APPENDIX 1

Medway Monitoring Report 2014

Volume 1 - Main Report

December 2014

Medway Council

Serving You

Executive Summary

Key statistics and developments in 2013-2014 include:

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

Introduction

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

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

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

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

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

Monitoring Period

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

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

Local Development Scheme (LDS)

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

The Local Development Scheme is available at:
http://www.medway.gov.uk/planningandbuilding/planningpolicy/localdevelopmentscheme.aspx

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

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

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

Medway Statement of Community Involvement

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

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

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

Strategic Land Availability Assessment (SLAA)

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

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

Strategic Housing and Economic Needs Assessment (SHENA)

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

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

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

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

Community Infrastructure Levy

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

http://www.medway.gov.uk/planningandbuilding/applyforplanningpermission/developercontributions/communityinfrastructurelevy.aspx

Neighbourhood Plans and Neighbourhood Development Orders

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

Local Aggregate Assessment

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

Duty to Cooperate (at October 2014)

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

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

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

- *Consultations & Representations*
  Officers monitor publications and consultations by neighbouring authorities and other public bodies, making formal representations where appropriate; over the last 12 months Medway have made representations in respect of the following:
  - Gravesham Local Plan Proposed Modifications (January 2014)
  - Maidstone Green & Blue Infrastructure (January 2014)
  - Maidstone Draft Local Plan (May 2014)
  - Swale Gypsy and Traveller Site Allocations Issues & Options (April 2014)
  - Further Modifications to the London Plan (April 2014)

- *Regular Partnership Meetings*
  Alongside this regular liaison meetings take place with our neighbours through the Kent Planning Officer Group and the Kent Planning Policy Forum both of which take place bi-monthly. As well as providing a formal forum for debate, these meetings also provide an important opportunity for sharing information and holding discussions with officers from neighbouring authorities.

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

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

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

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

In line with best practice we are seeking to put a governance structure in place that involves Senior Officers and Members from Medway and from our neighbouring authorities in considering ‘cross boundary strategic issues’. Supporting administrative arrangements will also be introduced alongside these governance structures through which Planning Policy Officers can jointly progress the necessary technical work.

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

Risk management

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

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

Population

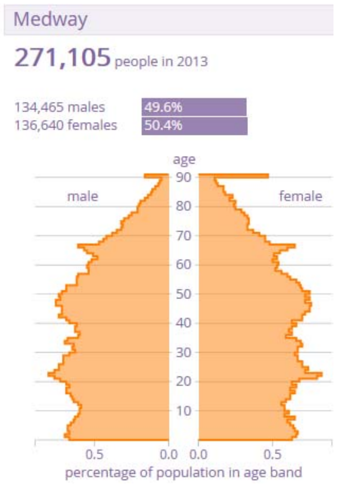
Mid year estimate 2013

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

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

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

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



Population growth - 2012 to 2013
000's

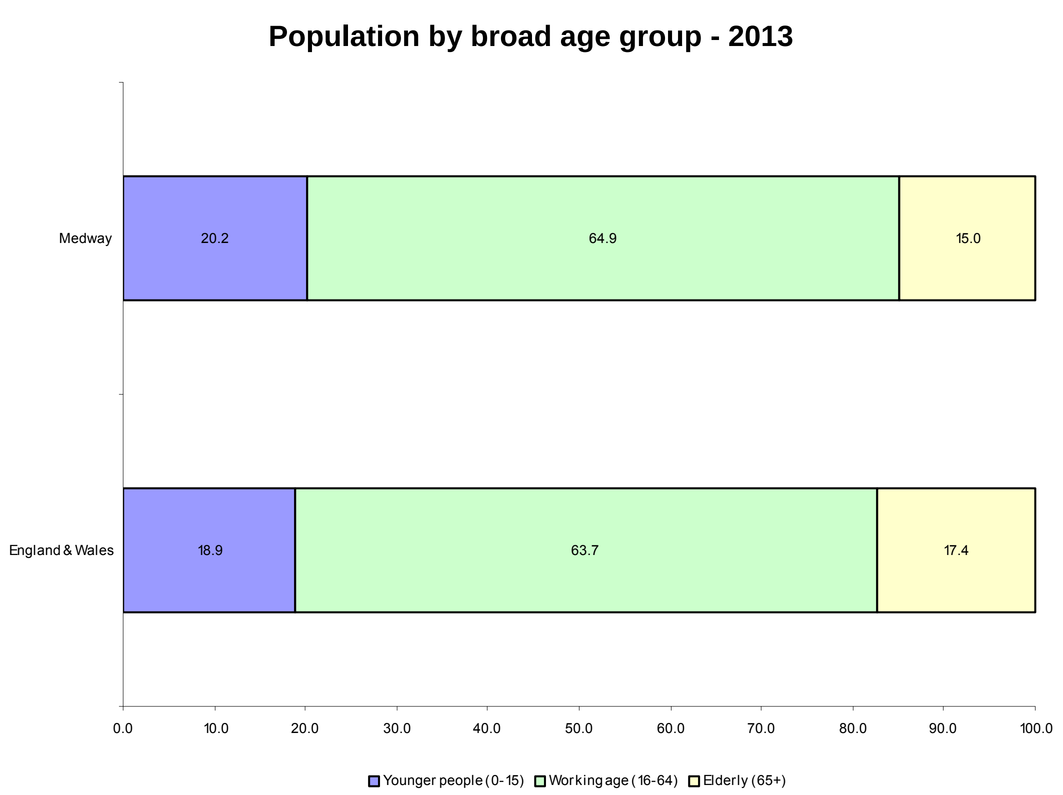
	2012	2013	Rate of growth (%)
Medway	268.2	271.1	**+1.1%**
Kent	1,480.1	1,493.5	+0.9%
South East	8,724.7	8,792.6	+0.8%
England & Wales	56,567.8	56,948.2	+0.7%

Population by broad age group – 2013

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

Population by broad age group – 2013

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



Population change

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

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

Population trend - 2002 to 2013
(000's)

