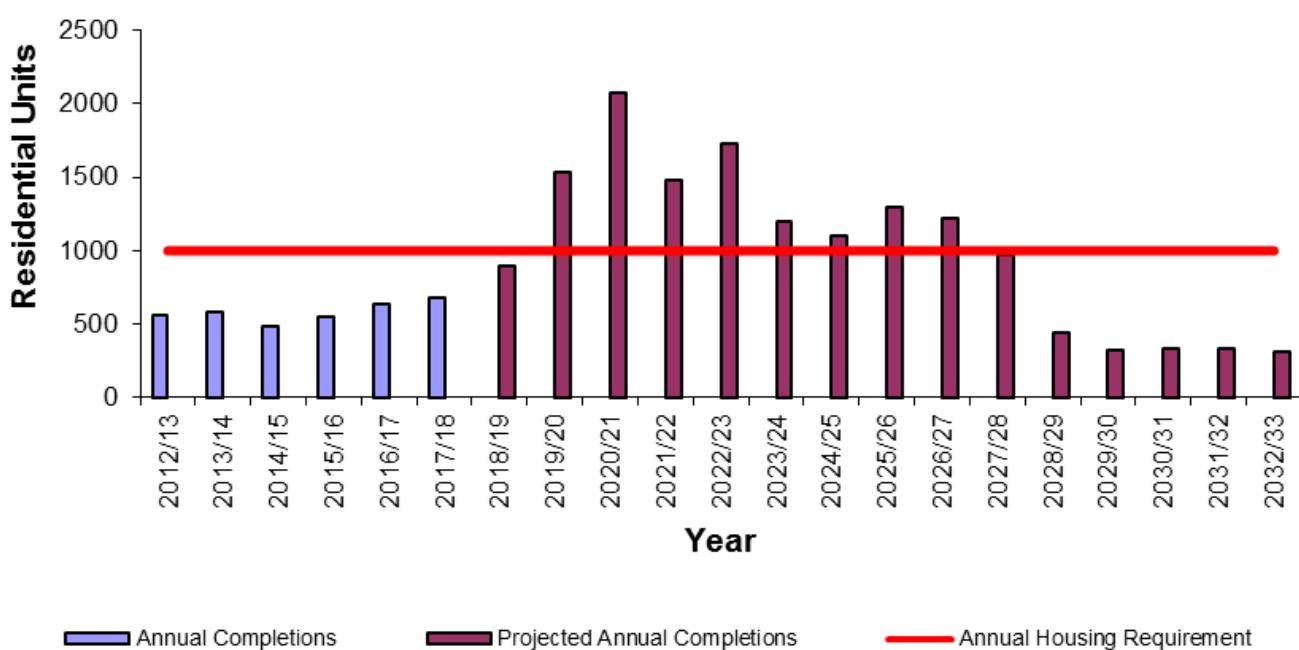
The housing trajectory shows phasing over the period 2012-2033, including contributions from past completions, sites with planning consent, local plan allocations and possible windfalls and sites that are identified in the Strategic Land Availability Assessment (SLAA), 2018. A detailed breakdown of the trajectory is set out in Volume 2 of the AMR.

Trajectory															
12-18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33
Comps	Projected Cumulative Completions														
3,502	4,395	5,929	8,005	9,486	11,212	12,407	13,511	14,805	16,031	17,007	17,453	17,781	18,116	18,446	18,758
	Projected Annual Completions														
	893	1,534	2,076	1,481	1,726	1,195	1,104	1,294	1,226	976	446	328	335	330	312
Reqmt	Annual Housing Requirement														
6,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000

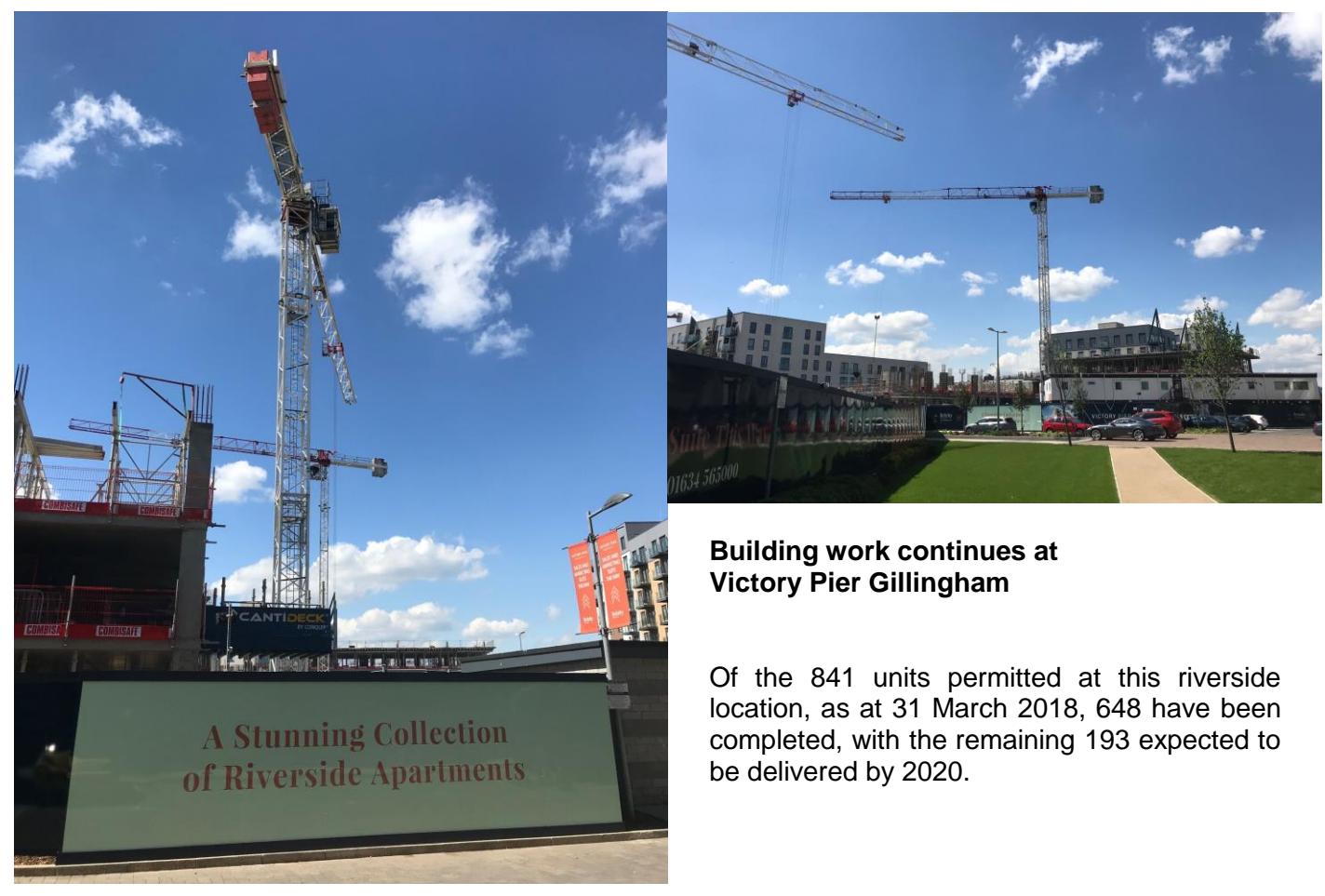
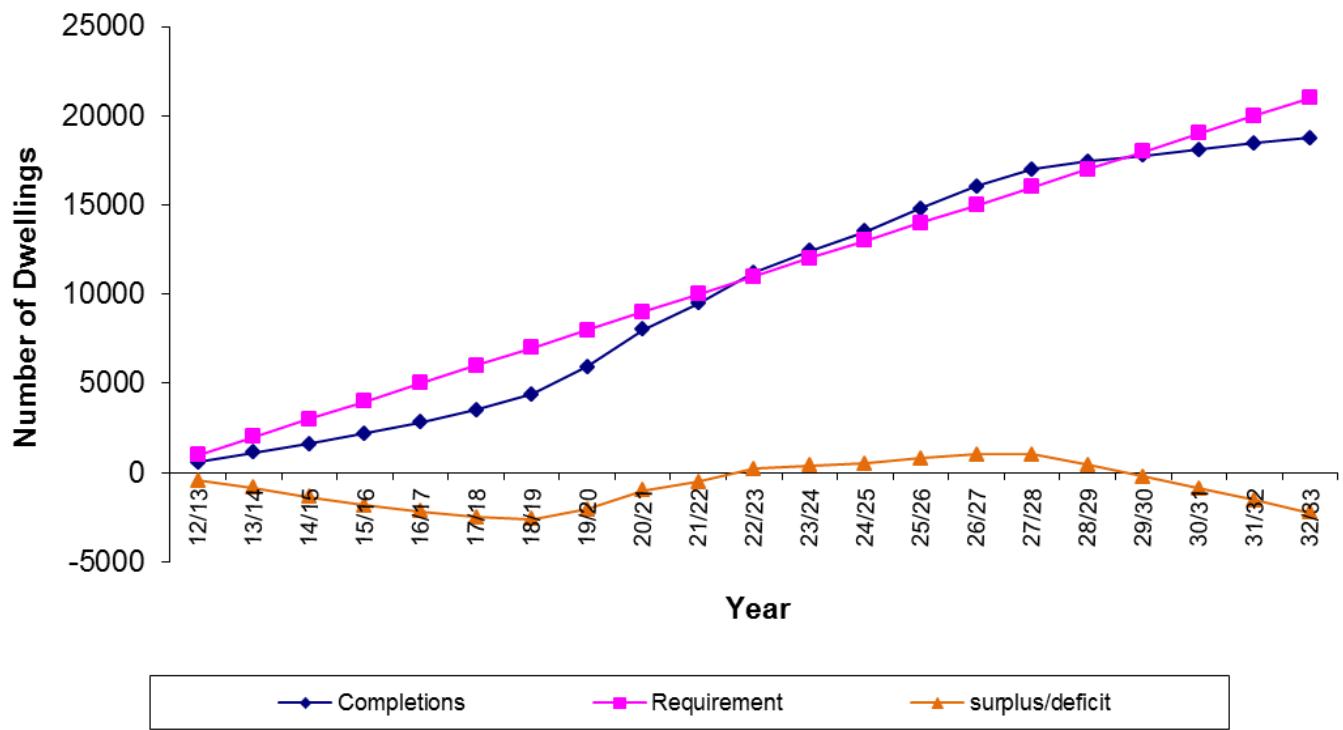
The phasing is based upon planning officers' estimates, using their experience of past site delivery. Current market circumstances are also taken into account. The phasing is discussed and agreed with other council officers in Planning, Housing Services and Regeneration Delivery Teams, who have greater direct involvement with sites. Some sites within the 2018 SLAA have been phased based upon information provided and/or discussions with the land promoters. As work progresses on the new Local Plan, further sites will be allocated for development, which will significantly boost the supply of housing land.

Please note; this trajectory is based on the position as at 31st March 2018

Medway Housing Trajectory 2012/13-2032/33



Medway Housing Trajectory (cumulative series) 2012/13-2032/33



Property prices

Over recent years, Medway house prices have risen at a greater rate than seen in the averages for Kent, the South East and England. Last year, the price rise in Medway matched the Kent average. As shown below, despite recent rises, the prices in Medway remain lower than the Kent and regional averages, with an average property sold in Medway being 84% of the Kent average.

Information notes are published annually on Medway's property prices – see the following link:

https://www.medway.gov.uk/downloads/download/26/facts_and_figures

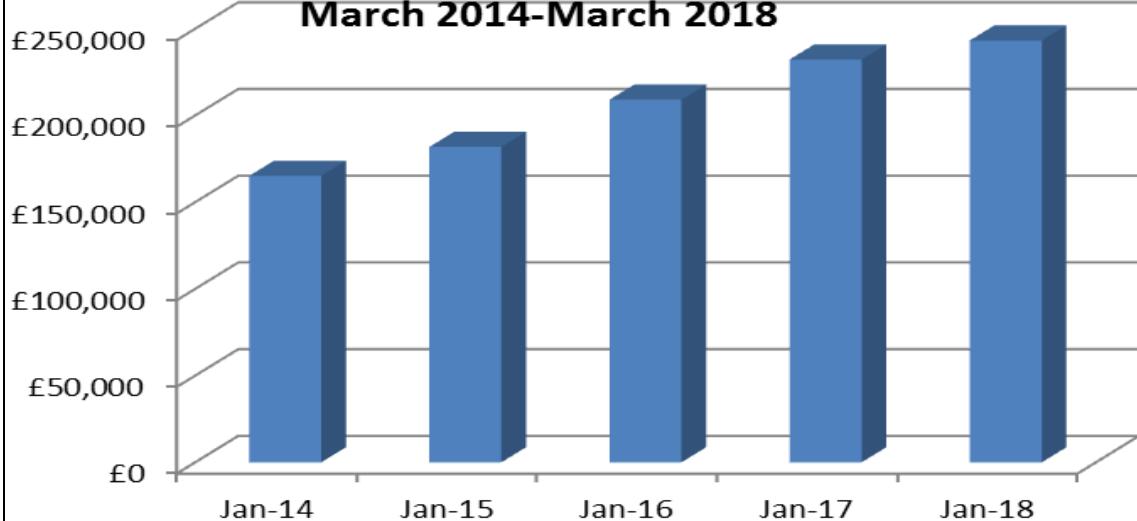
Average property price in Medway 2014-2018

Year	Medway	Kent	South East	Eng & Wales
March 2014	£165,157	£210,284	£243,371	£190,037
March 2015	£181,838	£228,561	£265,090	£203,360
March 2016	£209,075	£258,044	£300,201	£222,663
March 2017	£232,243	£275,579	£310,447	£231,760
March 2018	£243,217	£289,809	£321,237	£240,732
2014-2018 % change	47%	38%	32%	27%
2017-2018 % change	5%	5%	3%	4%

Source: Crown Copyright Land Registry Property Prices July 2018

Average Medway Property Price

March 2014-March 2018



Housing affordability House price to earnings

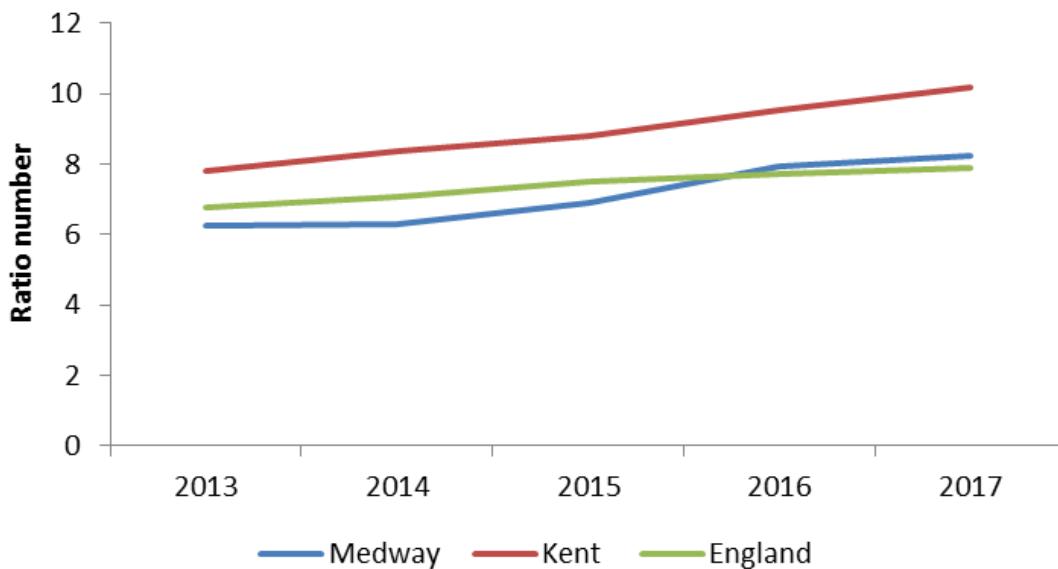
The cost of housing is a major issue across much of the country, and is a particular concern in the South East of England. Affordability ratios provide an indication of the relative financial accessibility of an area's housing market to local workers. The average cost of a property in Medway is over eight times the average annual salary. The position is worse for the lower quartile income/housing cost ratio.

Housing affordability over the past five years has worsened nationally, including in Medway. However Medway still remains comparatively more affordable than housing across wider Kent.

Ratio of median house price to median earnings

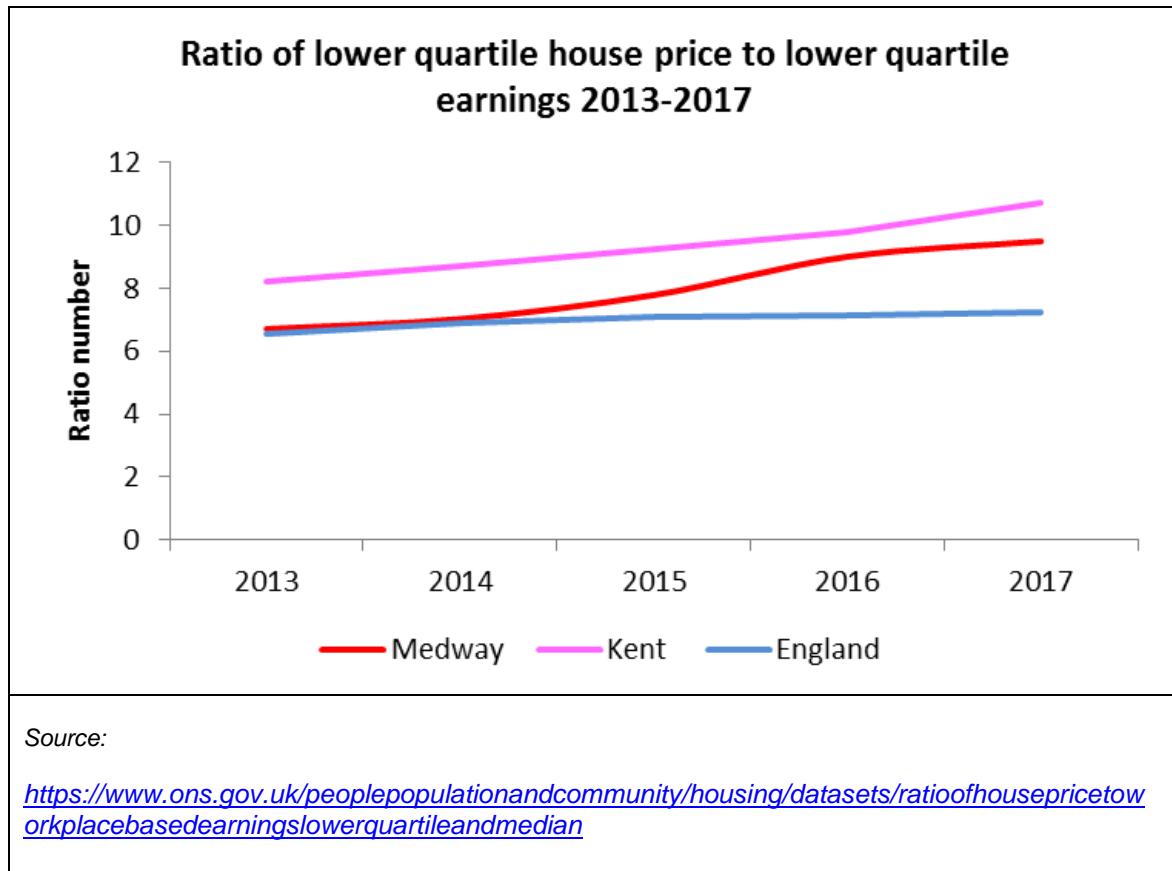
	2013	2014	2015	2016	2017	Ratio change	
						2013-2017	Nos
							Percent
Medway	6.2	6.3	6.9	7.9	8.3	2.0	32.2
Kent	7.8	8.4	8.8	9.5	10.2	2.4	30.1
England	6.8	7.1	7.5	7.7	7.9	1.2	17.0

Ratio of median house price to median earnings 2013-2017



Ratio of lower quartile house price to lower quartile earnings

	2013	2014	2015	2016	2017	Ratio increase	
						2013-2017	Nos
							Percent
Medway	6.7	7.0	7.9	9.0	9.5	2.8	41.6
Kent	8.2	8.7	9.2	9.8	10.7	2.5	30.7
England	6.6	6.9	7.1	7.2	7.3	0.7	10.5



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 important to maintain an adequate supply of 'affordable housing' to ensure that the whole population has a satisfactory place to live. The council's policy is to seek at least 25% of homes on any development site that meets the appropriate size thresholds to be affordable.