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

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

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

Migration

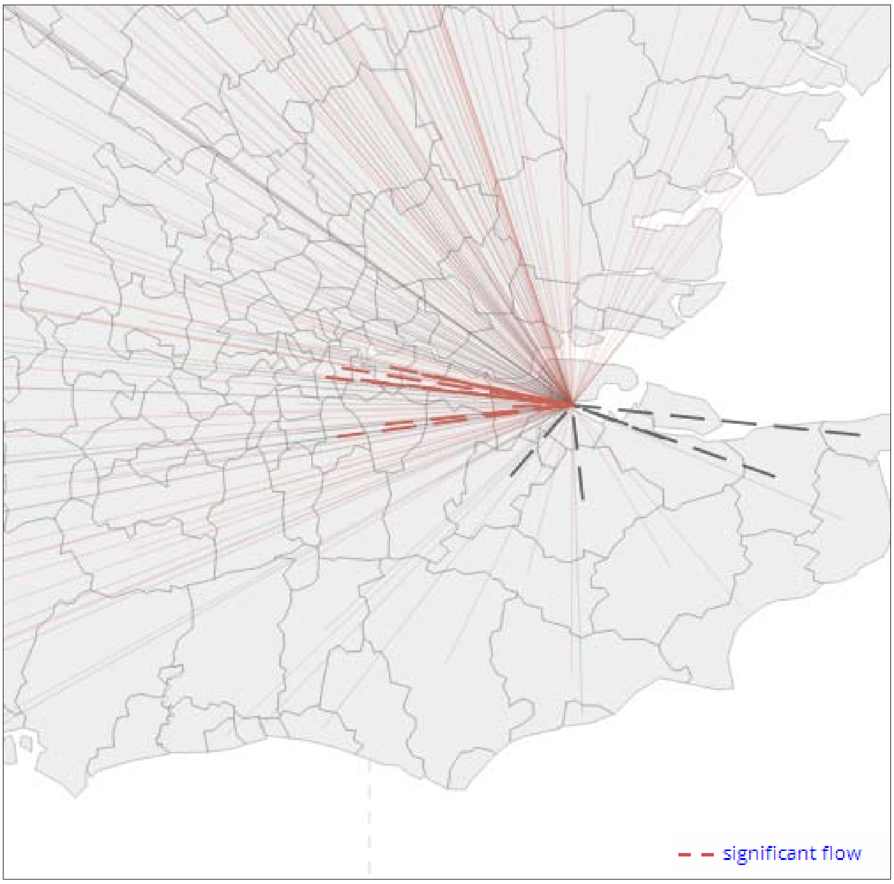
Inward migration to Medway in 2013 was largely from movements within the United Kingdom, with a little under 1,000 people moving to Medway from other parts of the country – against 300 migrants from outside the UK.

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

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

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

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



red lines – inward flows black lines – outward flows

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

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

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

Further information on migration is available via this webpage:

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

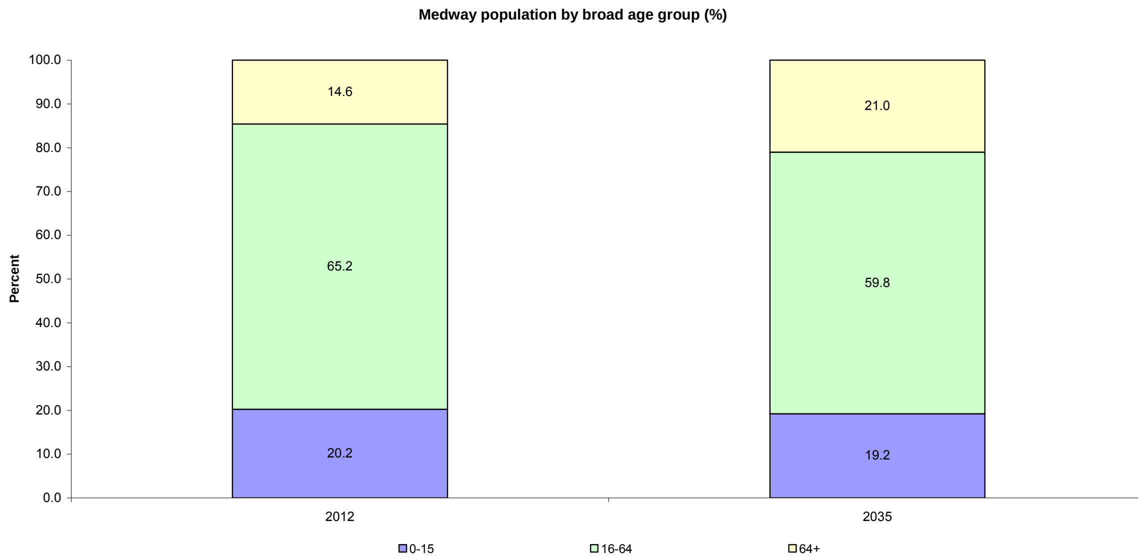
Future growth - Population projections

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

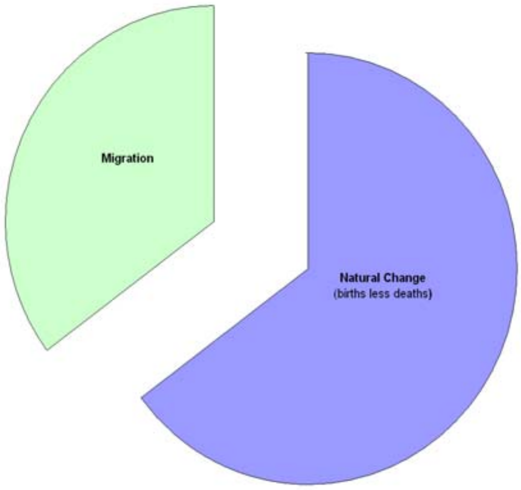
The projected population growth estimate in Medway is above the growth level for England (+15%), the South East (+17%) and Kent (+19%).

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

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



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



Further information on population growth in Medway is available here:

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

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

St Mary's Island – Statue and housing

Regeneration and Major Development

Rochester Riverside and railway station

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

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

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

Chatham Waters

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

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

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

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

Chatham Dockyard
Plans for a Dockyard revamp are on the cards, the £8.5 million scheme has already secured £4.5 million from the Heritage Lottery fund. The project, which has been named The Command of the Oceans, will showcase the story of Chatham's Historic Dockyard's world-class naval and military history. It will take approximately three years to deliver.
Strood Riverside
This is an important waterfront regeneration site that has secured investment through the Public Sector Works Loan Board to undertake flood defence works. Further funding secured from the Local Growth Fund will deliver highway and public realm improvements in the adjacent town centre. *(see Housing Implementation Strategy for further detail)*
Former Halling Cement Works
A £75 million lakeside development is under construction on the old Halling Cement Works site. Redrow will be contributing more than £2.5 million towards the local community, including road and public transport improvements, health, nursery and primary school facilities, waste and recycling and other facilities.

No 1 Smithery – Chatham Dockyard

Environment

Changes in areas of biodiversity importance

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

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

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

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

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

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

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

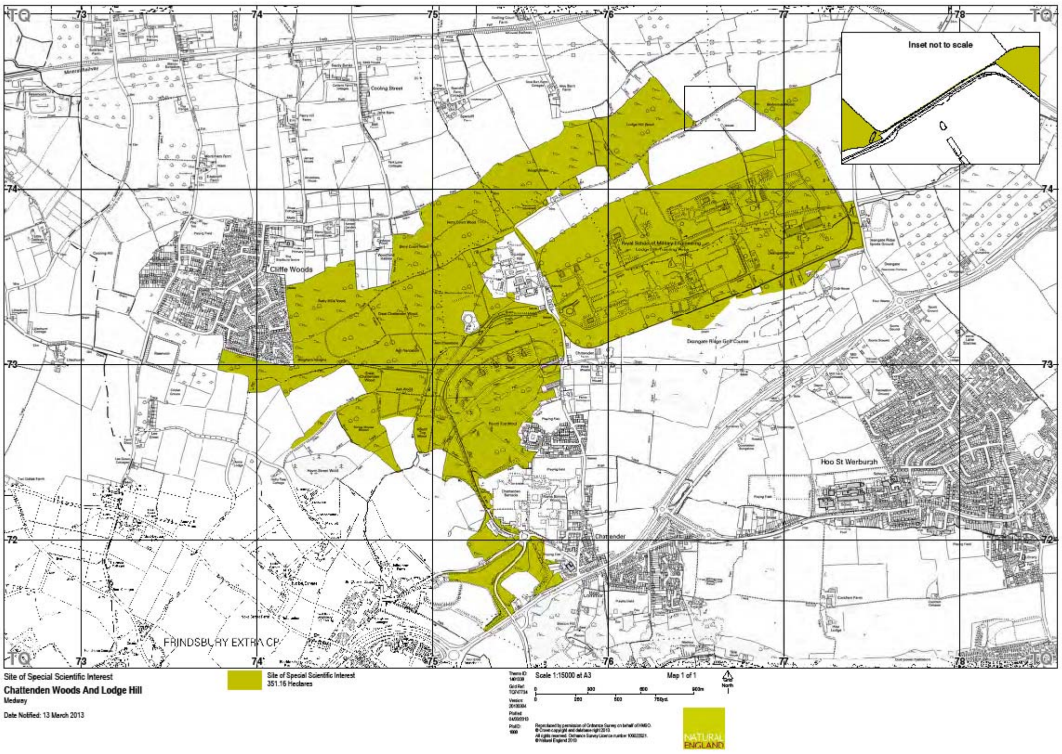
Further information:
https://www.gov.uk/government/statistics/local-sites-in-positive-conservation-management--2

Chattenden Woods and Lodge Hill SSSI

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

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

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

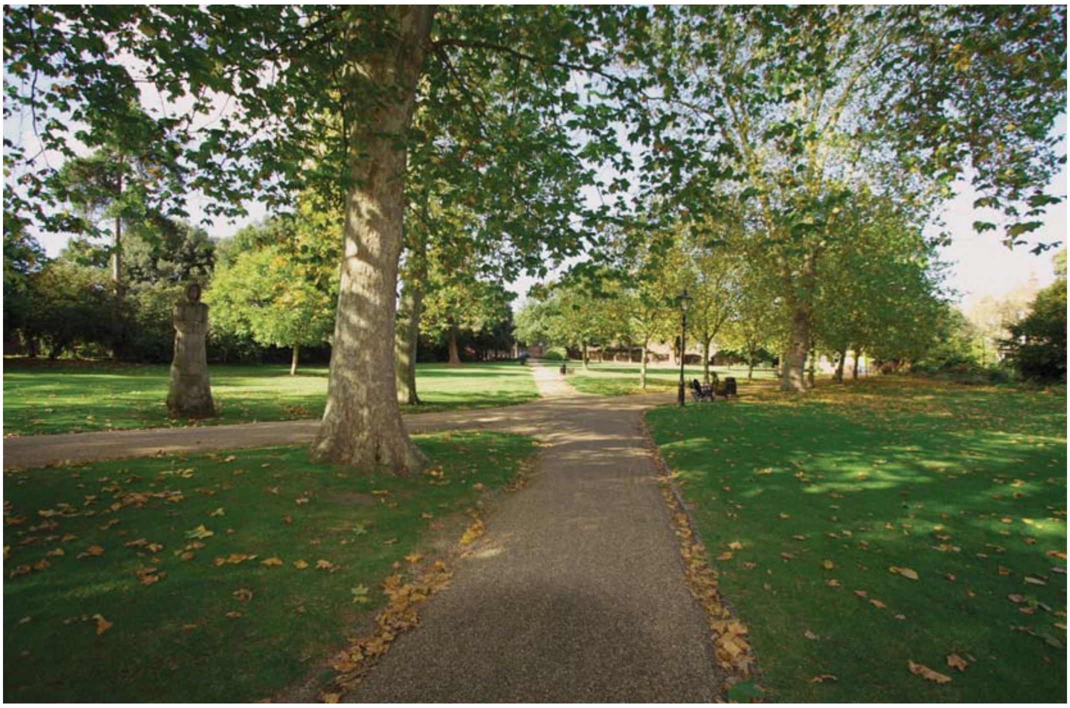


Green flag awards

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

Green flag sites – year awarded		
2011	5	The Vines, Riverside CP, Hillyfields, Capstone Farm CP, Broomhill Park
2012	5	
2013	5	
2014	7	*Above* +Great Lines Heritage Park and Gillingham Park

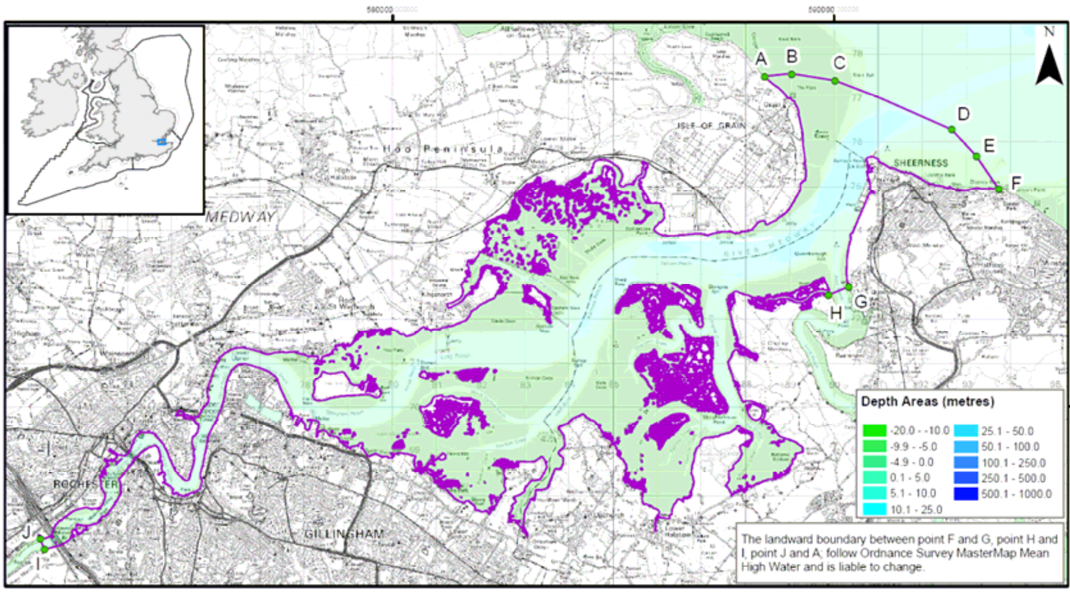
A Green Flag Award is the benchmark of a quality park or green space. Not only does a Green Flag flying overhead guarantee a public space is welcoming, clean, well-maintained, safe and secure, it also ensures it is managed sustainably and pays attention to the conservation of the natural and built environment.