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

Affordable housing data is collected and reported by the council's Housing Team and is reported as gross numbers.

The number of affordable completions has risen slightly from last year. However only 19% of gross completions were affordable in 2017/18.

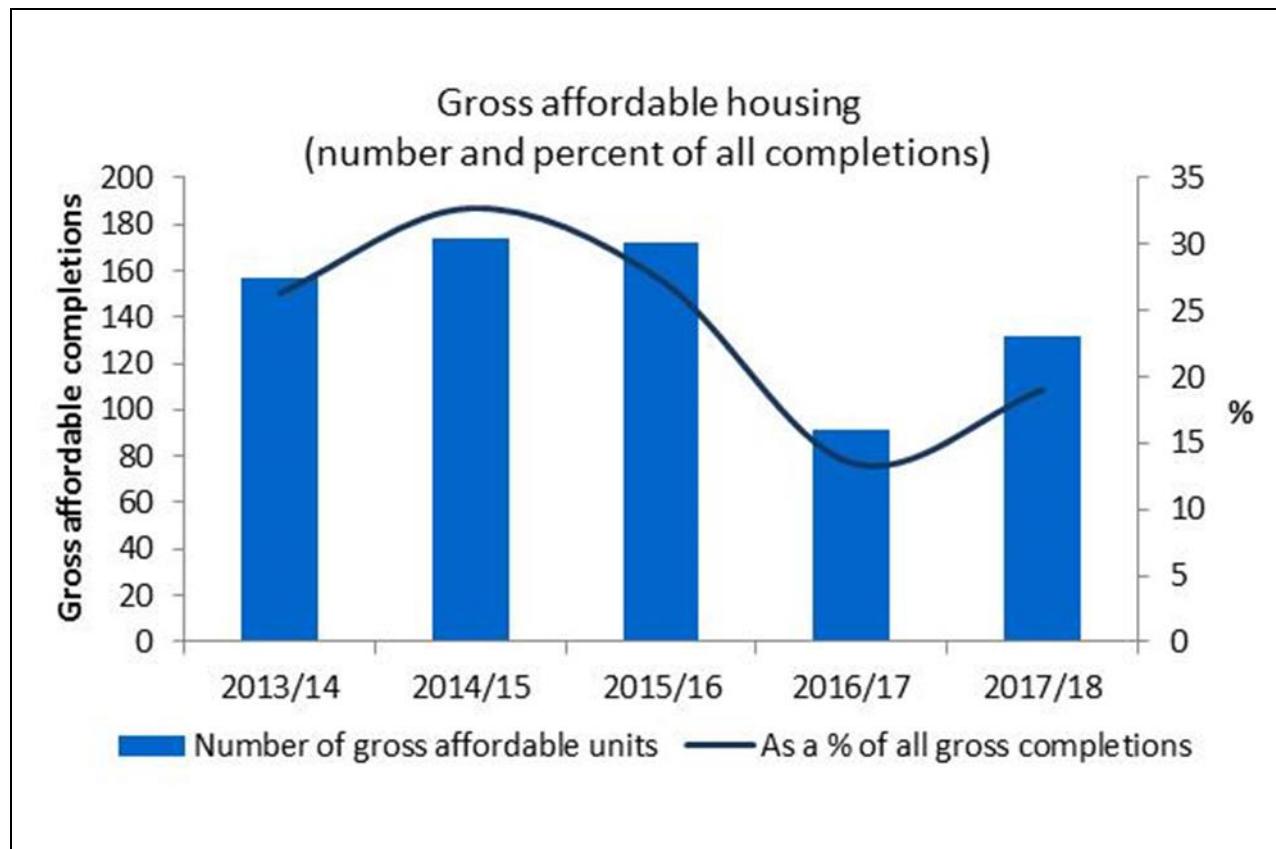
For sites built out in the year 2017/18 the breakdown of houses and flats by number of bedrooms is shown in the table below. More flats than houses were completed. The majority of new properties were for smaller households providing 1 and 2 bedrooms.

Affordable Completions (gross) by property type and number of bedrooms 2017/18

Number of bedrooms	Houses/Bungalows	Flats
One	0	64
Two	12	30
Three	20	2
Four or more	4	0
Total	36	96
Total % split	27.3	72.2

Gross affordable completions

	Number of gross affordable units	Number of gross completions	As % of all gross completions
2013/14	157	597	26.3
2014/15	174	532	32.7
2015/16	172	630	27.3
2016/17	91	675	13.5
2017/18	132	695	19%



Residential completions by property type and size

Most of the new housing being built in Medway is 2 and 3 bed homes.

Specialist provision is continuing to come forward for students. Although nothing was completed during this year, there are currently 119 proposed student rooms with planning permission.

Completions (gross) on large sites by property type and number of bedrooms 2017/18

Number of bedrooms	Houses	Flats
One	6	22
Two	11	30
Three	34	0
Four or more	8	0
Total	59	52
Total % split	53%	47%

Please note, this table only shows sites which have been completely built out; it does not include sites where completions have occurred with the remainder still under construction.

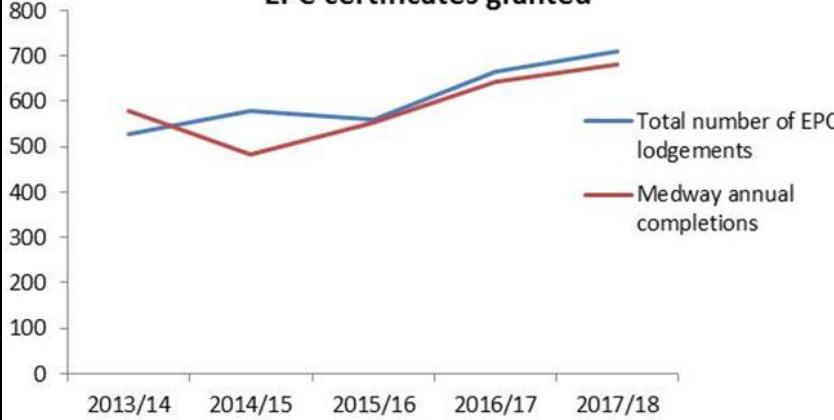
Lodgement Completions - Energy Performance Certificates (EPCs)

A quarterly series of statistics is published by the Ministry for Housing, Communities and Local Government on the energy efficiency of domestic and non-domestic buildings in England and Wales that have been constructed, sold or let since 2008. This data comes from Energy Performance Certificates (EPCs) which are produced at the time of completion or sale.

Comparing EPC lodgement completions with Medway's Annual Housing Completions

Each type of dwelling is referred to as a lodgement. The number of lodgements is different to the number of actual completions per year due to differences in the EPC requirements and definitions used when counting completions for the annual survey. However, over 6 years, there is a difference of only 6 dwellings, and annual variations are reducing, so using the EPC figures could give an early indication as to what the housing completion figures might be for each year.

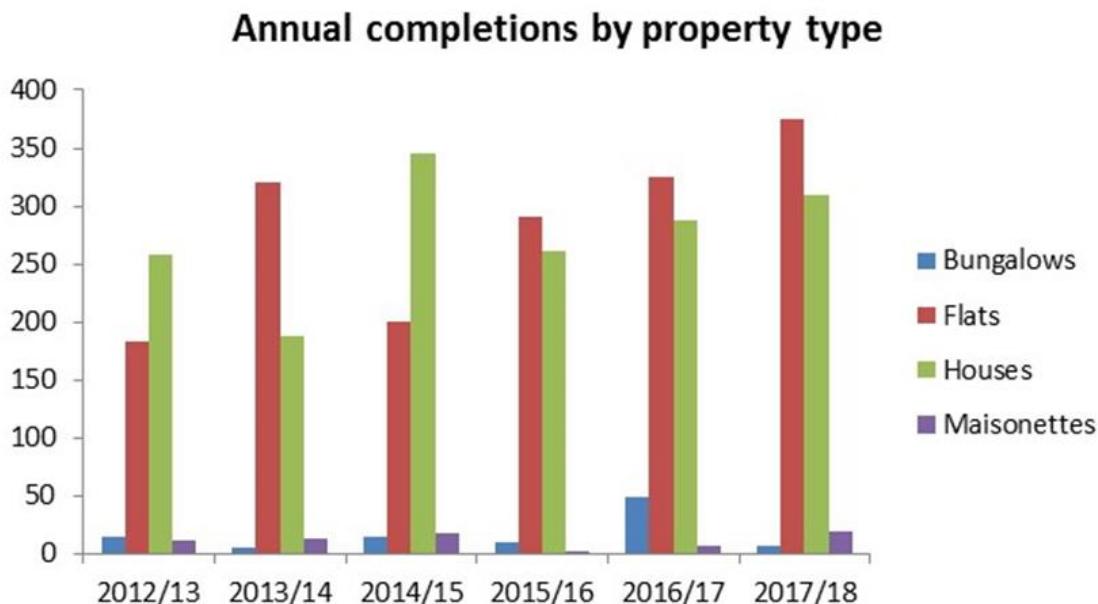
Medway's AMR completion figures compared to EPC certificates granted



	Total lodgements	Medway completions	Difference
2012/13	466	565	-99
2013/14	527	579	-52
2014/15	578	483	95
2015/16	561	553	8
2016/17	667	642	25
2017/18	709	680	29
TOTAL	3,508	3,502	-6

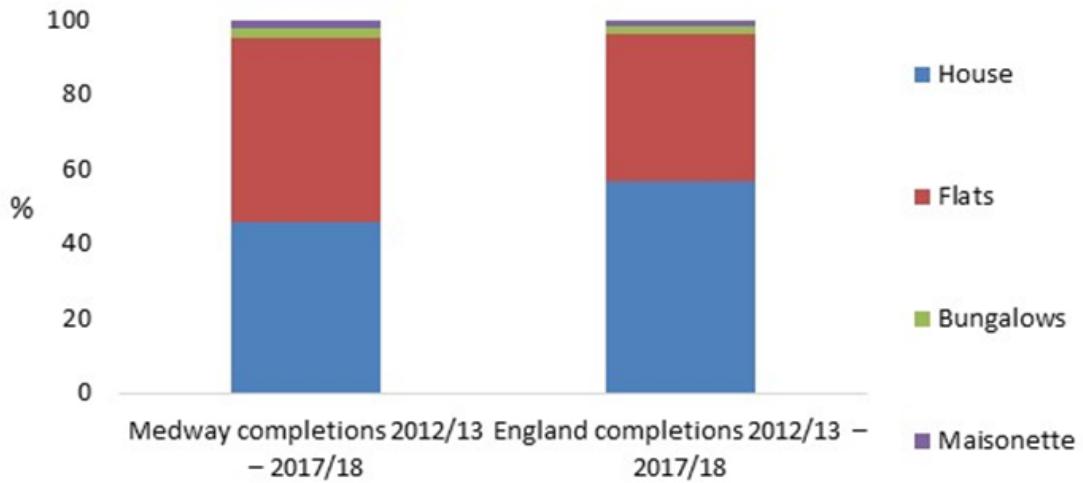
Annual Completions by property type

From Medway Council's annual housing survey, it is usually not possible to monitor the completions of property types until the whole site is built out (see above). However, using the EPC statistics, it is possible to produce an approximate breakdown for each year, see the chart below:



For the 3rd year in a row more flats than houses were completed.

Dwelling types completed in Medway and England 2013/14 - 2017/18 (%)



Since 2012/13, the average split of completions has been 46% houses, 50% flats, 3% bungalows and 2% maisonettes. Compared to national figures, this shows that there were a smaller proportion of houses completed in Medway, but a larger proportion of flats. This reflects on the regeneration achievements in Medway in recent years.

Average floor space completed 2012/13 – 2017/18

Type of dwelling	Medway (sq.m)	England (sq.m)
Bungalow	75	88
Flats	61	63
Houses	111	113
Maisonettes	68	87

The average floor space size for completions of dwellings in Medway is generally slightly smaller than those completed nationally in England, with the comparative sizes for bungalows and maisonettes being less than 90% of the average for England. However it should be noted that these make up a small amount of new build homes in Medway.

Source: <https://www.gov.uk/government/collections/energy-performance-of-buildings-certificates>

‘Other’

Using information gained from Council Tax records, during 2017/18, twelve houseboats moved into marinas in Medway (Port Werburgh, Port Medway Marina Cuxton and Medway Bridge), and seven moved out, leaving a net gain of five houseboats.

C2 accommodation (residential institutions) saw a net loss of 28 rooms 2017/18. However, in the next 5 years there is expected to be a net gain of around 113 rooms.

New Homes Bonus

The New Homes Bonus is a grant paid by central government to local councils to reflect and incentivise housing growth in their areas.

It is based on the amount of extra Council Tax revenue raised for new-build homes, conversions and long-term empty homes brought back into use. There is also an extra payment for providing affordable homes.

New Homes Bonus

2012/13	2013/14	2014/15	2015/16	2016/17	2017/18
£2.3m	£3.5m	£5.4m	£6.0m	£7.5m	£5.3m

New Homes Bonus is not ring-fenced and is treated as part of the overall Medway Council aggregate finance, alongside Revenue Support Grant, Council Tax and Business Rates.

Gypsies, Travellers and Travelling Showpeople

In 2017, the Council commissioned Opinion Research Services (ORS) to produce an updated Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA) to assess requirements from 2017-2035, as part of the evidence base for the new Local Plan. The report is available to view at:

https://www.medway.gov.uk/downloads/file/3371/gypsy_traveller_and_travelling_showpeople_accommodation_assessment

In 2015 the definition of a 'traveller' (gypsy, traveller and travelling showperson) changed with the publication of the Planning Policy for Traveller Sites (PPTS). Due to the change of the definition of a 'traveller' the level of need identified excludes cultural need. If the cultural definition were applied there would be an additional 21 pitches needed for gypsy and travellers and 0 plots for travelling showpersons.

Summary of Gypsy, Traveller and Travelling Showpeople accommodation and pitch need 2017-2035 (PPTs 2015 definition)

	Gypsy and Traveller Pitch Need Total (No. of pitches)	Travelling Show people Plot Need Total (no. of plots)
Current authorised residential provision (pitches/plots)	30	29
Residential need 2017-2022 (pitches/plots)	22	0
Residential need 2022-2027 (pitches/plots)	4	1
Residential need 2027-2032 (pitches/plots)	5	1
Residential need 2032-2035 (pitches/plots)	3	1
Residential need 2017-2035 (pitches/plots)	34	3

In conjunction with the new definition of the 'traveller' the PPTS required Local Planning Authorities to maintain a 5 year supply of housing as they do for standard housing.

Outlined in the tables separately below is the current 5 year supply position for gypsy and travellers and then travelling showpersons. The figures quoted are as at 31st March 2018.

The new Local Plan is making provision to meet the needs for this specialist form of accommodation.

5 year land supply for Gypsy and Travellers (2017-2035)

A. Target 2017-2035 from GTAA 2018 (includes both Gypsy, Traveller and Travelling Showpersons need)	36
B. Completions (2017-18)	0
C. Residual requirement (a-b)	0
D. 5 year requirement (a/number of years of the plan period [18] x 5)	10
E. Annual need (d/5)	2
F. Total supply deemed deliverable in 5 year period (permitted sites & allocations)	4
G. Land supply in years (f/e)	2

5 year land supply for Travelling Showpeople (2017-2035)

A. Target 2017-2035 from GTAA 2018 (includes both Gypsy, Traveller and Travelling Showpersons need)	3
B. Completions (2017-18)	0
C. Residual requirement (a-b)	0
D. 5 year requirement (a/number of years of the plan period [18] x 5)	0.83
E. Annual need (d/5)	0.16
F. Total supply deemed deliverable in 5 year period (permitted sites & allocations)	0
G. Land supply in years (f/e)	0

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

https://www.medway.gov.uk/downloads/file/2365/gypsy_traveller_accommodation_assessment_2013

Net additional pitches (Gypsy and Traveller)

Bi-annual counts of Gypsy and Traveller Caravans are made by the Planning Service, Housing Management and Strategic Housing every January and July, before being submitted to MHCLG and subsequently published. A count of Travelling Showpeople is also made annually each January.

In January 2018, there were 46 caravans in Medway, of which 10 were socially rented, 24 on authorised sites with permanent/temporary permission and a further 12 on unauthorised sites without planning permission. In addition to this, there were a further 23 Travelling Showpeople counted.

Gypsy Site Trend

Socially rented Caravans	Authorised sites (with planning permission)			Unauthorised sites (without planning permission)			Total caravans
	All Private Caravans		All Private Caravans	No. of Caravans on Sites on Travellers' own land	No. of Caravans on Sites on land not owned by Travellers		
	Temporary Permission	Permanent Permission	Tolerated	Not tolerated	Tolerated	Not tolerated	
Jul 2012	12	0	0	0	1	0	0
Jan 2013	12	0	5	5	1	0	0
Jul 2013	0	0	14	14	1	0	27
Jan 2014	12	0	5	5	1	0	0
Jul 2014	0	0	14	14	1	0	0
Jan 2015	12	0	5	5	1	0	0
Jul 2015	0	0	14	14	1	0	0
Jan 2016	12	0	5	5	1	0	0
Jul 2016	0	16	10	26	3	4	0
Jan 2017	10	17	11	28	3	7	0
Jul 2017	10	13	10	23	4	8	0
Jan 2018	10	9	15	24	4	8	0
							46

*Please note, the Traveller count is voluntary and in some years numbers may have been estimated. The Planning Service took on the combined role of doing the return with sections of the Housing team from the July 2016 return onwards.

Planning applications

Year	Permitted		Refused
	Permanent*	Temporary	
2014/15	0	4	0
2015/16	0	0	1
2016/17	0	2	0
2017/18	3	1	1

*including retrospective and lawful development certificates

During the year 2017/18 there were four approvals granted for gypsy and traveller caravans/mobile dwellings;

1. Temporary permission for a gypsy/traveller and his family to occupy a site in Cliffe
2. Permission for four pitches in High Halstow, conditioned for up to two caravans per pitch
3. Retrospective permission for changing use of the land in Lower Stoke for one gypsy family with 3 caravans, including no more than one static caravan/mobile.
4. A lawful development certificate was permitted for the stationing of a residential caravan near Wainscott.

There was one refusal of an application in Sharnal Street, High Halstow.

Self Build and Custom Housebuilding Register

From 1 April 2016, the council has had a duty to hold a register of people and associations interested in a serviced plot of land that could be used to build their own home.

The register operates in 'base periods'; The first base period ran from the date the register was first established (1 April 2016) until 30th October 2016, then subsequent base periods run from 31 October to 30 October the following year.

At the end of each base period, relevant authorities have three years in which to permission an equivalent number of plots of land, which are suitable for self build and custom housebuilding, as there are entries for that base period.

Base Year	Number of applicants	Number of associations
One (1/4/2016 – 30/10/2016)	15	0
Two (31/10/2016 – 30/10/2017)	39	0
Three (31/10/2017 – 30/10/2018)	14	1
TOTAL	68	1

Base Year	Number of self/custom build plots granted planning permission
One (1/4/2016 – 30/10/2016)	0
Two (31/10/2016 – 30/10/2017)	0
Three (31/10/2017 – 30/10/2018)	11
TOTAL	11

The council promotes opportunities for self build and custom housebuilding with developers and notifies applicants on the register when plots become available.

The council will have regard to the register when preparing the local plan, and in making decisions on planning applications. More information can be found at:

https://www.medway.gov.uk/info/200149/planning_policies/144/self-build_and_custom_housebuilding_register

Economy and Employment

Medway Council supports the development of a diverse, high quality local economy, to provide a wide range of employment options for the community as a whole.

Medway 2035 sets out the regeneration aims and objectives for Medway across eight priority areas.

- Destination and Placemaking
- High Value Jobs and Productivity
- Inward Investment
- Local Employment
- Innovation
- Business Accommodation
- Sector Growth
- Improving Employability

It was consulted on as part of the development of the Local Plan in Spring 2018, and is to be published in December 2018. Further work will include a Regeneration Delivery Plan (a framework for delivering the identified objectives, with short, medium and long-term actions).

The new Local Plan is addressing the supply of employment land to meet the needs of businesses in Medway up to 2035.

Amount and type of completed employment floor space

In 2017/18 – although there were gross gains in all sectors, once offset against losses the net change are shows quite significant losses. Demolitions at the Civic Centre Site Strood, Quayside Chatham Maritime and All Secure Canal Road Strood account for over 21,400 sq m. These reflect redevelopment interest in brownfield sites.

Amount and type of completed employment floor space (sq.m) – 2017/18

	B1	B2	B8	Mixed B	Total
Gross	791	1,921	9,238	0	11,950
Net	-19,257	373	-6,629	0	-25,513

Amount of completed employment floor space (sq.m) 2013/14- 2017/8

	2013/14	2014/15	2015/16	2016/17	2017/18
Gross	15,919	13,841	37,371	12,838	11,950
Net	-11,065	-1,858	21,685	517	-25,513



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

Almost 94% of employment floor space was completed on previously developed land.

Amount and type of completed floor space (gross sq.m) coming forward on previously developed land (PDL) – 2017/18

B1	B2	B8	Mixed B	Total
315	1,921	8,963	0	11,199
40%	100%	97%	0%	93.7%

Completed floor space (sq.m) on PDL (total) 2013/14-2017/18

2013/14	2014/15	2015/16	2016/17	2017/18
15,666	6,849	4,527	12,675	11,199
98%	49%	12%	98.7%	93.7%

Amount and type of employment land available

The amount of available floor space for B1/B2/B8 with planning permission (not started plus under construction) net of potential losses is 771,573 sq.m.

Amount of floor space for town centre uses

Redeveloped sites at Gillingham Business Park and Strood Retail Park have led to a net increase in the A1 sector. It is notable that these sites are outside of town centre locations.

Large B1 units have been demolished; the most significant site at Chatham Quays is to be replaced with a residential development.

At the former Sports Ground at Bells Lane Hoo, the demolition of the Social Club accounts for the biggest loss in the D2 category. This site will also be redeveloped with housing.

The monitoring data shows that the town centres have shown net losses in all sectors. The council recognises High Streets have been undergoing significant changes over the last decade. The new Local Plan will set out strategy and policies for securing the future of Medway's town centres. Medway 2035, our Regeneration Strategy also promotes the vitality of centres. The council has invested in Chatham and Strood over the last year to improve the public realm and to increase the attractiveness of the town centres.

Floor space (sq.m) completed for town centre uses (A1/A2/B1/D2) – 2017/18

	A1		A2		B1		D2		Total	
	Gross	Net	Gross	Net	Gross	Net	Gross	Net	Gross	Net
Town centre	194	-865	70	-56	74	-3,506	202	-152	540	-4,579
Rest of Medway	8,021	6,723	64	-337	717	-15,751	1,740	-2,047	10,542	-11,412
Total	8215	5858	134	-393	791	-19,257	1,942	-2,199	11,082	-15,991

Total floor space (sq.m) for town centre use 2013/14-2017/18

Year	Town Centres		Rest of Medway		Floor space Total	
	Gross	Net	Gross	Net	Gross	Net
2013/14	1,183	-4,677	3,144	-1,561	4,327	-6,238
2014/15	1,772	-3,118	5,353	-2,383	7,125	-5,501
2015/16	434	-3,181	12,336	-7,015	12,770	-10,196
2016/17	1,034	-430	17,584	6,665	18,618	6,235
2017/18	540	-4,579	10,542	-11,412	11,082	-15991

Job Seekers Allowance (JSA) claimants

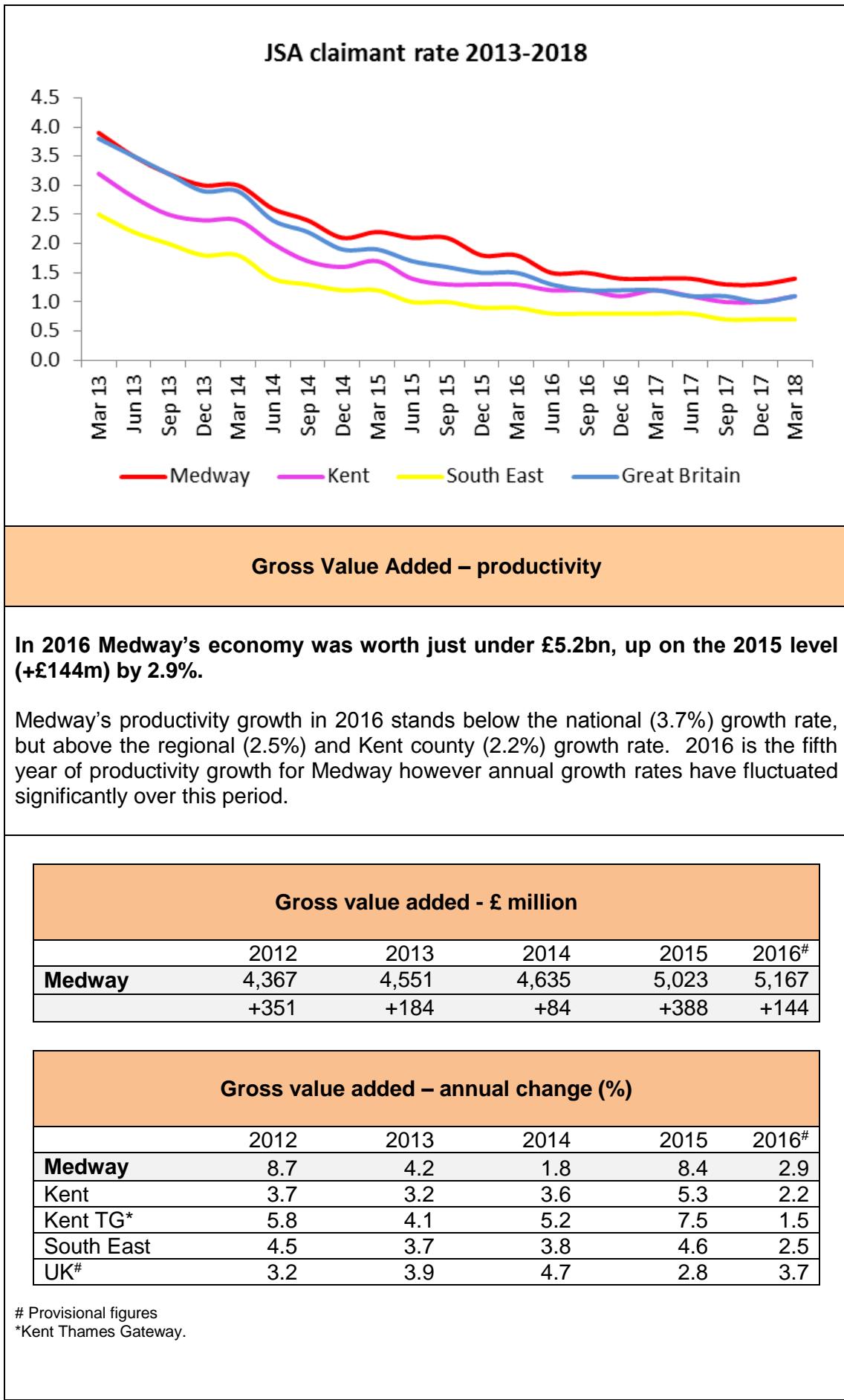
The Job Seekers claimant rate has continued to drop in Medway over 2017/18, but in March 2018 at 1.4% remains above the national rate (1.1%), the regional (0.7%) and Kent rate (1.1%).

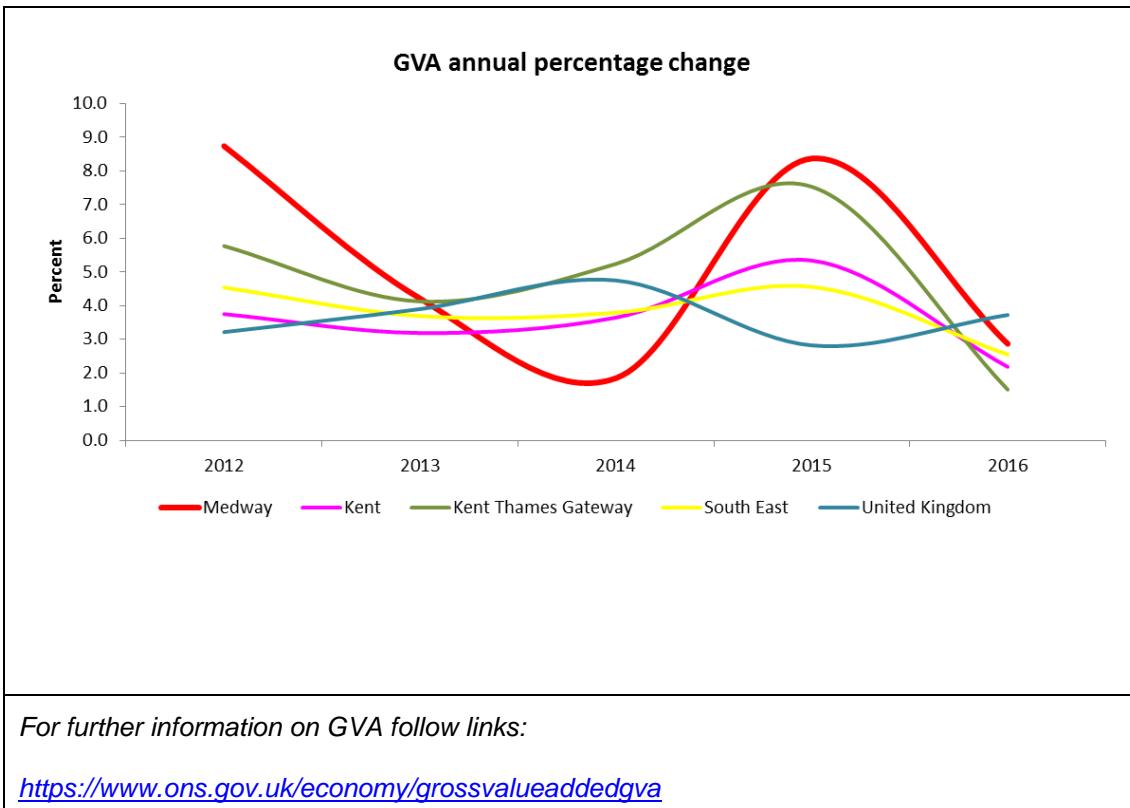
The JSA rate in Medway dropped slightly in September and December 2018 and increased in March 2018. This is likely reflecting temporary seasonal employment opportunities, a trend which was reflected in Kent and nationally.

The JSA claimant rate remains at the lowest levels seen since 2001.

JSA claimant rate – 2013-2018

	Medway	Kent	South East	Great Britain
Mar 2013	3.9	3.2	2.5	3.8
Jun 2013	3.5	2.8	2.2	3.5
Sep 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
Jun 2014	2.6	2.0	1.4	2.4
Sep 2014	2.4	1.7	1.3	2.2
Dec 2014	2.1	1.6	1.2	1.9
Mar 2015	2.2	1.7	1.2	1.9
Jun 2015	2.1	1.4	1.0	1.7
Sep 2015	2.1	1.3	1.0	1.6
Dec 2015	1.8	1.3	0.9	1.5
Mar 2016	1.8	1.3	0.9	1.5
Jun 2016	1.5	1.2	0.8	1.3
Sep 2016	1.5	1.2	0.8	1.2
Dec 2016	1.4	1.1	0.8	1.2
Mar 2017	1.4	1.2	0.8	1.2
Jun 2017	1.4	1.1	0.8	1.1
Sep 2017	1.3	1.0	0.7	1.1
Dec 2017	1.3	1.0	0.7	1.0
Mar 2018	1.4	1.1	0.7	1.1





Employment

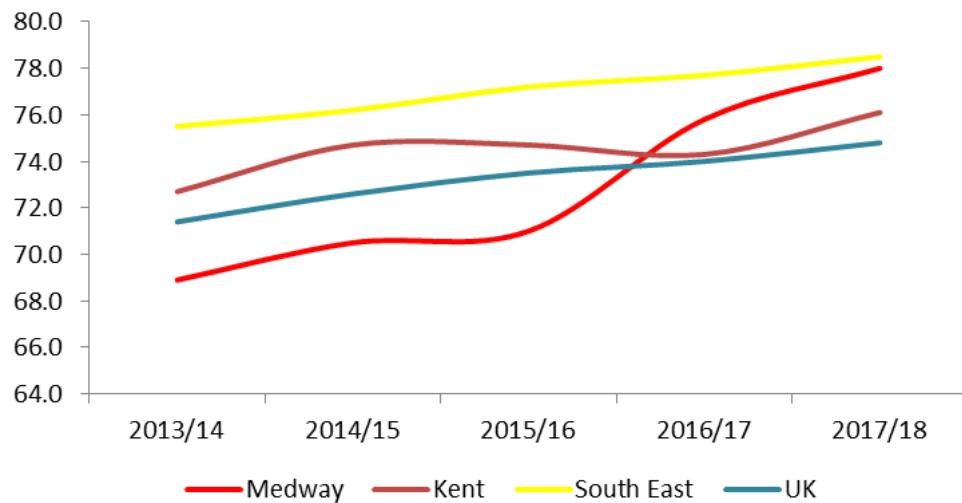
In 2018 the employment rate in Medway rose for the fourth year, standing at 78%. The Medway employment rate continues to stand above the national level at 74.8.

The gap between the Medway employment rate and the regional trend is at its narrowest in 2018 with Medway seeing larger annual increases in employment over the past five years against the South East trend.

Employment rate

	2013/14	2014/15	2015/16	2016/17	2017/18
Medway	68.9	70.5	71.0	75.8	78.0
Kent	72.7	74.7	74.7	74.3	76.1
South East	75.5	76.2	77.2	77.7	78.5
UK	71.4	72.6	73.5	74.0	74.8

Employment rate 2014-2018



Source: Annual Population Survey, ONS. Available via NOMISweb.

Economic activity

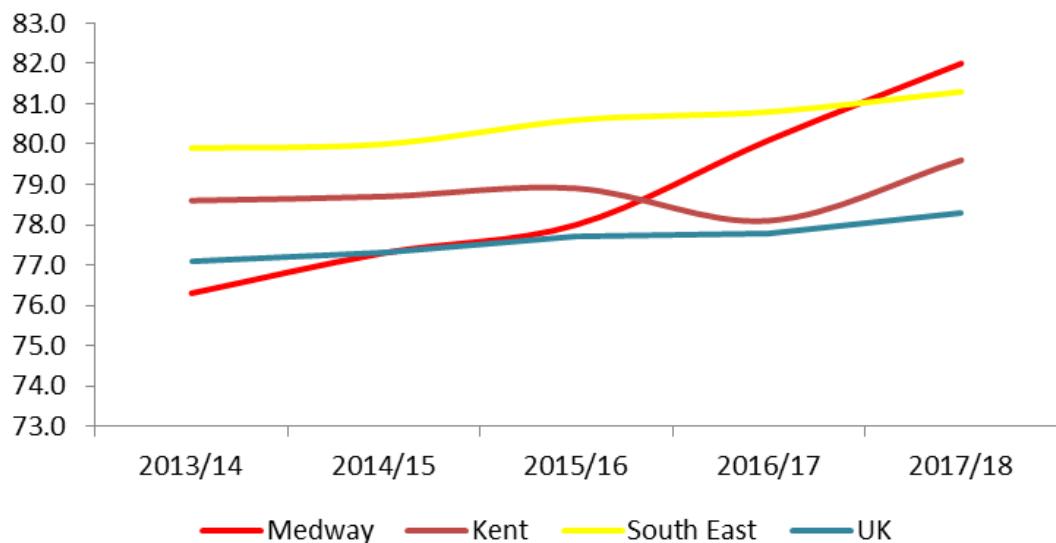
The economic activity level in Medway stood at 82.0% in 2018.

The economic activity rate in Medway has increased for the fourth year running and has stood above the national rate for the past three years.

Economic activity rate

	2013/14	2014/15	2015/16	2016/17	2017/18
Medway	76.3	77.3	78.0	80.1	82.0
Kent	78.6	78.7	78.9	78.1	79.6
South East	79.9	80.0	80.6	80.8	81.3
UK	77.1	77.3	77.7	77.8	78.3

Economic activity rate 2014-2018



Source: Annual Population Survey, ONS. Available via NOMISweb.

For further information on economic activity go to:

<https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/bulletins/uklabourmarket/august2018>

The River Medway - Port cargo traffic

Medway built up around the river and its estuary, and its history and industries reflect these links. Although some traditional industries have declined, there are still a number of marine based businesses active in Medway.

The docks and wharves around Medway support local businesses and provide a strategic role for the movement of goods and materials. This includes the importation of aggregates that support the construction industry. (More information on aggregates importation is available in Volume 3 of the AMR). London Thamesport on the Isle of Grain can handle a variety of deep and shallow-drafted vessels; other ports in Medway include the Scotline Terminal on the Medway City Estate and the National Grid's Liquefied Natural Gas Importation terminal at Grain.

Data is published for Medway Ports that include Chatham Docks and the port of Sheerness, both managed by Peel Ports. Medway Ports are ranked 15th out of the top 30 busiest UK major ports (dropping 2 places from last year) – with the cargo handled representing 1.8%.

Medway Ports cargo tonnage is down on last year, but similarly all traffic in England and Wales has generally fallen. The decline for all ports has also been notable since 2014.

In 2017, dry bulk was the largest cargo type handled by Medway Ports at 2,947 tonnes (dry bulk includes Ores, Coal, Biomass fuels - typically in the form of wood pellets and wood chips - and other agricultural products). This was followed by liquid bulk at 2,630 tonnes, which includes liquefied gas, crude oil and other oil products.

Medway Port traffic cargo – tonnage (000's)

	2013	2014	2015	2016	2017
All traffic	8,384	8,447	9,091	9,170	8,694
Inward	7,142	7,482	7,979	8,087	7,854
Outward	1,242	965	1,112	1,084	839

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

	2013	2014	2015	2016	2017
All traffic	491,755	491,856	485,729	472,772	470,683

Medway Port - Ship arrivals – cargo vessels only

	2013	2014	2015	2016	2017
Arrivals	2,807	3,409	3,031	2,834	2,179

Bulk type Medway Ports – 2017	
Tonnage (000's)	
Liquefied gas	1,116
Oil products	1,513
LIQUID BULK TOTAL	2,629
Ores	92
Agricultural Products	61
Other dry bulk	2,794
DRY BULK TOTAL	2,947
Forestry products	1,333
Iron and steel products	312
General cargo and containers<20'	472
OTHER GENERAL CARGO TOTAL	2,117
CONTAINERS TOTAL	661
ROLL ON/ROLL OFF (self propelled) Import/export of motor vehicles TOTAL	340
ROLL ON/ROLL OFF (non self propelled) TOTAL	0.1
TOTAL TRAFFIC	8,694.1

Bulk Type (tonnage (000's))

Type	Tonnage (000's)
Liquid Bulk	2629
Dry Bulk	2947
Other General Cargo	2116
Containers	661
Roll on/roll off	340

Source: DfT Port Freight Statistics
Further information available at:
<https://www.gov.uk/government/statistics/port-freight-statistics-2017-final-figures>

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 afield, particularly Bluewater. The new Local Plan and our Regeneration Strategy, Medway 2035, promote strategies and policies to secure a vibrant and strong role for Medway's centres in coming years.