The Vines - Rochester

Medway Estuary Marine Conservation Zone (MCZ)

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



Medway Estuary MCZ Boundary

- Marine Conservation Zone
- MCZ boundary co-ordinates
- 12nM Territorial Seas Limit
- Land

0 1 2 3 4 Km

Point	Lat	Long	Point	Lat	Long
A	51°27' 53.918" N	0°42' 40.298" E	F	51°26' 25.093" N	0°47' 9.604" E
B	51°27' 55.057" N	0°43' 11.997" E	G	51°25' 17.459" N	0°44' 9.694" E
C	51°27' 48.916" N	0°44' 2.509" E	H	51°25' 11.696" N	0°43' 45.262" E
D	51°27' 9.619" N	0°46' 17.378" E	I	51°22' 25.686" N	0°28' 16.856" E
E	51°26' 49.387" N	0°46' 45.288" E	J	51°22' 33.653" N	0°28' 12.521" E

Reference: Theme ID: 1477558
Map Projection: British National Grid

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

Health

Life expectancy

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

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

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

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

Medway life expectancy
Years

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

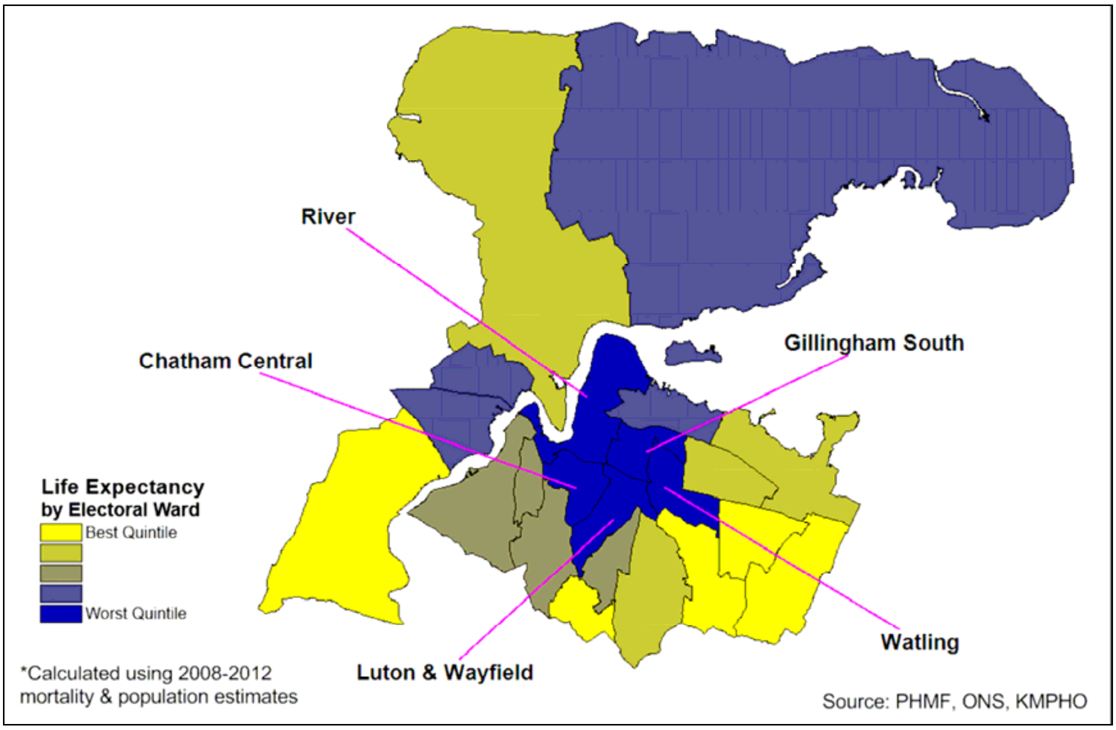
England authority average life expectancy
Years

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

Average life expectancy 2008 to 2012 – wards

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

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



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

Mortality

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

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

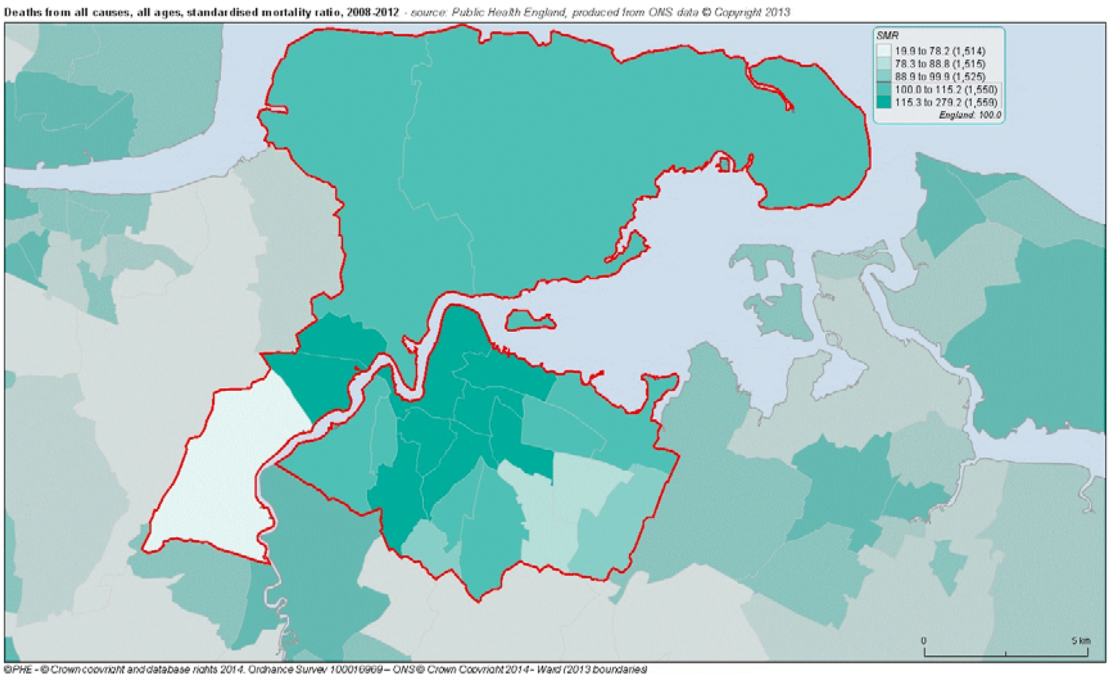
The next largest cause of death in those under the age of 75 years is circulatory disease (for example heart attacks, stroke and heart failure), accounting for 18% of premature deaths in women and 28% in men. Deaths from heart disease contribute significantly to the gap in life expectancy between Medway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