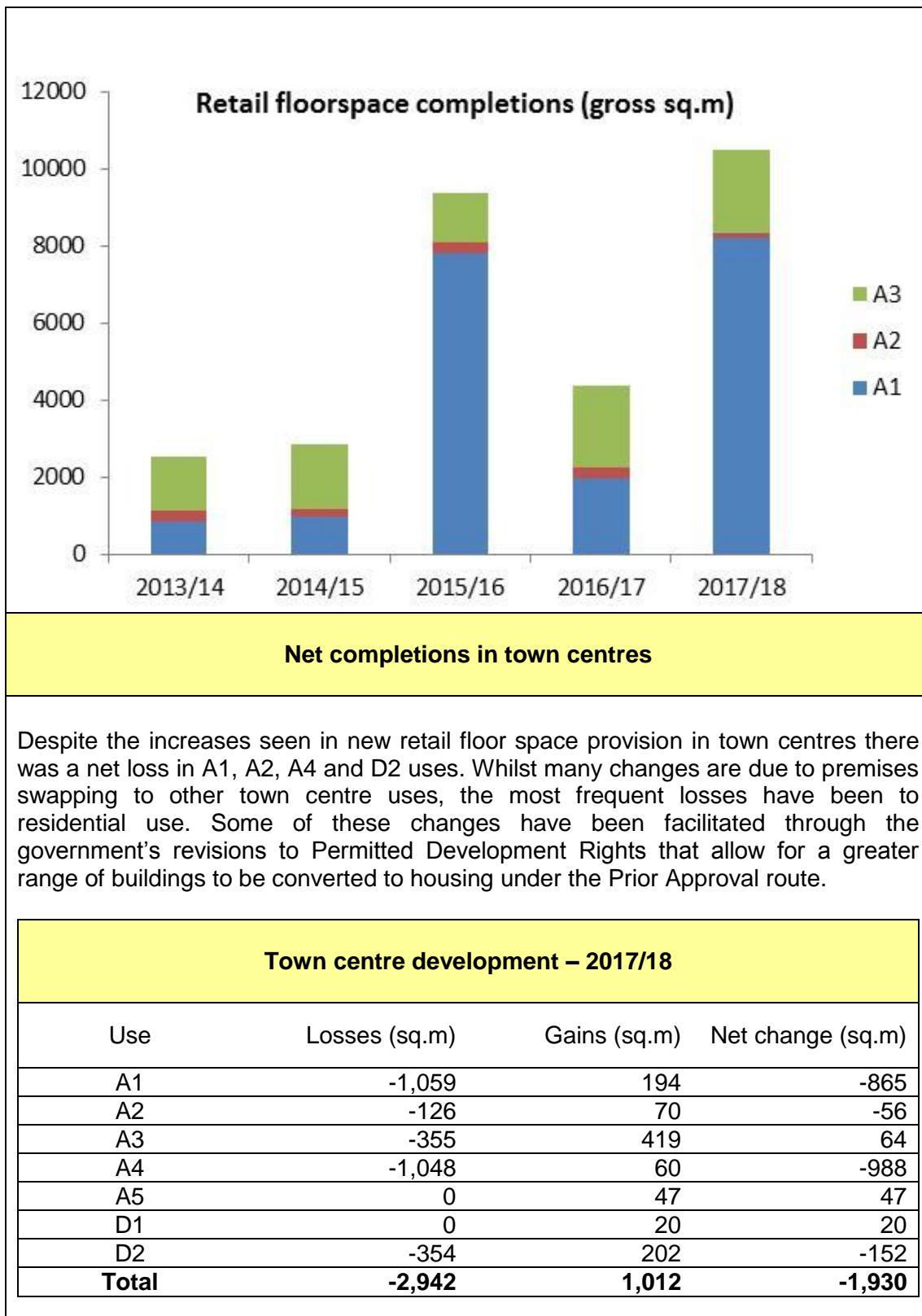
The net loss of drinking establishments/public houses has continued in 2017/18, with the loss of 12 establishments, with all but one of these being lost to residential use.

Gross completions A1-A5

The largest amount of new A1 floor space was delivered from the redevelopment of the B&Q site at Strood Retail Park and from the retail units at Gillingham Business Park.

Town Centre (TC) and non Town Centre gross retail floor space completions (sq.m)

		2013/14	2014/15	2015/16	2016/17	2017/18
A1	TC	210	259	68	227	194
	Non TC	642	704	7,756	1,728	8,021
	Total	852	963	7,824	1,955	8,215
A2	TC	276	167	245	202	70
	Non TC	0	31	34	103	64
	Total	276	198	279	305	134
A3	TC	161	644	1,141	671	419
	Non TC	1,232	1,032	123	1,434	1,728
	Total	1,393	1,676	1,264	2105	2,147
A4	TC	0	78	273	107	60
	Non TC	0	254	252	119	331
	Total	0	332	525	226	391
A5	TC	0	147	0	36	47
	Non TC	493	174	234	67	58
	Total	493	321	234	103	105
A1-A5	TC	647	1,295	1,727	1,243	790
	Non TC	2,367	2,195	8,399	3,451	10,202
	Total	3,014	3,490	10,126	4,694	10,992



Natural and Built Environment

Greenspace regeneration project

Development of Green Spaces

Working in partnership the aim is to protect and sustain the existing open spaces and create new and improved open spaces by:

- make the best use of our valued open and green spaces
- identify how we can improve our existing parks and open spaces
- develop new partnerships and secure funding to make improvements in the future
- encourage more community involvement
- celebrate our open and green spaces

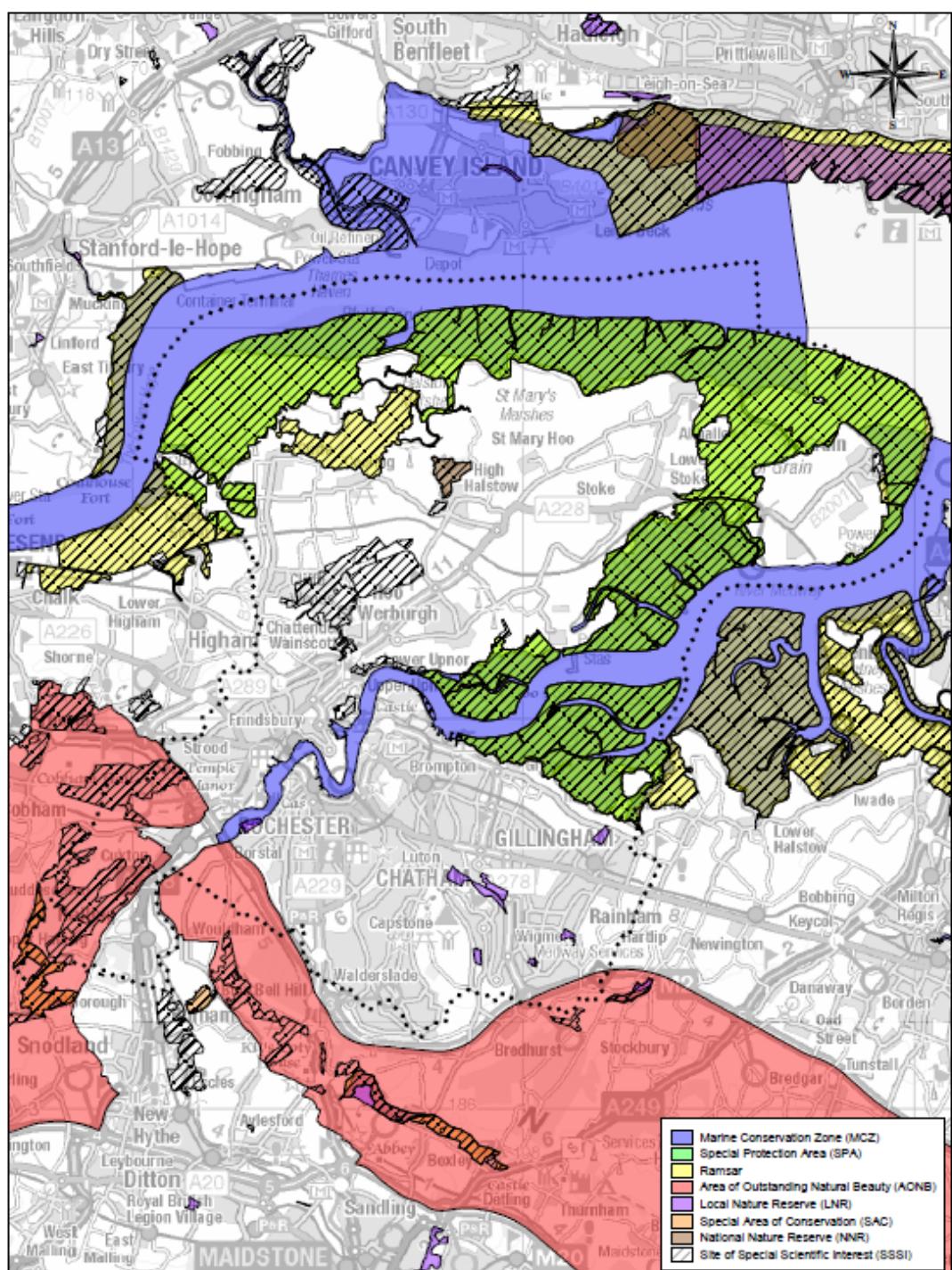
The current projects include:

- development of play areas
- introducing a BMX pump track to Queen Elizabeth Fields in Gillingham
- Green Flag Awards
- HLF Command of the Heights project at Fort Amherst and Chatham Waterfront



Command of the Heights; mock up of Spur Battery Amphitheatre

Environmental Designations in Medway



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Scale:1:135000 21/08/17

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Green flag awards

The winners of the Green Flag award are announced each year in July during 'Love Parks' week. In 2017 seven sites received the Green Flag award.

Green flag sites – year awarded

July 2013	7	Over the years the sites have included:- The Vines, Riverside Country Park, Hillyfields, Capstone Farm Country Park, Broomhill Park, Great Lines Heritage Park and Gillingham Park
July 2014	7	
July 2015	7	
July 2016	6	
July 2017	7	

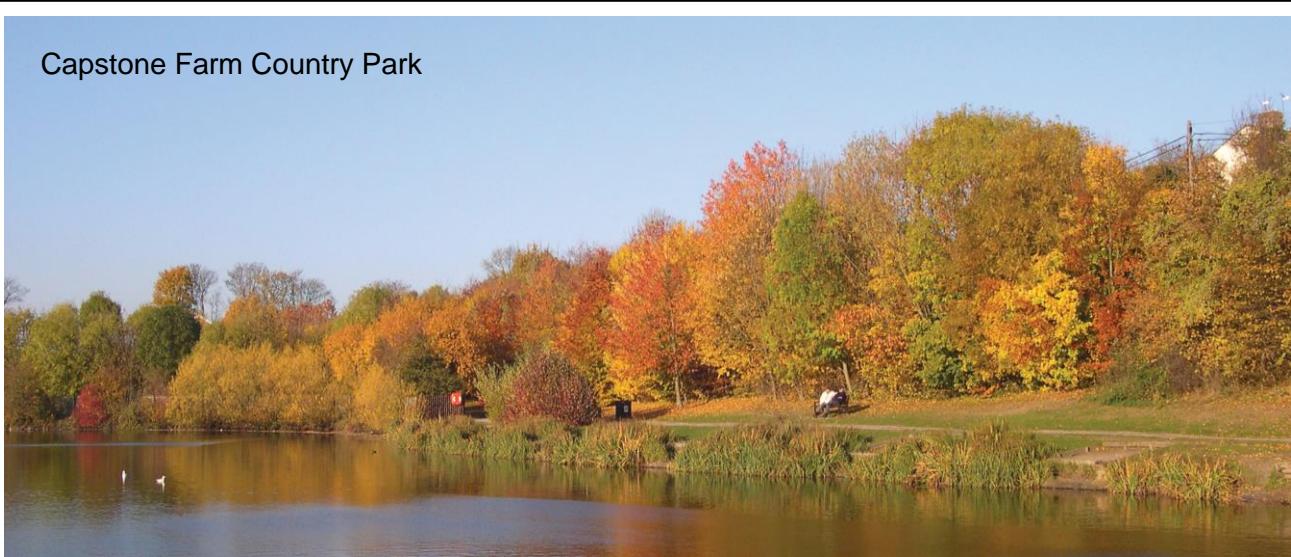
Medway's thriving towns are surrounded by beautiful parks and countryside, which Medway Council works hard to maintain so people can enjoy the area's open spaces throughout the year. The council has invested in improving footpaths and cycle routes across Medway, giving people more access to enjoy the impressive green spaces.

Recognising beautifully maintained parks the international award, now into its third decade, is a sign to the public that the space boasts the highest possible environmental standards, is exceptionally well maintained and has excellent visitor facilities.

Capstone Farm Country Park, Riverside Country Park, Great Lines Heritage Park, The Vines, Broomhill Park, Hillyfields Community Park and Gillingham Park are among a record-breaking 1,797 UK parks and green spaces that received the prestigious Green Flag Award in July 2017 – the mark of a quality park or green space.

Source: <http://www.greenflagaward.org.uk/>

Capstone Farm Country Park



Air Quality

Clean air is important for our health and for the environment. Urban air pollution has a long history and in the past has generally been caused by industrial and domestic sources. Today, the biggest source of air pollution in the UK is from road traffic and this is the case in Medway. There is increasing awareness of the impacts of poor air quality.

The assessment of local air quality has shown that in Medway levels of nitrogen dioxide (NO₂) are above the health-based objectives set out by the Government. Therefore, Medway Council declared three Air Quality Management Areas (AQMAs) in 2010: Central Medway; High Street, Rainham; and Pier Road, Gillingham.

The Four Elms Hill AQMA was declared on 1 November 2017 for exceedances of the annual mean nitrogen dioxide objective; this AQMA covers part of Four Elms Hill, Chattenden, including properties adjacent to parts of the Four Elms Hill (A228), Main Road (A228) and Peninsula Way (A228).

The Air Quality Action Plan outlines a number of measures aimed at improving local air quality by reducing levels of nitrogen dioxide to acceptable levels. More information can be found at:

<http://www.medway.gov.uk/crimenuisanceandsafety/rubbishpollutionnuisance/airandsmells/medwayairqualityaction.aspx>

Many challenges still lie ahead for Medway Council in terms of making a positive contribution to improving air quality. Whilst a weak trend of decreasing measured concentrations of nitrogen dioxide is apparent at most sites from 2011 to 2017, monitoring results for 2017 demonstrate that air quality in Medway continues to exceed the annual mean nitrogen dioxide objective at some locations to roads covered by the four AQMAs currently declared. Although, it should be noted that measured pollutant concentrations remain below the national objectives at all monitoring sites located outside the declared AQMAs (when distance-corrected to represent relevant exposure) , and numerous sites within them. No changes to the number and/or extent of the AQMAs currently declared are recommended.

A key action taken by Medway Council to improve air quality since the last Annual Status Report (ASR, 2017) is the development and adoption in December 2017 of the **Medway Air Quality Communication Strategy**. The Strategy is designed to support in achieving the aims of the Medway Air Quality Action Plan (2015) through stimulating changes in the way people and organisations view air pollution. The Strategy includes three key objectives and a number of key messages and details a series of recommended communications activities to increase the awareness of the health impacts of air pollution amongst identified key stakeholders and specific local groups affected by air pollution.

In addition to the Communication Strategy, Medway Council intends to implement further measures to improve air quality within Medway in the future. These include measures that aim to improve Medway's air quality through freight and delivery management, transport planning and infrastructure, improving vehicle fleet efficiency, promoting travel alternatives, promoting low emission transport, traffic management, promoting travel alternatives and alternatives to private vehicle use, policy guidance and development control and public information.

The latest ASR, for 2018, is to be released in due course.

Built Environment - Heritage at Risk

Historic England compiles an annual Heritage at Risk register which identifies Grade I and Grade II* Listed Buildings, Scheduled Monuments and Conservation Areas which are at risk from neglect. There are a number of conditions for each type of designation to be included onto the Register:

- **Vacant Listed Buildings:** In very bad, poor or fair condition.
- **Occupied Listed Buildings:** In very bad or poor condition.
- **Scheduled Monuments:** Depends on their condition, vulnerability, trend of their condition and their likely future vulnerability.
- **Conservation Areas:** Those that are deteriorating or in very bad condition and are not expected to change significantly in the next 3 years.



Currently Medway has 15 entries on the Heritage at Risk register; including 8 Scheduled Monuments, 5 Listed Buildings and 4 Conservation Areas. This number of entries is significantly higher than most of the other Kent local authorities, with a number of the entries comprising more than one building or site per entry.

After a peak of 18 entries on the register in 2015, the number has reduced through work with the owners to undertake repairs and improvements. Other sites, such as Fort Amherst have recently benefitted from Heritage Lottery Funding to help undertake a number of improvements and essential repairs.

Nationally, 3.8% of Grade I and Grade II* Listed Buildings (excluding Places of Worship) are currently on the Heritage at Risk register, this compares to 3.9% in Medway. Of the 24 Conservation Areas in Medway, 4 are included on the register; equating to 16.7%, which compares to just 6% nationally.

The National List of Buildings of Special Architectural or Historic Importance

The most recent national data available from Historic England indicates that Medway has 723 entries in the national list of buildings of special architectural or historic importance. These can be broken down as follows:

- 49 Grade I Listed Buildings
- 78 Grade II* Listed Buildings
- 517 Grade II Listed Buildings
- 76 Scheduled Monuments
- 2 Historic Parks and Gardens
- 1 Certificate of Immunity

2017 saw a further 4 entries added to the National List of Buildings of Special Architectural or Historic Importance, including the war memorials in Rochester, Rainham and Hoo.

Health and Communities

Life expectancy

Life expectancy represents the average number of years a person would expect to live based on contemporary mortality rates.

Lifestyle issues including **smoking, obesity and alcohol** are key contributors to high mortality rates resulting from the major killers in Medway, particularly, circulatory disease, cancer and respiratory disease. These are the focus of many public health campaigns in Medway.

The latest information available at Local Authority level covers the period 2013-2017. In Medway for this period, life expectancy has risen marginally. It is however consistently lower than the average age for England.

Medway life expectancy Years

	2010-12	2011-13	2012-14	2013-15	2013-17
Male	78.5	78.8	78.7	78.4	78.5
Female	82.2	83.1	82.2	82.0	82.2

<https://fingertips.phe.org.uk/profile/health-profiles>

England authority average life expectancy Years

	2010-12	2011-13	2012-14	2013-15	2013-17
Male	79.2	79.4	79.5	79.5	79.5
Female	83.0	83.1	83.2	83.1	83.1

Public Health England

Ward Data

The 2013-17 data shows that within Medway life expectancy for men has improved slightly, but for women it has remained the same. There is great variation in life expectancy at ward level – central parts of Medway around the town centres record the lowest life expectancy – most notably for men living in Chatham Central, River, Luton & Wayfield, Gillingham North and Gillingham South. For women the lowest life expectancies are for those living in Chatham Central and Watling.

Average life expectancy 2013 to 2017 – wards

	Male	Female
Chatham Central	76.2	79.7
Cuxton and Halling	84.3	85.9
Gillingham North	76.2	80.6
Gillingham South	76.5	80.2
Hempstead and Wigmore	84.7	85.0
Lordswood and Capstone	82.0	84.9
Luton and Wayfield	76.4	81.4
Peninsula	78.0	82.4
Princes Park	78.4	83.1
Rainham Central	81.8	87.1
Rainham North	79.7	85.8
Rainham South	80.2	82.9
River	75.6	82.4
Rochester East	78.3	82.6
Rochester South and Horsted	78.9	81.6
Rochester West	78.1	82.3
Strood North	78.6	81.8
Strood Rural	80.4	83.6
Strood South	77.4	83.1
Twydall	79.3	82.0
Walderslade	79.2	84.3
Watling	77.9	78.8
Medway	78.6	82.2

Source: Medway life expectancy Public Health Profile 2017, – Public Health England © Crown Copyright.

Life expectancy at ward level supplied by the Public Health Team

See glossary for 'life expectancy' definition.

Mortality

The death rate in Medway as measured by the standardised mortality ratio stands above the national level. The death rate in Medway also remains higher than the South East and Kent.

It should be noted that the trend in female death rate has been quite erratic over the past five years.

The majority of deaths in England and Wales in 2017 were contributed to three main causes: cancers (neoplasms), circulatory diseases and respiratory.

Standardised mortality ratio

	2013	2014	2015	2016	2017
Medway	104	112	111	103	104
Kent	96	97	97	98	97
South East	93	93	92	92	93
Eng/Wales	100	100	100	100	100

Medway - Standardised mortality ratio by gender

	2013	2014	2015	2016	2017
Male	104	109	112	108	100
Female	103	116	110	99	109

Source: Death registrations summary tables - England and Wales (Office for National Statistics (ONS)) © Crown copyright 2018.

<https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/deaths/datasets/deathregistrationssummarytablesenglandandwalesreferencetables>

For more detailed information on health in Medway go to:

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

Hot food takeaway guidance

In order to promote a healthier Medway, in February 2014 Medway Council issued a Hot Food Takeaway Guidance Note. The purpose of this was to manage the potential proliferation of hot food takeaways, to help reduce obesity particularly among children, create a healthier environment, more vibrancy in town centres and to assist the creation of a more diverse offer in retail areas. The guidance supports a 400m buffer around schools to manage the siting of takeaways and the restriction on hours of operation.

Obesity and poor diet can lead to serious health issues for our local population. 64.6% of adults in Medway are overweight or obese, compared to an England average of 61.3%. The rates of overweight children in both reception (22.6%) and year 6 (35.5%) are similar to the England averages (22.6% and 34.2%, respectively). Medway Council has set out ambitions to improve the health and associated life chances of local people.

The aim is to reduce the concentration and clustering of hot food takeaway in core retail areas/town centres and reduce the prevalence of takeaways to prevent proliferation. The proposals apply only to new hot food takeaways seeking planning permission.

Use of guidance:

The planning guidance note has been used in sixteen applications during 2017/18.

The majority of applications received in this last year have been for a change of use to A5 (hot food takeaway).

The following table shows the number of applications relating to hot food takeaways that were received during the year (16 applications):

Application theme - 2014/16 - 2017/18

	New takeaway	Change of use	To extend hours	Other	Total number of applications
2014-16	3 (27%)	5 (46%)	2 (18%)	1 (9%)	11
2016-17	0	8 (89%)	1 (11%)	0	9
2017-18	0	13 (81%)	3 (19%)	0	16

This table shows the number of applications relating to hot food takeaways that were determined within the year (14 applications). The remaining 2 will be decided in the year 2018/19.

Application outcome - 2014/16 - 2017/18

	Approved	Approved with conditions	Refused	Total number of applications
2014-16	3 (27%)	5 (45%)	3 (27%)	11
2016-17	2 (33%)	1 (17%)	3 (50%)	6
2017-18	10 (71%)	1 (7%)	3 (21%)	14

A Better Medway

This supports the local population to live a healthier lifestyle. Current programmes include health walks, cycling and Nordic walking as well as access to sports centres offering swimming and a number of fitness classes. Further details on the programmes, information and support are available at:

[https://www.medway.gov.uk/homepage/48/a better medway](https://www.medway.gov.uk/homepage/48/a%20better%20medway)



Infrastructure Education

GCSE attainment scores

A new grading system has been introduced which means that current pass rates can no longer be compared to the old GCSE pass rates. New GCSEs will be graded 9 to 1, rather than A* to G. Grade 9 is the highest grade, set above the current A*. The grades were given for the first time in 2017 results for specifications that first started teaching in 2015. By 2019, all GCSE results will be using the new system.

Ofqual has developed [grade descriptors for the reformed GCSEs graded 9 to 1](#).

A school's **Attainment 8 score** is the average of all of its students' **scores**. Students don't have to take **8** subjects, but they **score** zero for any unfilled slots. For comparison the England and Medway scores are set out below.

Average attainment score 8 per pupil

	2016	2017
Medway	48.5	44.6
England ²	49.9	45.7

Source: <https://www.gov.uk/government/statistics/revised-gcse-and-equivalent-results-in-england-2016-to-2017>

Main local authority tables: SFR03/2017 Table LA4

² Local authority, region and the total (state-funded sector) figures cover achievements in state-funded schools only. They do not include pupils recently arrived from overseas and so will not match with state-funded figures in the main tables. The 'England' line above includes all pupils from state-funded schools, independent schools, independent special schools, non-maintained special schools, hospital schools, pupil referral units and alternative provision. Alternative provision includes academy and free school alternative provision.

Infrastructure Developer Contributions

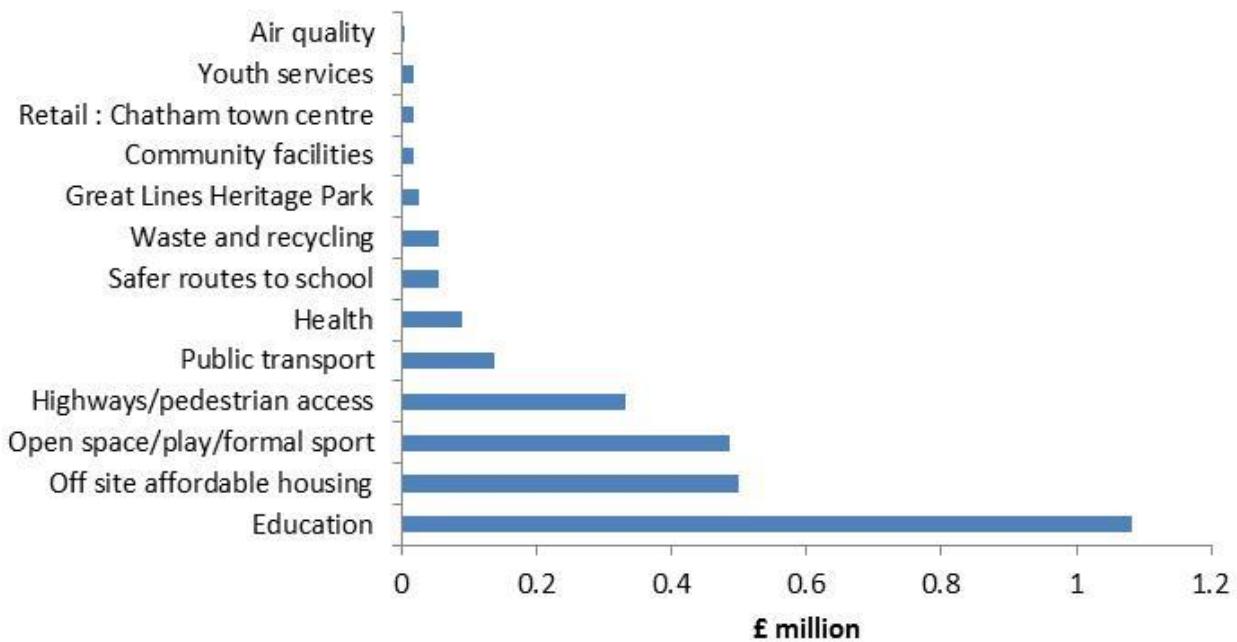
Developers are required to make provision for infrastructure where the need arises directly from development.

In 2017/18 funding received through Section 106 agreements amounted to £2,815,600.04. Education received the highest amount with £1,083,019 (38% of the total contribution). Contributions of over 17% of this funding went equally towards open space/sport and off site affordable housing.

Amount of funding received during the year 2017/18

Section 106 agreements	£2,815,600.04
Habitat Regulations contributions	£122,519.06
Total	£2,938,119.10

Section 106 agreements funding received by category 2017/18



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

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. They also include a clause stating the deadline for expenditure of contributions. From 1 April 2017 new S106 agreements will usually specify a 5 year deadline for

spend. Prior to this date a 10 year deadline was the norm but individual contributions can vary.

A further unilateral undertaking of £223.58 per dwelling was required in 2017/18 for any housing development within 6km of a protected site, in relation to the recreational disturbance that would be caused to the bird population ([habitat regulations](#)). For the period 1st April 2017 to 31 March 2018 a total of £122,519.06 was received. This is funding a strategic package of environmental management and mitigation measures across the protected habitats of north Kent's estuaries and marshes. For more information, please see:

<https://birdwise.org.uk>

In 2017/18, The Medway Guide to Developer Contributions and Obligations was refreshed, the final draft was adopted by Cabinet in May 2018. For more information, please see:

https://www.medway.gov.uk/downloads/file/2745/medway_guide_to_developer_contributions_and_obligations_2018



Transport

As a transport authority, Medway Council is responsible for the local highway network, public rights of way and other transport related infrastructure. This includes 840 km of adopted highway and 293 km of public rights of way, plus the Medway Tunnel.

Local Transport Plan

Medway's third Local Transport Plan (LTP) provides the transport strategy for the period 2011 to 2026. The LTP contains five priorities, with key actions for the Council and partners under each priority:

1. Regeneration, economic competitiveness and growth
2. The natural environment
3. Connectivity
4. Equality of opportunity
5. Safety, security and public health

Local Enterprise Partnership Funding

As outlined within the Development and Regeneration section, Medway has successfully secured funding for various local schemes. Updates on the transport projects are set out below:

A289 Four Elms roundabout to Medway Tunnel journey time and network improvements:

This project will deliver highway capacity improvements in order to provide journey time savings and reduced congestion. Design work is ongoing.

Medway City Estate connectivity improvement measures

This project will deliver an integrated package of infrastructure measures aimed at addressing the existing barriers to movement to and from and within the Medway City Estate. Phase 1 of the project focused on improving vehicular egress from Medway City Estate and included the provision of new traffic signals on the westbound entrance to Medway Tunnel. Studies are currently underway to inform the development of a system to automate the traffic signals. Phase 2 of the project will focus on infrastructure improvements to encourage alternative sustainable modes of travel to the site. It is anticipated that preliminary designs will be completed by the end of 2018.

Strood town centre journey time and accessibility enhancements

The Strood town centre project will deliver journey time and accessibility enhancements to the town centre including changes to the highway and improved public realm. Phase 1 of the project has transformed the existing car park at Commercial Road. Further improvements are being made to pedestrian routes, road surfacing and road layouts in the town centre, with work due for completion in 2019.

Medway Cycling Action Plan

The Medway [Cycling Action Plan document](#) was completed in April 2016. The delivery of a package of measures, to improve access to cycling in Medway (as outlined in the Cycling Action Plan document), is substantially complete. Improvements include the expansion of existing cycling facilities such as cycle parking stands and new cycle corridors. An updated version of Medway's cycle routes map is now available online [here](#). Work has commenced on the build of a cycle pump track (an off road leisure facility) at Queen Elizabeth Fields, Gillingham and is scheduled for completion in October 2018.

https://www.medway.gov.uk/info/200177/regeneration/677/medway_cycle_plan

Estimated traffic flows for cars and all vehicle types

Medway continues to see a lower rate of growth in car usage over vehicle usage.

Over the longer term car and vehicle journeys in Medway has grown at a slower rate in comparison to Kent and the South East and England.

Car Traffic – Million miles

	2013	2014	2015	2016	2017	Percent change 2013-17	Percent change 2016-17
Medway	690	703	705	709	710	2.9	0.1
Kent	6,850	6,946	7,097	7,204	7,250	5.8	0.6
South East	41,399	42,198	43,025	43,598	43,786	5.8	0.4
England	205,599	209,815	212,197	215,397	217,763	5.9	1.1

Motor Vehicle Traffic – Million miles

	2013	2014	2015	2016	2017	Percent change 2013-17	Percent change 2016-17
Medway	853	874	882	894	897	5.2	0.3
Kent	8,806	8,996	9,254	9,451	9,515	8.1	0.7
South East	51,476	52,792	54,082	55,024	55,264	7.4	0.4
England	259,891	266,660	271,092	276,130	279,395	7.5	1.2

This is a measure of the level of usage of roads in Medway, rather than a reflection of vehicle ownership amongst Medway residents.

Source: DfT transport statistics

<https://www.gov.uk/government/collections/road-traffic-statistics#publications-2016>
Tables TRA8901 & TRA8902

Passenger journeys on local bus services

In 2016/17 8.7 million bus passenger journeys were made in Medway. Medway has seen a slight drop in bus usage over the past four years, although nationally there has been a bigger fall in usage. Kent has seen the biggest drop in passenger journeys.

Passenger journeys on local bus services - millions

	2013/14	2014/15	2015/16	2016/17	Percent change 2014-17
Medway	8.9	8.9	8.8	8.7	-2.2
Kent	62.3	57.8	55.8	55.7	-10.6
South East	355.5	355.5	353.3	356	0.1
England	4,672.7	4,627.4	4,507.8	4,438.2	-5.0

Source: DfT transport statistics

<https://www.gov.uk/government/collections/bus-statistics>

Table BUS0109a

Railway Stations

Medway has seven train stations within the borough.

Cuxton and Halling are on the Medway Valley line that runs between Strood and Tonbridge and connections at Strood station provide for onward journeys to London or east Kent.

Rainham, Gillingham, Chatham, Rochester and Strood are served by the north Kent line, with links to London. These are the busiest trains and take the bulk of passengers during the early morning and evening rush hours to and from the capital.

Passenger usage per annum

Station	2013-14	2014-15	2015-16	2016-17
Chatham	2,699,480	2,696,730	2,767,892	2,742,800
Cuxton	39,854	41,578	40,808	42,512
Gillingham	2,439,280	2,540,188	2,629,244	2,731,126
Halling	48,070	55,240	58,710	68,100
Rainham	1,715,959	1,722,010	1,775,560	1,821,372
Rochester	1,240,794	1,304,746	1,385,260	1,631,718
Strood	1,098,676	1,182,148	1,197,602	1,132,056

Since the 2015-16 data was published Rochester Station has been relocated. There was a noticeable increase in user numbers in the last year, of 18%.

Strood Station has been given a £2.59 million upgrade. Work was carried out over a period of 9 months include a larger booking hall, new waiting room and better facilities for passengers. User numbers have dropped by over 5% at Strood over the last year.

There was also a marked increase in use of Halling Station, which may have been linked to new development at St Andrews Park.

Source:

<http://orr.gov.uk/statistics/published-stats/station-usage-estimates>

Station usage 2016/17 data



Minerals, Waste and Energy

Minerals

Information on Minerals in Medway can be found in the Local Aggregate Assessment set out in Volume 3. It reports on the extraction of sand and gravel locally, sales of recycled and secondary aggregate, and the importation of marine won aggregates and crushed rock. The full report is available at:

https://www.medway.gov.uk/downloads/download/24/authority_monitoring_report

Waste

As a Waste Planning Authority, Medway has a responsibility to ensure that the need for waste management facilities is considered alongside other spatial planning concerns, recognising the positive contribution that waste management can bring to the development of sustainable communities.

Medway currently benefits from a range of waste management facilities that assist in the delivery of sustainable development. Some facilities have seen significant increases in volumes of materials processed over the last year. The following information on Medway's waste management is taken from the Environment Agency Waste Data Interrogators:

Waste received (tonnes)		
	2016	2017
Hazardous	15,855.07	25,873.97
Household, Industrial and Commercial	448,289.47	523,579.03
Construction, Demolition and Excavation	107,605.81	109,934.10
Total	571,750.35	659,387.10

Waste removed (tonnes)		
	2016	2017
Hazardous	8,353.13	16,921.58
Household, Industrial and Commercial	496,555.57	589,191.99
Construction, Demolition and Excavation	52,278.34	19,474.47
Total	557,187.04	625,588.04

Energy

Energy Performance

A quarterly series of official statistics is published by the Ministry of Housing, Communities and Local Government, presenting information about certificates on the energy efficiency of domestic and non-domestic buildings in England and

Wales that have been constructed, sold, or let since 2008, and of larger public authority buildings recorded since 2008.

Energy Performance Certificates (EPCs)

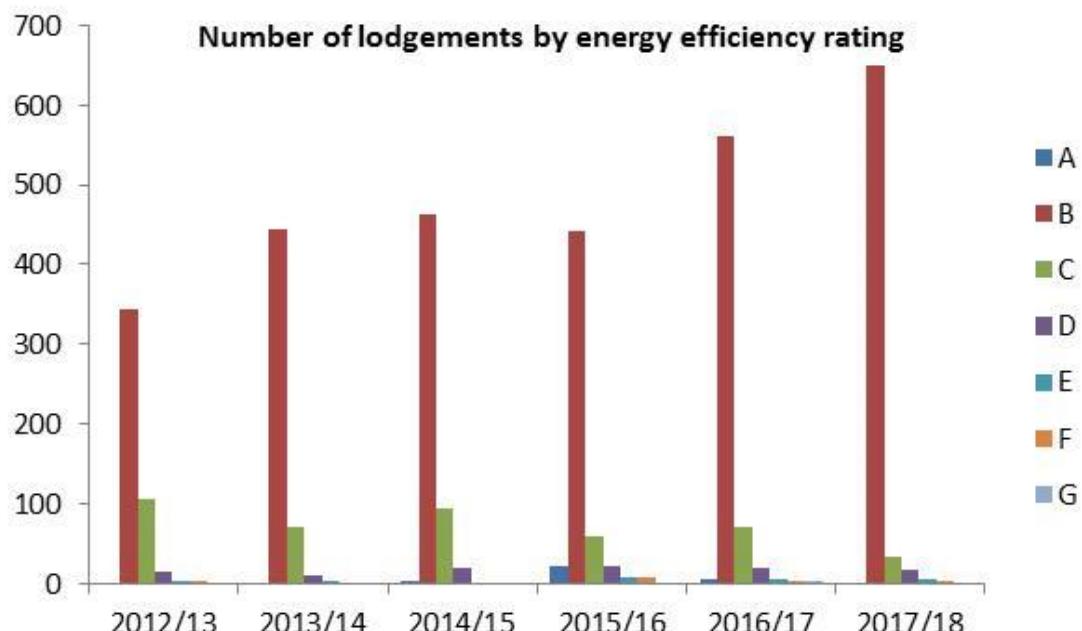
Two types of EPCs are issued on the completion of new dwellings – Energy Efficiency (based on fuel costs) and Environmental Impact (based on CO₂ Emissions). An EPC gives a property an energy efficiency rating from A (most efficient) to G (least efficient) and is valid for 10 years.

New dwellings - Energy Efficiency (based on fuel costs)

Since 2012/13 the majority of dwellings have been constructed to a B energy efficiency rating (based on fuel costs). This is broadly consistent with the rest of England, although England's overall percentage of B ratings is lower, due to there being higher levels of C ratings.

This year 2017/18 Medway saw the largest increase to rating B, following a fall in ratings C, D, E and F. There were no rating G dwellings constructed this year.

% Medway Number of lodgements by energy efficiency rating (based on fuel costs)							
Year	A%	B%	C%	D%	E%	F%	G%
2012/13	0.0	73.6	22.7	3.2	0.2	0.2	0.0
2013/14	0.0	84.4	13.3	1.7	0.6	0.0	0.0
2014/15	0.2	79.9	16.4	3.5	0.0	0.0	0.0
2015/16	3.9	78.8	10.7	3.9	1.2	1.4	0.0
2016/17	0.7	84.3	10.5	3.0	0.9	0.4	0.1
2017/18	0.0	91.7	4.8	2.5	0.8	0.1	0.0
Total	0.8	82.6	12.6	3.0	0.7	0.4	0.0
England Total	1.1	74.4	20.2	3.3	0.9	0.2	0.1

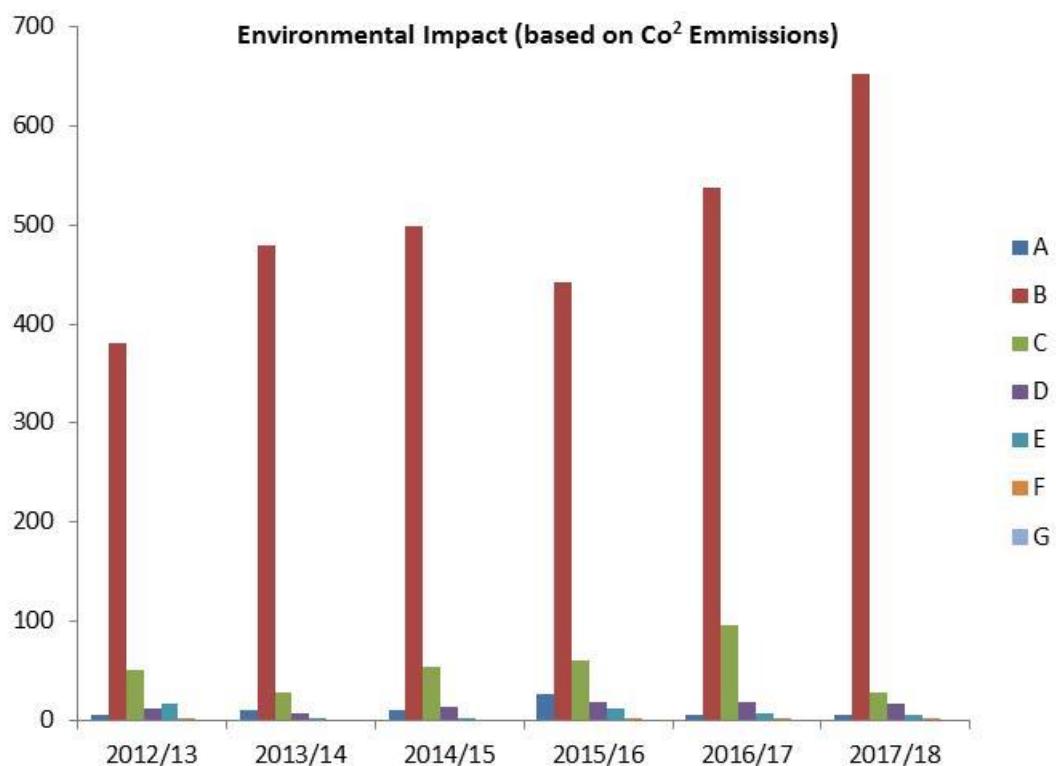


New Dwellings - Environmental Impact (based on CO² Emissions)

Similarly to the energy efficiency rating based on fuel costs, the majority of new homes have been constructed to a B rating. Likewise, this year 2017/18 the percentage of rating B dwellings has increased, following a reduction in ratings C, D, E and F. There have been no new homes constructed to a G rating since 2012/13.