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

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

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

Standardised mortality rate 2008-2012	
Chatham Central	126.3
Cuxton and Halling	75.7
Gillingham North	116.6
Gillingham South	120.1
Hempstead and Wigmore	85.1
Lordswood and Capstone	102.0
Luton and Wayfield	118.1
Peninsula	111.2
Princes Park	101.2
Rainham Central	87.6
Rainham North	101.8
Rainham South	90.3
River	116.2
Rochester East	113.3
Rochester South and Horsted	126.4
Rochester West	111.6
Strood North	115.4
Strood Rural	105.2
Strood South	116.1
Twydall	101.1
Walderslade	92.3
Watling	127.5
Medway UA	108.1
Kent CC	96.9
England	100.0



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

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

http://www.medwayjsna.info/

Medway Hot Food Takeaways Guidance Note

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

Purpose

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

Why?

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

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

What does the guidance cover?

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

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

More information is available here:

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

Housing

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

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

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

Net additional dwellings in previous years

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

Number of new and converted dwellings on previously developed land

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

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

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

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

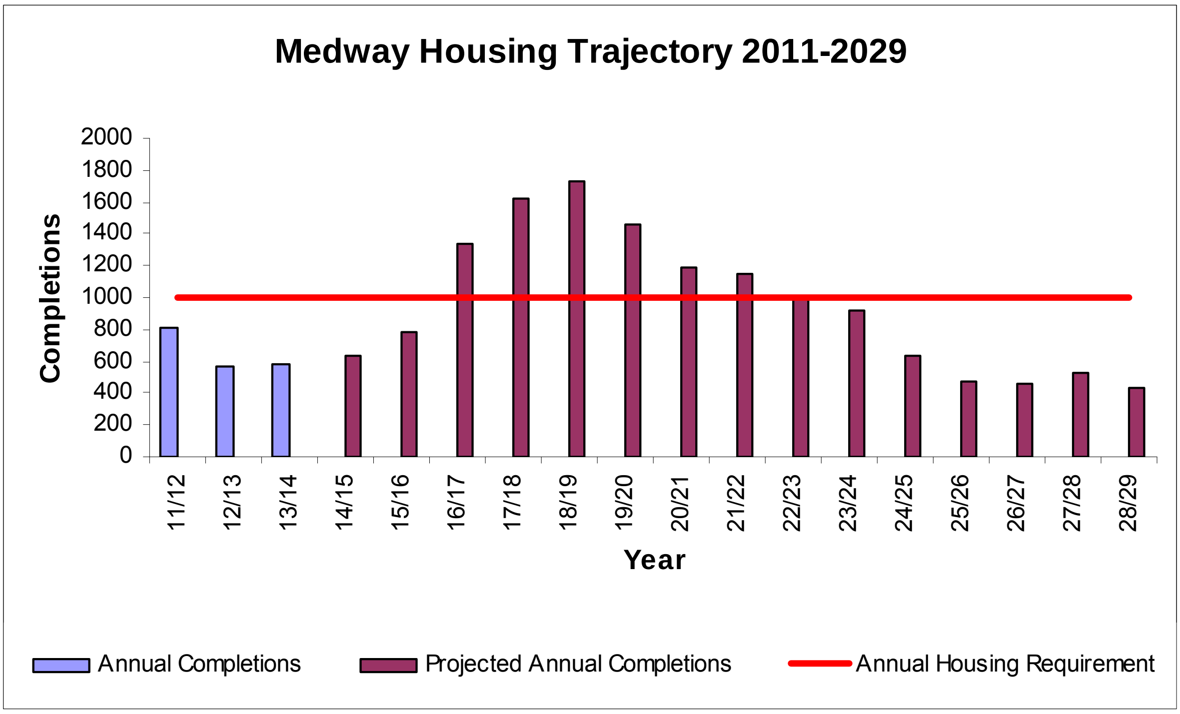
Housing Trajectory 2011-2029

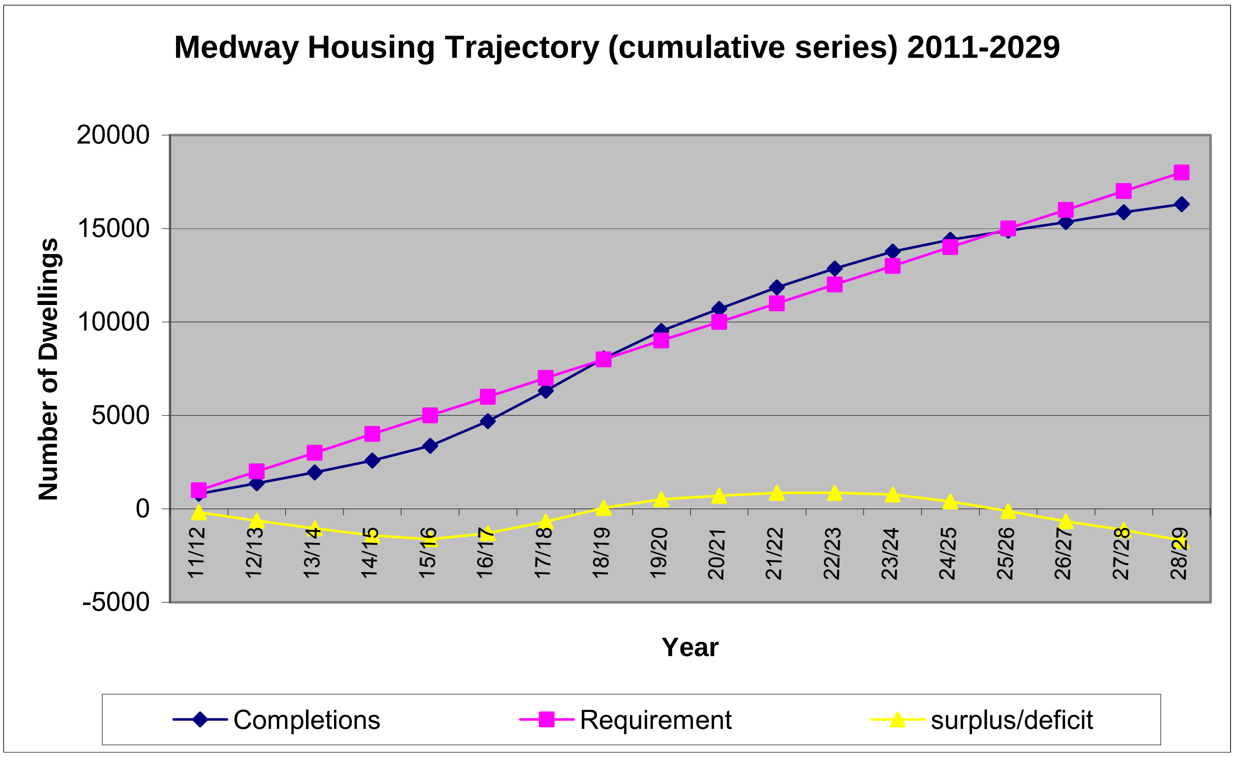
The housing trajectory shows phasing over the period 2011-2029, including contributions from past completions, sites with planning consent, local plan allocations and possible windfalls and sites that are identified in the Strategic Land Availability Assessment January 2014.