Compared to England, Medway has broadly produced similar building environmental impact ratings, although England overall has a higher percentage of A rating dwellings.

Medway New Dwellings - Environmental Impact (based on CO ² Emissions)						
	A%	B%	C%	D%	E%	F%
2012/13	1.1	81.8	10.7	2.6	3.6	0.2
2013/14	2.1	90.9	5.3	1.3	0.4	0.0
2014/15	1.9	86.2	9.3	2.2	0.3	0.0
2015/16	4.8	78.8	10.9	3.2	2.1	0.2
2016/17	0.9	80.7	14.4	2.8	1.0	0.1
2017/18	0.8	92.0	3.9	2.4	0.7	0.1
Total	1.9	85.2	9.0	2.5	1.3	0.1
England total	8.8	75.3	11.9	3.0	0.8	0.2
						0.0



Source:

<https://www.gov.uk/government/statistical-data-sets/live-tables-on-energy-performance-of-buildings-certificates>

**Notable developments and Medway news during the year
1st April 2017 – 31st March 2018**

Strood

- Work began on building a new access road to a former quarry near Manor Farm Barn, Frindsbury, to serve the construction of 48 dwellings, the sales of which will enable funds of around £900,000 to be raised for the restoration of the 700 year old barn.
- Starbucks was set to move into the last unit at the former B&Q site at Strood Retail Park. The other new occupiers include Marks and Spencer Food Hall, B&M Discount Store and The Gym.
- Redrow commenced building at Temple Wharf and attracted early interest from around 2,000 people.
- The official opening of the Medway Innovation Studios took place. The shipping container buildings took about 10 weeks to construct managed by CargoTek. Every space at the studios has been let.
- Strood Station reopened after a £2.59 million upgrade. Work was carried out over a period of 9 months to provide a larger booking hall, new waiting room and better facilities for passengers.
- Changes to make Strood Town Centre more accessible began. The £9 million plans include improved pedestrian routes, cycling facilities and road layouts. Strood is one of Medway's key regeneration areas, the improvements will help to revitalise the town.
- Wainscott Stores was to follow the trend of post office branches at Strood and Cliffe Woods to offer banking services.

Rochester

- Medway Council and Homes England signed an agreement with Countryside and the Hyde Group to deliver a £400m development at Rochester Riverside, consisting of 1400 new homes, a primary school, work space, retail, leisure and health care facilities.
- Monthly markets selling artisan goods, vintage clothes and fine foods started up in Rochester. Stalls are set up between Northgate and Rochester bridge.
- The redevelopment of a site in Corporation Street Rochester began with the demolition of the old flats, to be replaced with 89 homes offering 53 shared ownership and 36 market rent homes.
- The Cathedral Tea Rooms in Rochester closed and the building was taken on by Rochester Bridge Trust for office space and community activities.
- The Nat West Bank in Rochester closed, leaving just one remaining bank in the High Street (Lloyds). However, Lloyds announced they would close its branch in Spring 2018.
- The memorial in Rochester High Street has been granted Grade II Listed status by Historic England.

Chatham

- Funding of a £4.8 million lottery grant was obtained for the refurbishment of the Fitted Rigging House in the Dockyard, to become home to a visitor centre, the Dockyard's library and archives.
- It was a successful year for the Historic Dockyard, with awards for its architecture, design and tourism offer. Command of the Oceans won the RIBA South East Regional Award, RIBA South East Conservation Award, RIBA South East Building of the Year Award 2017 and the RIBA National Award 2017. It also picked up 2 more at the Medway Design and Regeneration Awards and finally the Leisure Tourism Business of the Year at the KEiBA Awards. It was also shortlisted for the RIBA Stirling Prize.
- Chatham Dockyard received a national gold award by Visit England as it celebrated its 400th birthday.
- For the first time since it opened 14 years ago the Dockside Outlet Centre had a 100% occupancy rate, which bucked the national retail market trend.
- At Pier 5, The Quays adjoining the Dockside Outlet Centre saw a number of new businesses, including restaurants and bars.
- Work began at Colonial House at Chatham Maritime to demolish the former offices and provide new homes and commercial space.
- Medway Council secured £4 million of Government funding to revitalise Chatham Town Centre. The Chatham Placemaking public realm project seeks to improve the route for pedestrians and cyclists from the railway station to the town centre.
- New properties were built in Chatham town centre by mhs Homes, as part of a £12 million development (part funded by a grant from The Homes and Communities Agency) creating 77 homes.
- There were a number of changes in Chatham town centre, with new openings of a number of food and drink businesses, as well as leisure uses, such as a Ping Pong Parlour at the Pentagon Centre, and the discount homeware chain B&M moving into the former Staples building. Work to widen activities at the Pentagon Centre included its use for a careers fair and fundraising event.
- Demolition of the Kitchener Barracks commenced to make way for a new housing development by Latis, making use of modular construction techniques.
- The Co-op store in Walderslade village reopened following a £1.2 million makeover.
- P & D Material Recovery, based at Chatham Docks made a major investment in their waste management facilities. The company bought machinery which sorts waste into categories allowing up to 90% of it to be recycled
- A juice maker based in Lordswood, Chatham broke the £1 million turnover barrier for the first time. The Juice Executive founded in 2014 more than doubled its sales over the last year and has added another eight staff.
- A joint project between Canterbury Christ Church University and the University of Kent was successful in gaining funding for Kent's first medical school. Due to open in 2020, it should assist in addressing recruitment issues in the health sector.
- Toys R Us went into administration.

Gillingham and Rainham

- There were a number of developments in retail and leisure, with the opening of a new McDonalds restaurant and takeaway in Courteney Road, Gillingham, an Aldi supermarket on Gillingham Business Park', the Mast and Rigging pub at Chatham Waters, and M&Co moved into the former BHS store at Hempstead Valley Shopping Centre.
- Detailed planning permission was approved for Chatham Waters, including two tower blocks of 16 and 11 storeys, together with some commercial space at ground floor.
- Rainham Mark Grammar School was awarded The Prince's Teaching Institute Schools Leadership Mark.
- The CAMRA (Campaign for Real Ale) award for the 3rd year running went to Medway's micropub Past and Present in Skinner Street, Gillingham.
- Rainham's War Memorial was granted Grade II Listed status by Historic England.
- Gillingham Baptist Church in Green Street is to be given a £1 million makeover.

Hoo Peninsula and the Isle of Grain

- The 650ft Kingsnorth power station chimney was demolished along with two bunkers at the old Kingsnorth Power Station; the works to clear the site began in 2014 and should be completed by the end of the year.
- Grupo Pacadar, a Spanish construction company, which designs and manufactures pre cast concrete structures, invested £10 million on a 20 acre facility at Thamesport at Grain.

Medway Valley

- The 'blue lake' at Halling is to become a fishing and water sports attraction.

General

- The first Medway Design Awards ceremony was held in Chatham Dockyard. The winners were selected by an independent panel of judges. There were 9 categories the winners in each were:
 - Residential Minor – Manna House, High Street, Upnor
 - Residential Major – Centenary Gardens, Beatty Avenue, Gillingham
 - Residential Super Major – Victory Pier, Gillingham
 - Public Buildings, Community – Medway Park, Mill Road, Gillingham
 - Public Buildings, Education – Walderslade Primary School, Chatham
 - Civils and Infrastructure – Great Lines Heritage Park
 - Commercial Industrial and Retail – Restaurant quarter at Hempstead Valley Shopping Centre
 - Restoration Conservation – Command of the Oceans at Chatham Historic Dockyard
 - Regeneration Impact – Chatham Historic Dockyard

Local residents were given the opportunity to vote for the development that had the most positive impact on the towns over the last 10 years and they picked Victory Pier in Gillingham.

- A consultation seeking views from the public on the Environment Agency's strategy to protect areas of the north Kent coast over the next century ran until the 5th February 2018. The online consultation asked people to consider how best to protect people, properties, wildlife habitats and agricultural land from flooding and coastal erosion.
- The Government announced that Medway Council was one of 45 Local Authorities shortlisted for a share of the £5 billion Housing Infrastructure Fund, and invited to progress to the next stage of the bidding process.

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.

Duty to cooperate - was introduced 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.

Economic activity - A person is economically active if they are either employed or unemployed i.e. in work or looking for work. A person is economically inactive if they are either not seeking work or are unavailable to start work. This includes people who are looking after a family and people who are on long term sick leave.

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 – published in 2012, it sets out the government's planning policies for England.

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, as amended).

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).

Standardised mortality ratio – The SMR is a comparison of the number of the observed deaths in a population with the number of expected deaths if the age-specific death rates were the same as a standard population. SMRs equal to 100 imply that the mortality rate is the same as the standard mortality rate. A number higher than 100 implies an excess mortality rate whereas a number below 100 implies below average mortality.

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 are used as the unit to present data on deprivation, 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 a 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 - Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices, pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes.

A2 Financial and professional services - Financial services such as banks and building societies, professional services (other than health and medical services) and including estate and employment agencies. It does not include betting offices or pay day loan shops - these are now classed as "sui generis" uses (see below).

A3 Restaurants and cafés - For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes.

A4 Drinking establishments - Public houses, wine bars or other drinking establishments (but not night clubs).

A5 Hot food takeaways - For the sale of hot food for consumption off the premises.

B1 Business - Offices (other than those that fall within A2), research and development of products and processes, light industry appropriate in a residential area.

B2 General industrial - Use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste).

B8 Storage or distribution - This class includes open air storage.

C1 Hotels - Hotels, boarding and guest houses where no significant element of care is provided (excludes hostels).

C2 Residential institutions - Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.

C2A Secure Residential Institution - Use for a provision of secure residential accommodation, including use as a prison, young offenders institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation or use as a military barracks.

C3 Dwellinghouses - this class is formed of 3 parts:

- C3(a) covers use by a single person or a family (a couple whether married or not, a person related to one another with members of the family of one of the couple to be treated as members of the family of the other), an employer and certain domestic employees (such as an au pair, nanny, nurse, governess, servant, chauffeur, gardener, secretary and personal assistant), a carer and the person receiving the care and a foster parent and foster child.
- C3(b): up to six people living together as a single household and receiving care e.g. supported housing schemes such as those for people with learning disabilities or mental health problems.
- C3(c) allows for groups of people (up to six) living together as a single household. This allows for those groupings that do not fall within the C4 HMO definition, but which fell within the previous C3 use class, to be provided for i.e. a small religious community may fall into this section as could a homeowner who is living with a lodger.

C4 Houses in multiple occupation - small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.

D1 Non-residential institutions - Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non residential education and training centres.

D2 Assembly and leisure - Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or area for indoor or outdoor sports and recreations (except for motor sports, or where firearms are used).

Sui Generis - certain uses do not fall within any use class and are considered 'sui generis'. Such uses include: betting offices/shops, pay day loan shops, theatres, larger houses in multiple occupation, hostels providing no significant element of care, scrap yards. Petrol filling stations and shops selling and/or displaying motor vehicles. Retail warehouse clubs, nightclubs, launderettes, taxi businesses, amusement centres and casinos.

Windfall Site - Sites not specifically identified in the development plan (definition from revised National Planning Policy Framework 24 July 2018)

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Medway Authority Monitoring Report 2018

Volume 3 - Local Aggregate Assessment 2017

December 2018

Executive Summary

This is the sixth Local Aggregate Assessment (LAA) produced for Medway, in line with the requirements set out in the National Planning Policy Framework 2018 (NPPF) and in the Planning Practice Guidance (PPG). The report covers the 2017 calendar year and is circulated to Minerals Planning Authorities throughout the South East and neighbouring areas, industry representatives and other key stakeholders for comments.

The council has considered a range of data sources in compiling information on the demand for aggregates and supply options available; with the annual aggregate monitoring produced by the South East England Aggregates Working Party (SEEAWP) based on a survey of local operators being a key source of data. Due to the size of Medway and the limited number of minerals sites and wharves, there are some areas where it is not possible to publish sales data due to commercial confidentiality.

Land-won Aggregate

Currently, sand and gravel is the only land-won aggregate actively being extracted in Medway. In the past this has also included other minerals such as clay, chalk and brickearth; however recent demand for the extraction of these has been limited in Medway.

There are currently two permitted quarries for the extraction of sand and gravel in Medway, one inactive and the other commencing extraction in 2017. Whilst recording a relatively low level of sales in 2017, it is anticipated that this will increase significantly with the first full year of operation in 2018.

Recycled and Secondary Aggregate

Sales of recycled and secondary aggregate rose from 2016 to 2017, which is reflected in the increases in both the 3-year and 10-year sales averages. This is the third consecutive increase in sales since 2014.

Marine-won sand and gravel

Medway's wharves continue to demonstrate their regional importance, reporting 1.794Mt of marine-won sand and gravel sales in 2017. Whilst this represents a 9% decrease on 2016, it is the second highest level of sales in the last 10 years.

No sales of marine-won soft sand were reported in 2017.

Crushed Rock

The rail depot at Grain reported a significant decrease in importation of crushed rock to Medway; however sales of crushed rock through the wharves have increased by 4% since 2016. This is supported in-part by the opening of an additional aggregates wharf at London Thamesport in 2017.

Demand

The council has analysed a range of sources to project any trends that may be emerging that would influence demand. The population of Medway is projected to increase by c 13% from 2018 to 2035 and house builders are reporting increased workloads and planning permissions nationally, indicating a potential increase in demand over the coming years. A number of significantly large regional infrastructure projects (such as Crossrail 2 and HS2) are also expected to substantially increase demand.

Current permitted reserves of sand and gravel is 1.310Mt, providing a landbank of 135 years based on 3-year average sales data. This position is further supported by Medway's wharves and increasing rate of supply of recycled and secondary aggregate.

Conclusion

Medway plays a strategic role in regional aggregates supply most notably through the wharves located on the rivers Medway and Thames.

The council will plan positively for the steady and adequate supply of aggregate through the emerging Local Plan in order meet the needs of the local and regional markets.

Aggregate Supply Summary Table Medway 2018									
	Sales (Mt)	10-year Average Sales (Mt)	3-year Average Sales (Mt)	Trend	LAA Rate (Mt)	Reserve (Mt)	Land bank (Years)	Capacity (Mtpa)	Comments
Sharp Sand & Gravel	c	0.006	0.009	↑	0.009	1.195	135	>0.200	2 quarries, one inactive.
Soft Sand	0	0	0	N/A	0	0	0	0	No known reserves.
All Sand & Gravel	c	0.006	0.009	↑	0.009	1.195	135	>0.200	2 quarries, one inactive.
Crushed Rock	0	0	0	N/A	0	0	0	0	No known reserves.
Recycled/ Secondary Aggregates	c	0.067	0.065	↑	N/A			>0.075	Current temporary permissions may impact upon future supply.
Marine Sharp Sand & Gravel	1.794	1.415	1.790	↓	N/A			4.150	Established importation and distribution facilities with potential for growth. The capacity is combined total for all wharves across all aggregate types.

Marine Soft Sand	0	0.074	0.100	↓	N/A			4.150	Established importation and distribution facilities with potential room for growth. The capacity is combined total for all wharves across all aggregate types.
Rock Imports by Sea	0.945	0.901	0.981	↑	N/A			4.150	Established importation and distribution facilities with potential room for growth. The capacity is combined total for all wharves across all aggregate types.
Rail Depot Sales (Sand & Gravel)	0	0	0	N/A	N/A			0.100	Established aggregates rail depot. Sales data not published due to commercial confidentiality.
Rail Depot Sales (Crushed Rock)	c	0.018	0.005	↓	N/A			0.100	Established aggregates rail depot. Sales data not published due to commercial confidentiality.
Comments	<p>The supply of aggregates in Medway is currently sufficient, with the existing importation facilities providing a high percentage of aggregates for the wider London and South East area. With extraction of sand and gravel from the quarry at Kingsnorth commencing in 2017, the supply of aggregates from Medway is expected to increase.</p> <p>In common with much of the south east, there is high demand for housing in Medway. The population is projected to grow to 317,500 by 2035, with potentially over 1,310 homes needing to be built each year to meet the projected housing demand across the Local Plan period to 2035.</p> <p>Other major construction projects proposed in the wider South East region include Ebbfleet Garden City, Lower Thames Crossing, Thames Tideway tunnel, Crossrail 2, HS2 and the London Underground Northern Line extension.</p> <p>c denotes where sales data is not published due to commercial confidentiality.</p>								

1. Introduction

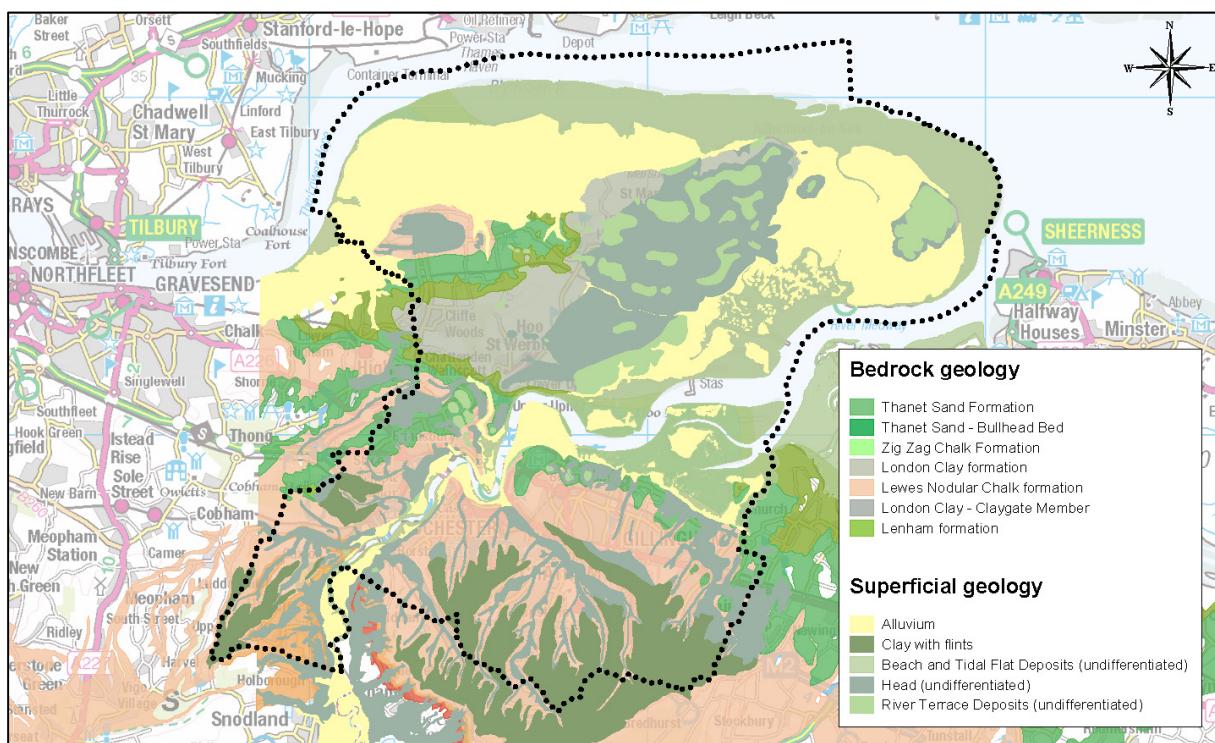
- 1.1. This is the sixth LAA produced for Medway. It has been prepared in line with requirements set out in the NPPF (Paragraph 207) and the PPG. Paragraph 207 of the NPPF states Minerals Planning Authorities should prepare: '*an annual Local Aggregate Assessment, either individually or jointly, to forecast future demand, based on a 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)*'. The LAA 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.
- 1.2. LAAs play an important role in the coordination of planning for the supply of minerals to meet the country's needs. Aggregate minerals such as soft sand, 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.
- 1.3. Much of the data used in the preparation of this LAA comes from the annual monitoring of aggregates sales in Medway on behalf of the South East England Aggregate Working Party (SEAWP). The annual Aggregate Monitoring survey collects sales data from active mineral extraction sites, minerals wharves, minerals rail depots and recycled aggregate processing sites.
- 1.4. 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 operators. This is reflected in how and what data is presented in this report.

2. Land-won Aggregate

Geology of Medway

2.1. The sand and gravel deposits in the Medway area are primarily concentrated on the Hoo Peninsula as a result 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 north-western marshes of the peninsula that include some sand and gravel seams. 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. An overview of Medway's geology is provided in figure 1.

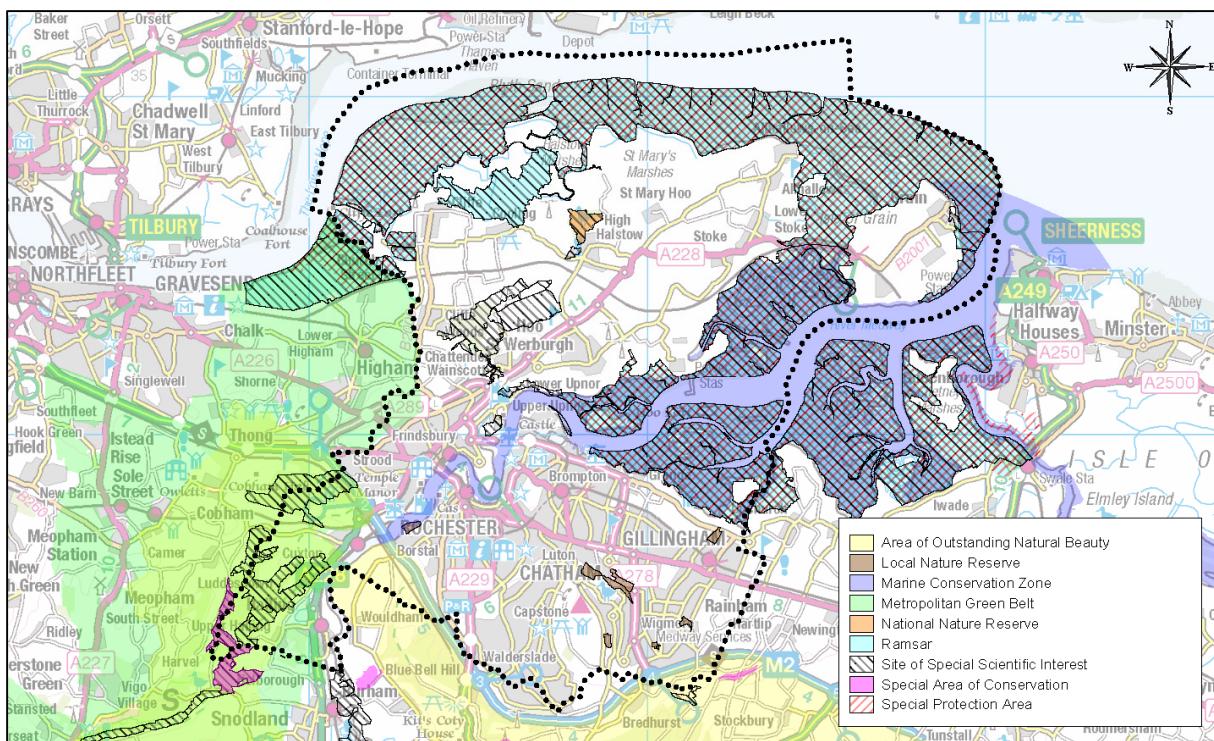
Figure 1: The geology of Medway



Environmental and Landscape Designations

2.2. Medway covers an area of 26,886ha (including rivers and coastal areas), and within this area are several landscape and environmental designations that could constrain where minerals extraction could take place. These designations include: Special Protection Areas, Ramsar sites, Special Areas of Conservation, Areas of Outstanding Natural Beauty, Green Belt, Sites of Special Scientific Interest, Marine Conservation Zones, National Nature Reserves and Local Nature Reserves. The extents of the environmental and landscape designations in Medway are provided in figure 2.

Figure 2: Environmental and Landscape designations in Medway



Extraction of Minerals

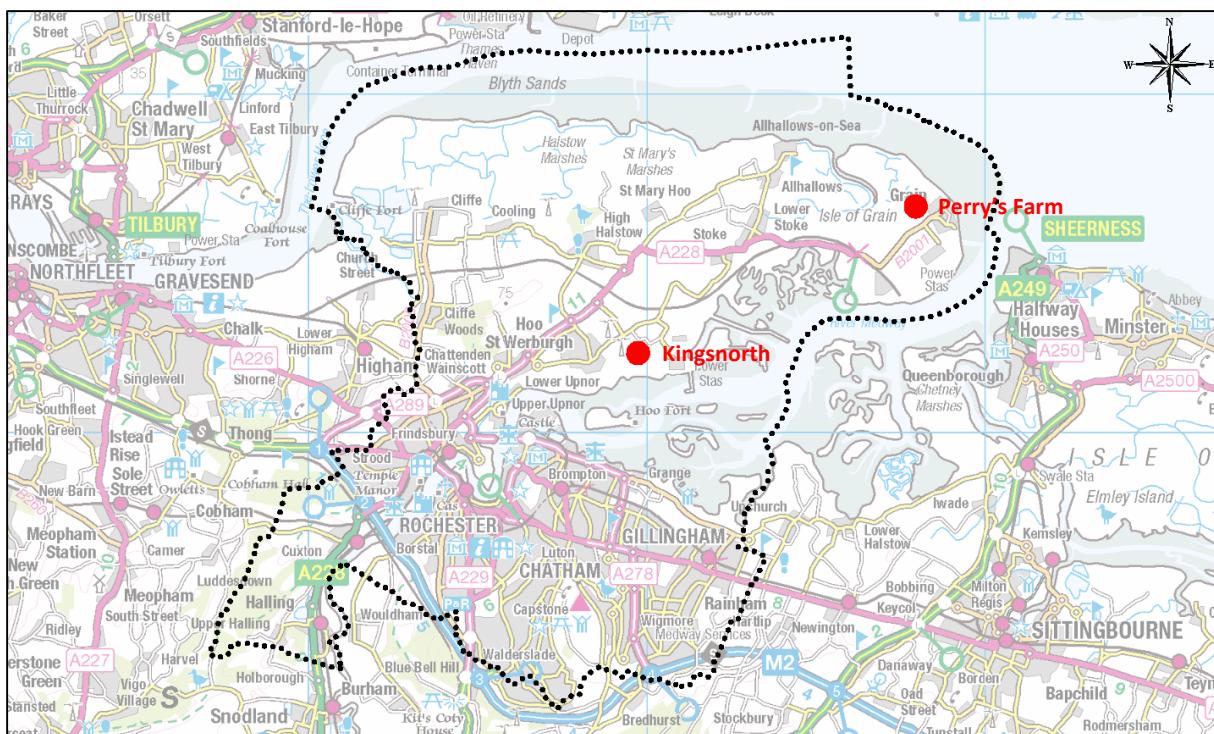
2.3. Contained within Medway's geology there are a range of minerals that have the potential to be economically viable for extraction. These deposits include sand and gravel, chalk, London clay and brick clay. Extraction for these minerals has predominantly taking place around the rivers' edge and across the Hoo Peninsula in the past, but there have only been limited operations in recent years for the extraction of London clay and sand and gravel.

2.4. The present total permitted reserve of sand and gravel for extraction in Medway is 1.195Mt. 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 in Grain, operated by Clubb, but is currently inactive. The locations of the permitted quarries are provided in figure 3 (overleaf).

2.5. Kingsnorth Quarry is operated by Tarmac and has planning permission for the extraction of 1.2Mt of sand and gravel, and includes a ready-mix concrete plant on-site. Extraction commenced in 2017 and cumulatively 200,000 tonnes per annum of material can be removed from the site. It is currently the only operational quarry in Medway.

2.6. Research to support mineral planning work in Kent and Medway has provided an indication of significant available reserves in the area to help meet future demand.

Figure 3: Quarries in Medway



2.7. Due to the limited number of quarrying sites in Medway, it has not been previously possible to publish annual levels of sales of locally won sand and gravel. However the council has been able to use data provided to the Aggregates Monitoring survey to produce a 3-year and 10-year average sales figure.

2.8. The current 10-year average sales for aggregates from quarries in Medway are 0.006Mtpa and the 3-year average sales is 0.009Mtpa. The 3-year and 10-year average sales data for land-won aggregate since 2007 is presented in table 1.

Table 1: 3-year and 10-year average sales (Mt) for land-won aggregate in Medway

Year	3-year average sales (Mt)	10-year average sales (Mt)
2007	0.033	n/a
2008	0.027	n/a
2009	0.018	n/a
2010	0.010	n/a
2011	0.003	n/a
2012	0	n/a
2013	0	n/a
2014	0	0.013
2015	0.003	0.010
2016	0.003	0.006
2017	0.009	0.006

2.9. Table 1 demonstrates how the average 10-year sales have gradually decreased due to the decline in minerals extraction over the longer term; whilst the increase in the 3-year average reflects the more recent commencement of extraction at Kingsnorth Quarry. This increase is expected to also be reflected in the 10-year average sales over the coming years.

Landbank

2.10. Medway is required to maintain a 7-year land bank for sand and gravel. Permitted reserves are considered to be 1.310Mt. The current landbank calculated using the 3-year average sales is 135 years, and using the 10-year average sales the landbank increases to 212 years. With the increased activity in extraction more recently, it is considered appropriate to use the 3-year average sales to inform the LAA rate, as this better reflects the current status of land-won aggregates in Medway.

2.11. Due to Medway's geology, it is not necessary to maintain a landbank for land-won rock; or a separate landbank for soft sand from that of sand and gravel.

3. Recycled and Secondary Aggregates

3.1. Materials defined as recycled or secondary aggregates are derived from demolition and construction waste, industrial by-products such as power station ash, colliery spoil, and blast furnace slag and slate. These materials can be used as substitutes for aggregates, such as in concrete production, or as fill.

3.2. The use of recycled and secondary aggregates is critical to the sustainable management of primary mineral resources. In-line with government policy to secure the valuable finite resources of materials required for development, Medway Council promotes the use of alternatives to primary aggregates.

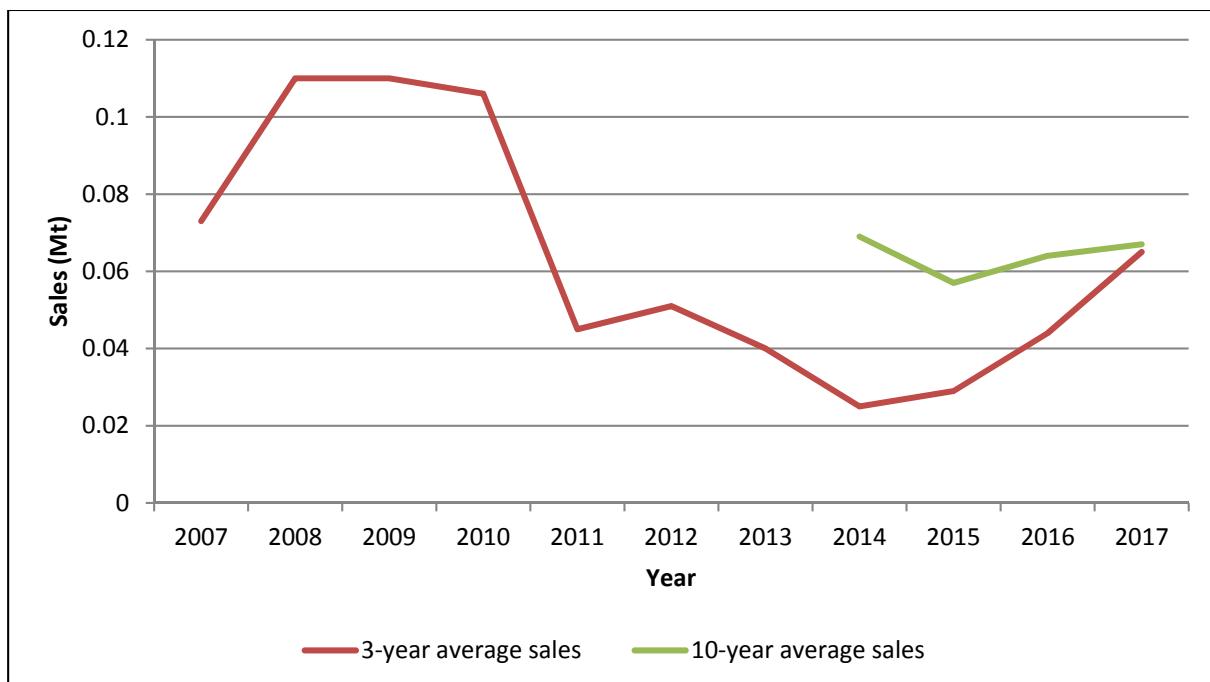
3.3. Facilities exist within Medway for the recycling of construction, demolition and excavation (CD&E) waste at fixed sites. However there is additional capacity, as it is understood that significant amounts of material are dealt with on site by mobile plant as part of demolition and construction processes. Due to the low number of returns received from operators to the Aggregates Monitoring Survey 2017, it is likely that there are other fixed-site operators within Medway whose sales are not currently being recorded.

3.4. Commercial confidentiality prevents sales data from being published; however 3-year and 10-year average sales data provide a valuable insight into the position of the current market. In 2017 the 3-year average sales rose by 47%; with a smaller increase of just 5% over the 10-year average sales when compared to 2016. In 2017, the sales comprised 100% of recycled material. Table 2 provides full breakdown of recycled and secondary aggregate sales and the trend in figure 4.

Table 2: Sales (Mt) of recycled and secondary aggregate in Medway

Year	3-year average sales (Mt)	10-year average sales (Mt)
2007	0.073	n/a
2008	0.110	n/a
2009	0.110	n/a
2010	0.106	n/a
2011	0.045	n/a
2012	0.051	n/a
2013	0.040	n/a
2014	0.025	0.069
2015	0.029	0.057
2016	0.044	0.064
2017	0.065	0.067

Figure 4: Sales (Mt) of recycled and secondary aggregate in Medway



3.5. It is worth noting that a number of recycling facilities (including those that handle recycled aggregate) are currently subject to temporary planning permission due to forming part of the wider long-standing regeneration programme for the area. Work to identify alternative sites for such uses is being pursued through the Local Plan.

4. Wharves and Rail Depots

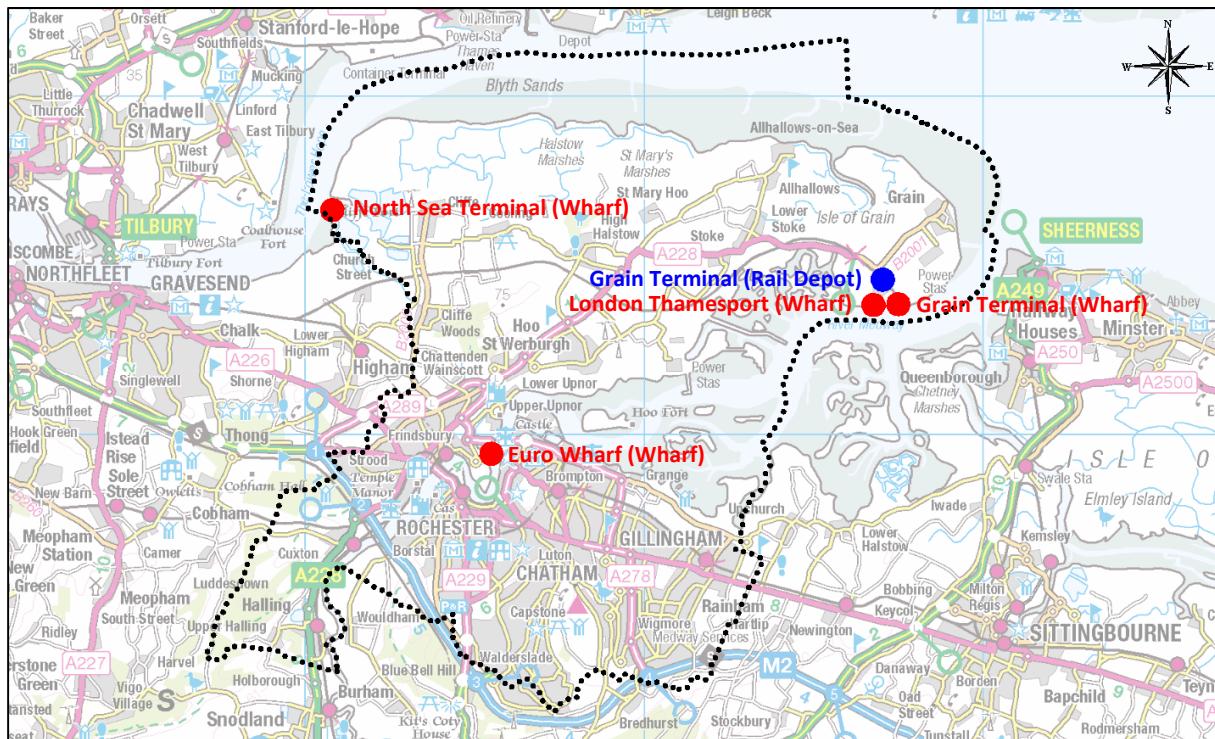
Marine-won Sand and Gravel

4.1. 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 four currently in operation:

- Grain Terminal, Isle of Grain (wharf and rail depot): operated by Aggregate Industries.
- North Sea Terminal, Cliffe, Rochester: operated by Brett Aggregates.
- Euro Wharf, Frindsbury, Rochester: operated by Hanson Aggregates.
- London Thamesport, Isle of Grain: operated by Medway Aggregates.

The location of the wharves and the rail depot in Medway is provided in figure 5.

Figure 5: Wharves and rail depots in Medway



4.2. Collectively, these five facilities 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 within their capacity levels which offer the ability to increase production in response to market demand.

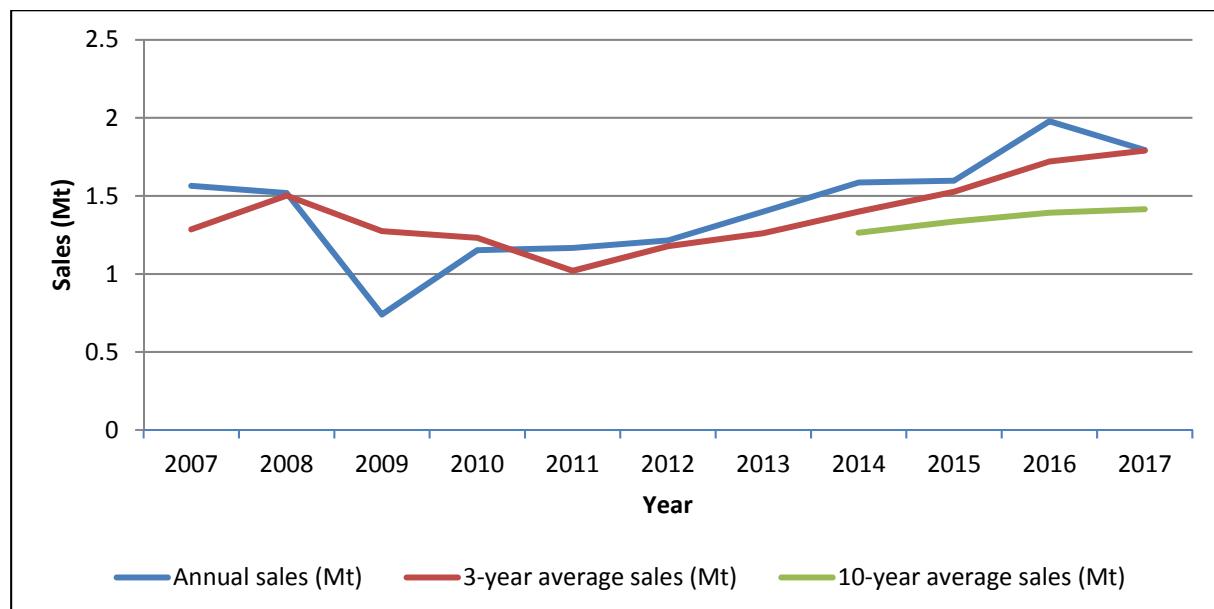
4.3. Medway receives sand and gravel from a number of dredging regions; those of which that are located in British waters have their minerals rights owned by the Crown Estate. The nearest of these dredging regions is the Thames Estuary and which accounts for around 5% of the sand and gravel imported into Medway's wharves, with the East Coast region accounting for 28%, South region 19% and East Channel region 14%. The remainder is either not reported by operators through the Aggregates Monitoring Survey, or arrives from further afield.