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

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

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





Housing at Wainscott

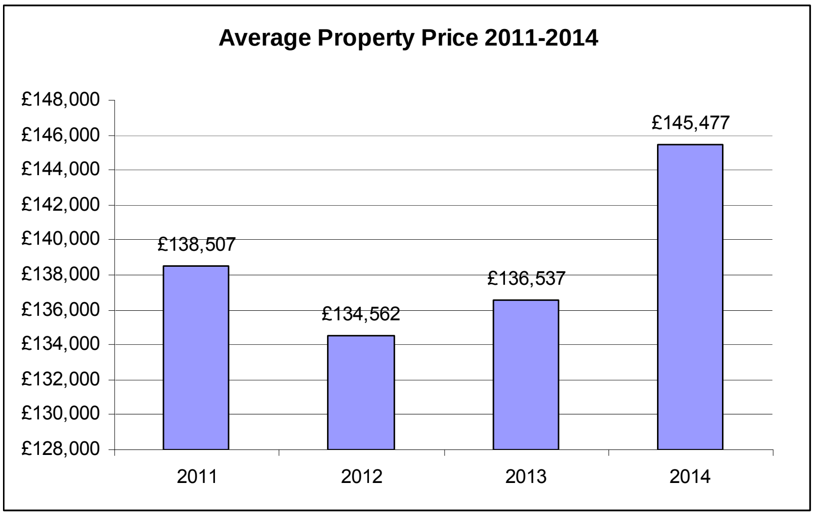
Property prices

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

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

Average property price in Medway 2007-2013

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



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

Affordable Housing

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

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

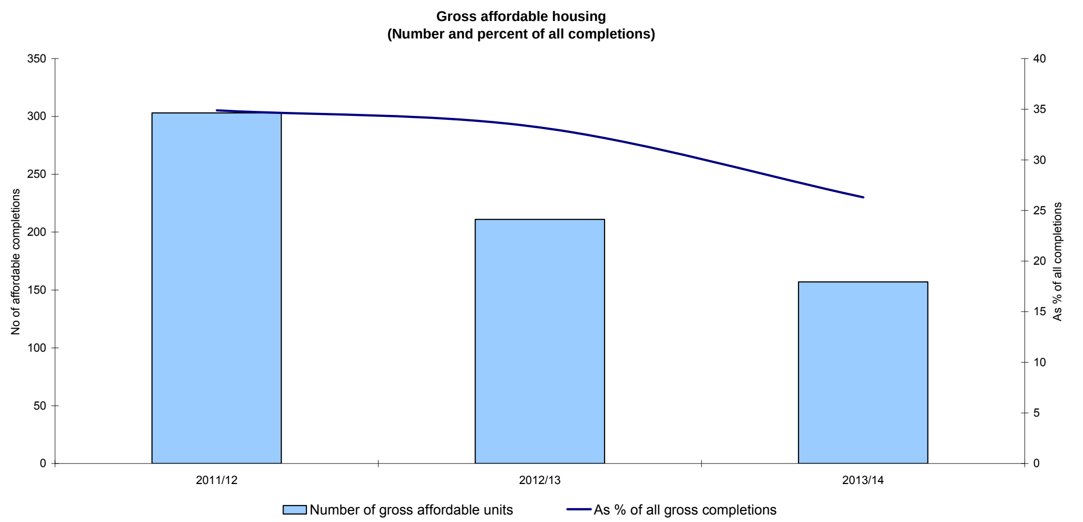
The number of affordable residential completions is down on the previous year. However the level of affordables as a proportion of all completions remains above the target of 25%.

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

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

Gross affordable completions

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



Residential completions by property type and size

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

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

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

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

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

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

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

Gypsies, Travellers and Travelling Show- people

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

The report assesses requirements for the following periods:

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

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

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

	Gypsy and Traveller Pitch Need Total (No. of pitches)	Travelling Show people Plot Need Total (no. of plots)
Current authorised residential provision (pitches/plots)	22	5
Residential need 2013-2018 (pitches/plots)	**13**	**0**
Residential need 2018-2023 pitches/plots)	4	0
Residential need 2023-2028 pitches/plots)	5	0
Residential need 2013-2818 (pitches/plots)	**22**	**0**

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

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

Net additional pitches (Gypsy and Traveller)

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

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

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

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

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

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

Economy

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

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

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

Amount and type of completed employment floor space

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

Amount and type of completed employment floorspace – 2013/14

	B1 (m²)	B2(m²)	B8(m²)	Mixed B (m²)	Total (m²)
Gross	2829	5238	4720	3268	16055
Net	-3214	-1318	-9665	3268	-10929

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

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

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

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

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

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

B1 (m²)	B2(m²)	B8(m²)	Mixed B (m²)	Total (m²)
2755	5023	4620	3268	15666
97%	96%	98%	100%	98%

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

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

Amount and type of employment land available

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

Amount of floor space for town centre uses

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

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

	A1 (m²)		A2 (m²)		B1 (m²)		D2 (m²)		Total	
	Gross	**Net**	**Gross**	**Net**	**Gross**	**Net**	**Gross**	**Net**	**Gross**	**Net**
Town Centre	210	-2365	276	56	299	-2766	398	398	**1183**	**-4677**
Rest of Medway	642	-316	0	-638	2394	-584	108	-23	**3144**	**-1561**
Total	852	-2681	276	-582	2693	-3350	506	375	**4327**	**-6238**