4.4. The sale of marine-won sand and gravel in Medway is presented in table 3 and figure 6. In 2017 the level of sales was recorded at 1.794Mt, whilst this is a 9% decrease on the sales recorded in 2016, it remains 0.22% above the average 3-year sales of 1.790Mt, and 27% above the 10-year average sales of 1.415Mt.

Table 3: Sales (Mt) of marine-won sand and gravel through wharves in Medway

Year	Annual sales (Mt)	3-year average sales (Mt)	10-year average sales (Mt)
2007	1.565	1.286	n/a
2008	1.518	1.502	n/a
2009	0.740	1.274	n/a
2010	1.152	1.231	n/a
2011	1.167	1.020	n/a
2012	1.215	1.178	n/a
2013	1.400	1.261	n/a
2014	1.586	1.400	1.264
2015	1.597	1.527	1.336
2016	1.978	1.720	1.392
2017	1.794	1.790	1.415

Figure 6: Sales (Mt) of marine-won sand and gravel through wharves in Medway

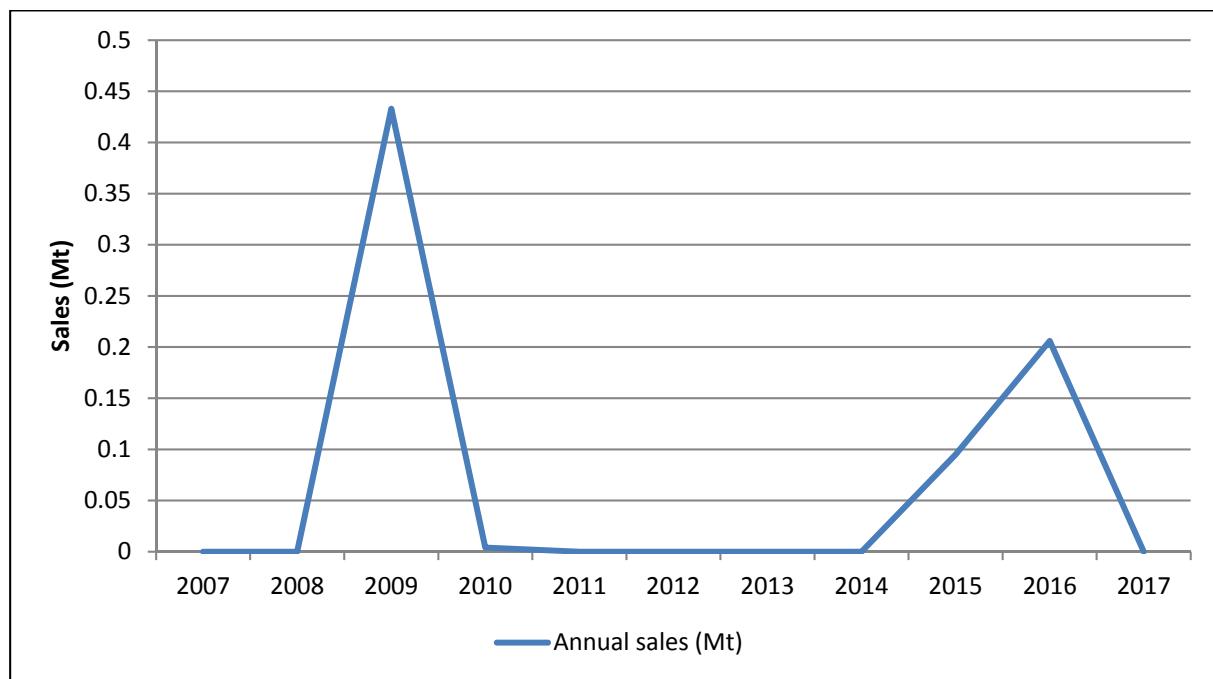


Marine-won Soft Sand

4.5. It is possible that the demand for soft sand in the South East will increasingly need to be met by imports into the area and from marine won sources due to its scarcity, and moreover by constraints upon its extraction. To help provide a detailed analysis of soft sand supply in the region, sales figures of marine-won soft sand are now separated out from those of marine-won sand and gravel.

4.6. No sales of soft sand were recorded in 2017 which is reflective of the sporadic nature of the historic sales data, with sales occurring in just 4 of the previous 11 years. This may indicate that material is imported for a particular project or use where it is suitable to use marine-won soft sand in place of land-won. Further discussions with aggregates operators may provide insight into its use and the fluctuating nature of the sales data. A breakdown of the sales of marine-won soft sand for the past 11 years is presented in figure 7.

Figure 7: Sales (Mt) of marine-won soft sand through wharves in Medway



Crushed Rock

4.7. Medway does not have any natural hard rock resources and therefore relies on imports of crushed rock such as limestone and granite to meet demand for this type of aggregate.

4.8. Crushed rock arrives in Medway through both the wharves and a rail depot at Grain; with granite arriving through the wharves from Scotland and Norway, and limestone by rail from Somerset.

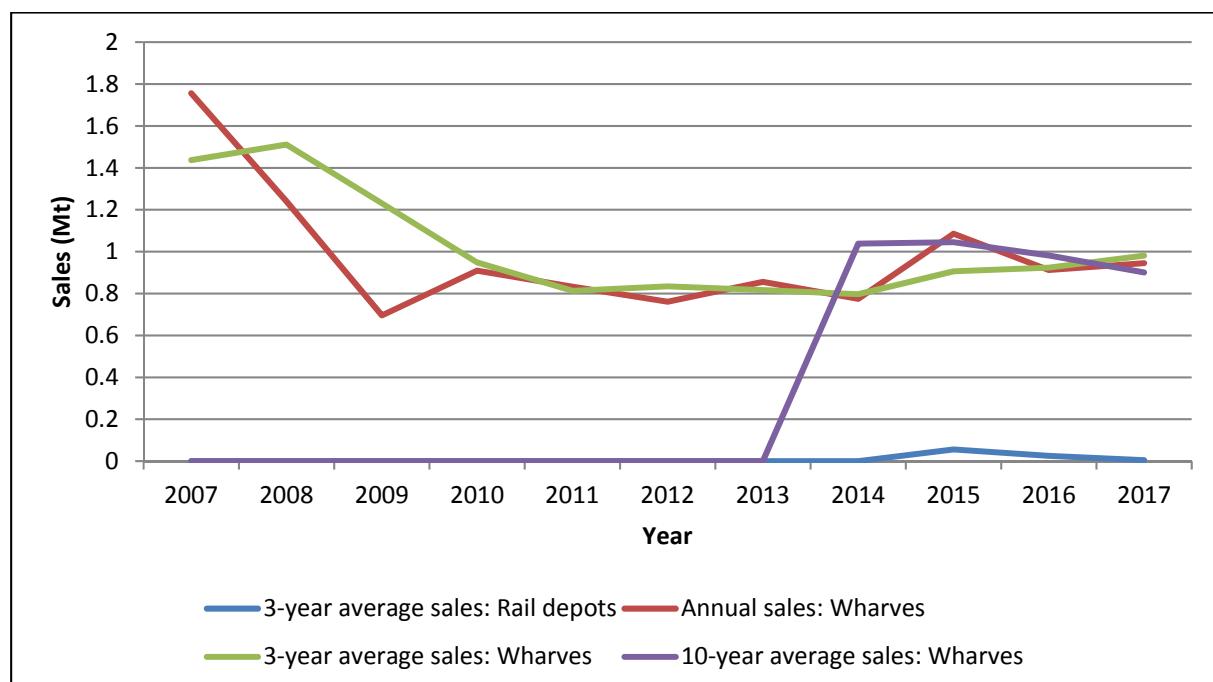
4.9. Due to commercial confidentiality, sales from the rail depot cannot be broken down other than by a 3-year and 10-year sales average; and due to the records of sales only beginning in 2013, only 3-year average sales can be published currently.

4.10. Sales data for crushed rock through wharves and the rail depot are presented in table 4 and figure 8. In 2017 sales of crushed rock through Medway's wharves was recorded at 0.945Mt; an increase of 4% of the sales recorded in 2016. The 2017 sales are 4% below the average 3-year sales of 0.981Mt, but 5% above the 10-year average sales of 0.901Mt.

Table 4: Sales (Mt) of crushed rock through wharves and rail depots in Medway

Year	3-year average sales (Mt): Rail depot	Annual sales (Mt): Wharves	3-year average sales (Mt): Wharves	10-year average sales (Mt): Wharves
2007	n/a	1.756	1.437	n/a
2008	n/a	1.240	1.511	n/a
2009	n/a	0.696	1.231	n/a
2010	n/a	0.909	0.948	n/a
2011	n/a	0.833	0.813	n/a
2012	n/a	0.761	0.834	n/a
2013	n/a	0.856	0.817	n/a
2014	n/a	0.775	0.797	1.038
2015	0.056	1.086	0.906	1.045
2016	0.025	0.912	0.924	0.982
2017	0.005	0.945	0.981	0.901

Figure 8: Sales (Mt) of crushed rock through wharves and the rail depot in Medway

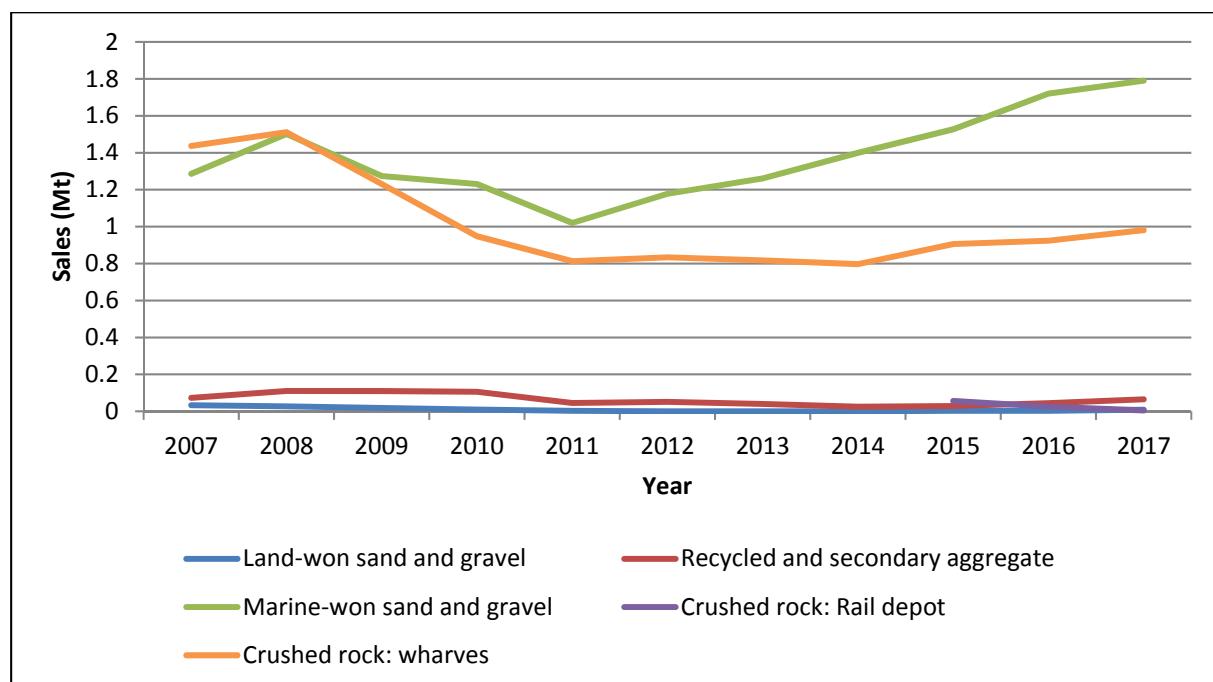


5. Overview of Aggregate Sales

5.1. In order to provide a picture of complete data, average 3-year sales of aggregates in Medway have been amalgamated and presented in figure 9.

5.2. The sales of aggregates appear to follow the same overall trend, with the exception of crushed rock imported through the rail depot. All sales decreased between 2008 and 2011; where since then the overall sales trend has been generally upward. Sales of land-won sand and gravel decreased further past 2011 until 2015 when sales restarted; this upward trend is expected to increase with the commencement of extraction at Kingsnorth Quarry.

Figure 9: Amalgamated average 3-year sales (Mt) for aggregates in Medway



6. Future Aggregate Supply

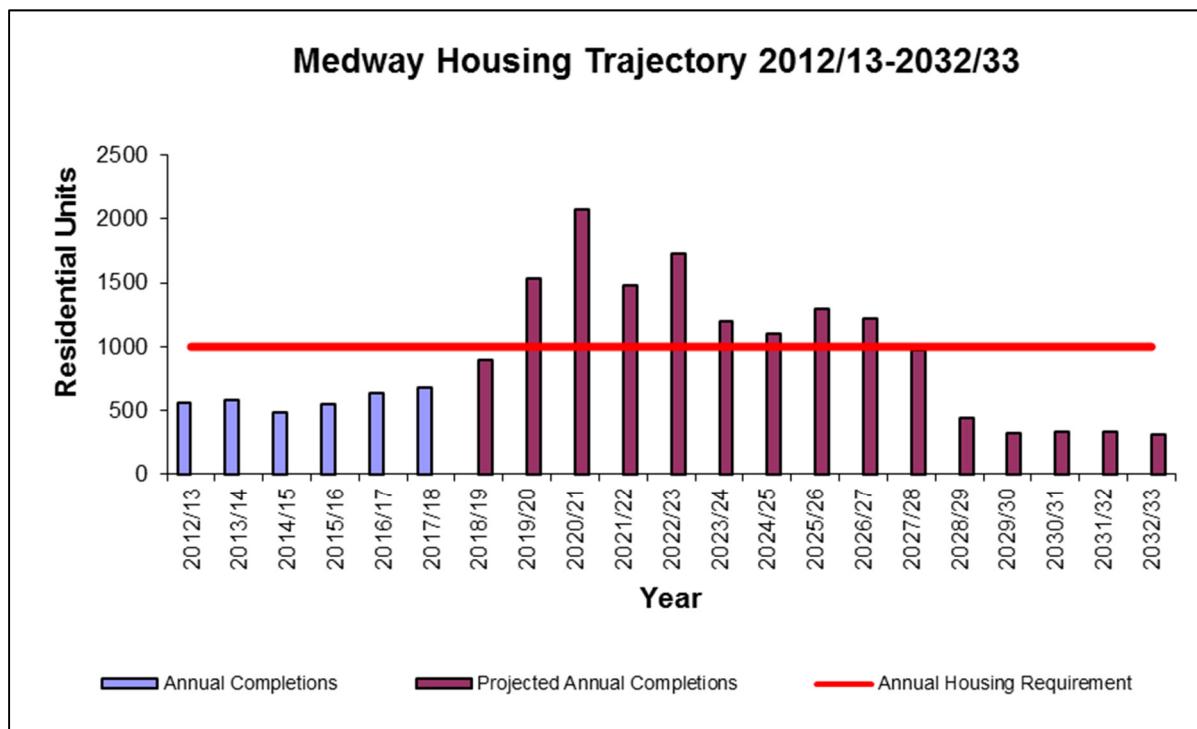
6.1. In 2015 Medway jointly commissioned the North Kent Strategic Housing and Economic Needs Assessment with Gravesham Borough Council to provide an evidence base for housing, employment and retail needs in Medway over the plan period. This research showed a need over the plan period (2012-2035) for:

- 29,463 homes.
- 49,943m² of B1 office space; 155,748m² of B2 industrial land; and 164,263m² of B8 warehousing land.
- 44,100m² of comparison retail floor space and 13,200m² of convenience (supermarket) retail space up to 2031.

The new local plan will also identify supporting infrastructure needs. With further government policy changes, the council is reviewing the level of housing needs, in order to determine the housing target for the plan. This will be updated in the next LAA.

6.2. The delivery of housing in Medway, like many other areas of the country, experienced challenging market conditions with the construction of 680 houses completed in 2017/18, against an annual target of 1,000 homes. Figure 6 outlines the completions of new homes in Medway over the last few years.

Figure 10: Annual housing completions compared to annual housing requirement in Medway



6.3. Regionally, a number of planned infrastructure projects are likely to put increased pressure on the supply of aggregates through Medway, including:

- **The Lower Thames Crossing:** A 13-mile new road and bored tunnel crossing under the River Thames between the east of Gravesend and Tilbury.
- **Crossrail 2:** A proposed major new rail route through London between Surrey and Hertfordshire.
- **Thames Tideway Tunnel:** A 16-mile drainage and sewerage tunnel currently in construction under much of the tidal section of the River Thames through central London.
- **Northern Extension Line:** An extension to the London Underground Northern Line to Battersea.
- **High Speed Rail 2:** A planned high-speed rail link between London and initially Birmingham (Phase 1), but later Manchester, Sheffield and Leeds (Phase 2).
- **Ebbsfleet Garden City:** A planned development of up to 15,000 homes and 45,000m² of commercial floor space.
- **Housing and infrastructure delivery across Kent:** Includes in the region of 178,600 additional homes (2011-2031) and the provision of 163 extra form entries for schools (2017-2023).

6.4. In order to deliver the projects noted above, Medway will endeavour to maintain a landbank and ensure that its aggregates infrastructure, essential for its distribution, is safeguarded through the application of appropriate planning policy.

Landbank

6.5. As reported in Section 2, the current landbank for land-won sand and gravel is 135 years, based on the 3-year sales average; this increases to 212 years when applying the 10-year sales average. The landbank is anticipated to shorten substantially over the coming years as Kingsnorth Quarry becomes fully operational.

6.6. Significant deposits of sand and gravel exist across the Hoo Peninsula; the council will actively plan to safeguard these areas through the emerging Local Plan to help ensure that a steady and adequate supply of aggregates is maintained.

Capacity

6.7. As part of the Aggregate Monitoring Survey in 2016, site capacity was included for the first time. This was repeated in 2017 and it is hoped that by understanding current capability of sites through their capacity, that this information can be used to assist planning for future demand. Details of capacity against the recorded 3-year average sales are detailed in table 5 (overleaf).

6.8. Sales against capacity data collected across the past 2 years indicate sufficient headroom to accommodate a significant level of demand, with a capacity gap at the wharves of 34%. There is potential for capacity to be substantially increased with space available for additional wharf facilities at London Thamesport.

Table 5: Sales of aggregates (Mt) against capacity (Mt)

		2016	2017
Land-won sand and gravel	Average 3-year sales of land-won sand and gravel (Mt)	0.003	0.009
	Total annual capacity (Mt)	>0.200	>0.200
	Percentage of sales against capacity (%)	<1.5	<4.5
Recycled and secondary aggregates	Average 3-year sales of recycled and secondary aggregate (Mt)	0.044	0.065
	Total annual capacity (Mt)	>0.100	>0.100
	Percentage of sales against capacity (%)	<44	<65
Wharves	Sales through wharves (Mt)	3.096	2.739
	Total annual capacity (Mt)	4.000	4.150
	Percentage of sales against capacity (%)	77	66
Rail Depot	Average 3-year sales through rail depot (Mt)	0.025	0.005
	Total annual capacity (Mt)	0.100	0.100
	Percentage of sales against capacity (%)	25	5

6.9. The capacity picture is less clear with regard to recycled and secondary aggregate where limited capacity and sales data has been received from operators. Capacity is anticipated to increase in the near future however, with the granting of permission for a production plant for Hydraulically Bound Material (HBM) from recycled aggregates at Malmaynes Hall Farm in Stoke. The plant is expected to have an operational capacity of 0.075Mtpa.

7. Conclusion

- 7.1. This LAA indicates that Medway plays a strategic role in regional aggregates supply most notably through the wharves located on the rivers Medway and Thames. The ability to handle large vessels and their proximity to markets in the wider south east and London elevates the wharves' importance to a regional level. Furthermore, the current surplus handling capacity allows for flexibility and provides assurance in their ability to respond to increased market demand.
- 7.2. A new Medway Local Plan is currently being prepared, with an anticipated submission date of 2019 for examination. Draft policy approaches were consulted on throughout 2018 and will be used to inform minerals policy production in the draft Local Plan, due for publication in summer 2019.
- 7.3. It is considered that Medway is making sufficient 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 continue to actively participate in the work of SEEAWP and maintain cooperative working with neighbouring Minerals Planning Authorities and industry operators.

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