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

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

Job Seekers Allowance (JSA) claimants

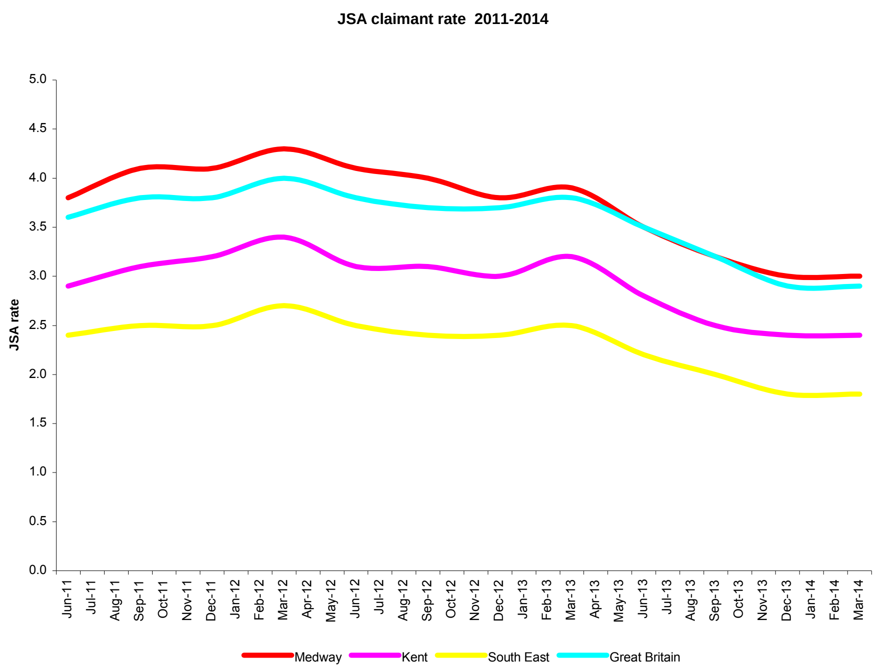
The Job Seekers claimant rate has dropped in Medway over 2013/14 but remains just above the national rate in March 2014 at 3.0% against 2.9% nationally.

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

The JSA claimant rate has dropped further since March 2014.

JSA claimant rate – 2011-2014

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



Gross Value Added – productivity

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

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

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

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

Gross value added per head of population

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

Gross value added per head of population - indices

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

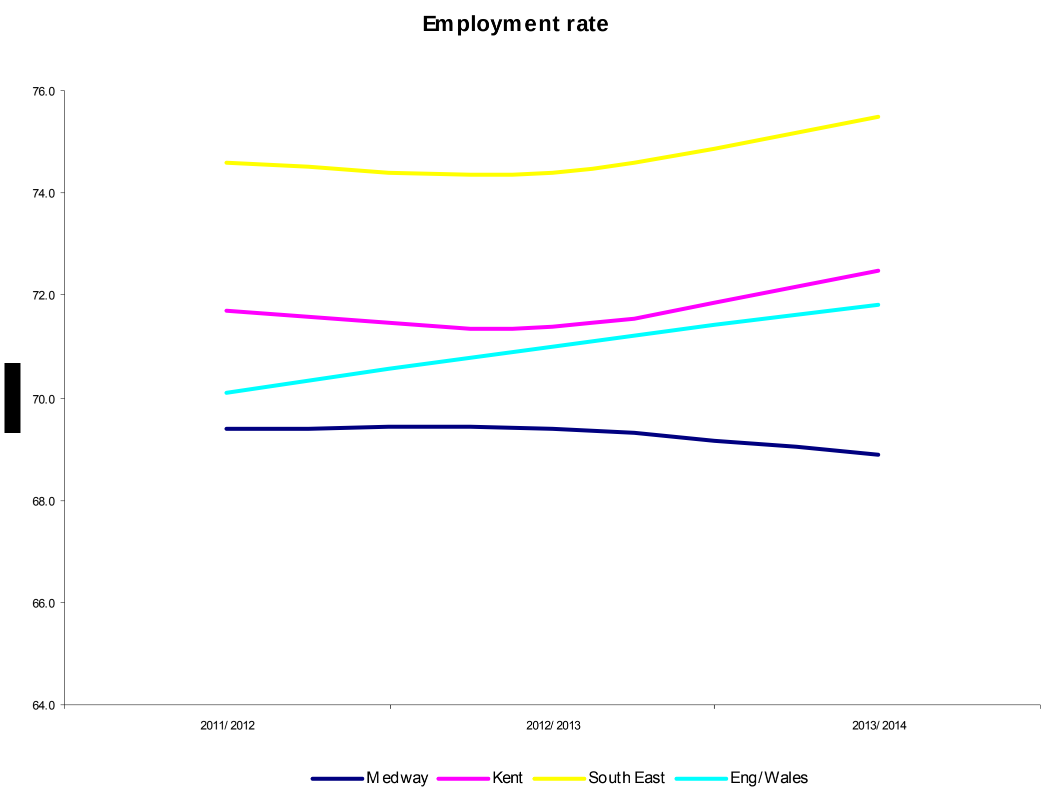
For an overview of GVA follow link:
http://www.ons.gov.uk/ons/guide-method/method-quality/specific/economy/national-accounts/gva/index.html

Employment

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

Employment rate – 2012 to 2014

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



Economic activity

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

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

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

Economic activity rate

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

Chatham Waterfront

The River Medway - Port cargo traffic

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

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

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

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

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

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

Medway port traffic cargo – tonnage (000's)

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

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

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

Retail and Town Centres

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

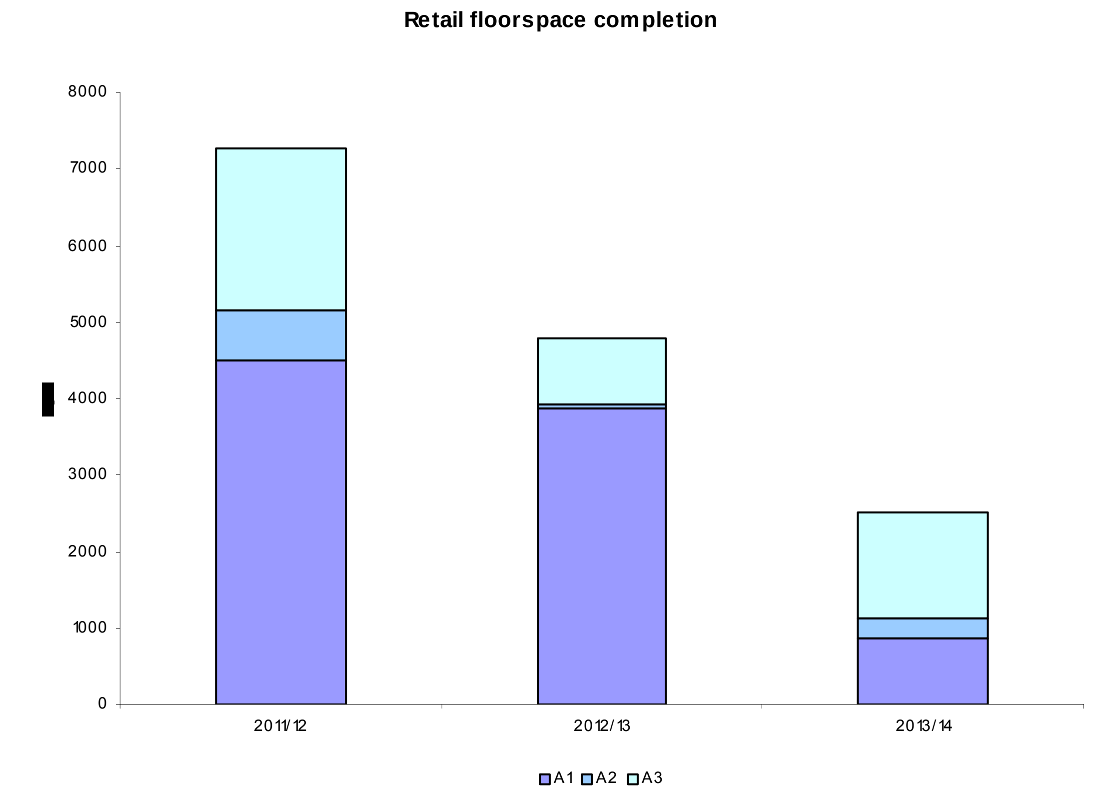
Gross completions A1-A3

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

Town Centre and non Town Centre retail floorspace completion

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

Chatham Town Centre



Net completions in town centres

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

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

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

Town centre development – 2013/4			
Use	Losses (sq.m)	Gains (sq.m)	Net change (sq.m)
A1	-2575	210	-2365
A2	-220	276	56
A3	-481	161	-320
A4	0	0	0
A5	0	0	0
D1	-2291	57	-2234
D2	0	398	398
Total	**-5567**	**1102**	**-4465**

Town centre vacant retail units

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

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

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

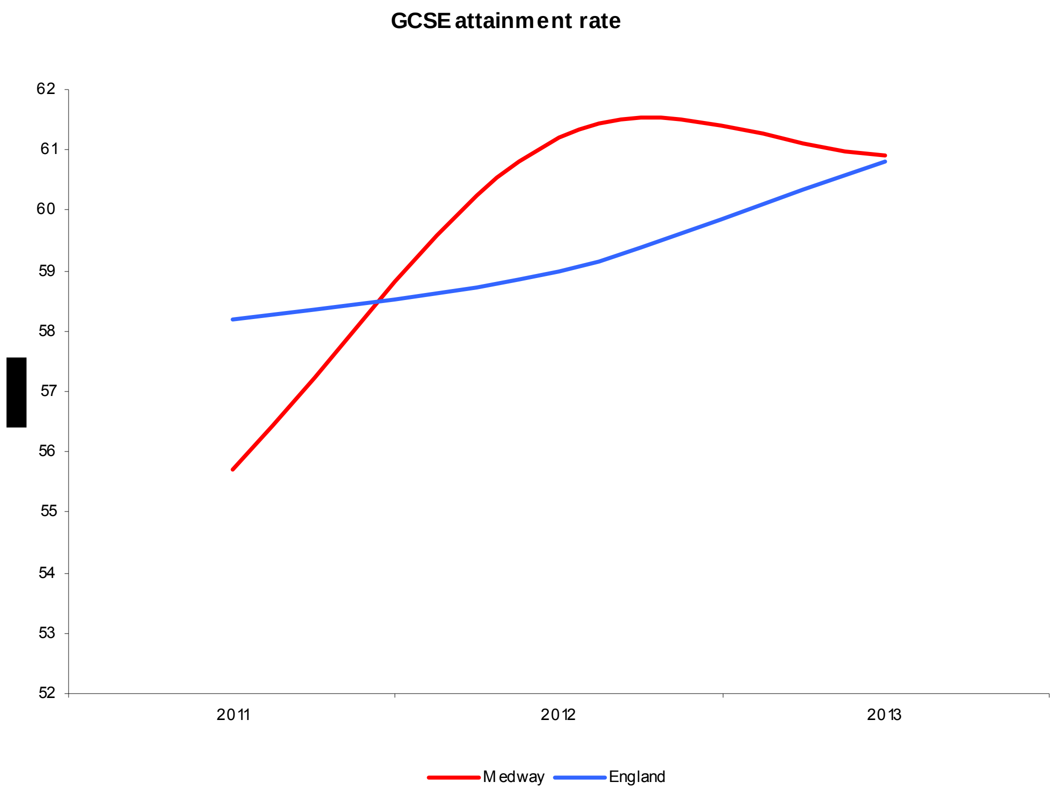
Education

GCSE attainment rate

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

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

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



Notable developments and Medway news during the year

Strood

- Crispin and Crispianus a 17th century pub ravaged by fire in 2011 has been restored.
- A pilot scheme has been set up in Strood to improve safety for pedestrians and help the traffic flow by removing clutter. A budget of £50,000 has been set aside for the work, affecting the area between Gun Lane and Station Road.
- A former garage site in Station Road, has been redeveloped with 68 flats.
- Building at Wainscott is moving at a fast pace with 146 dwellings completed during the year.

Rochester

- Proposals for a paved runway at Rochester Airport and a new business hub formed the basis of an adopted masterplan in January 2014. The scheme could create 1,000 jobs and provide a new concrete runway at a cost of around £4.5 million.
- Borstal Recreation Ground in Manor Lane has received £30,343 to install new railings, an entrance sign, tables, seats and laying paths.
- BAE gives 15 jobs to apprentices.
- Plans were approved in November 2013 for a new Fire Station at the former park and ride site in Marconi Way. The programme for the work to be complete in December 2014. The park and ride site had been running at a loss.
- The scheme at Ruxton Square (former Rochester Police Station) is well underway with all dwellings either complete or under construction.

Chatham

- The Chatham Historic Pumping Station has finally reopened to the public after 6 years of repair and renovation
- 40 Riverside flats are under construction next to Anchorage House in Chatham High Street.
- The RSME Bicentenary Bridge connecting Fort Amherst and the Inner Lines is one of the 8 projects across the SE put forward for the Institute of Civil Engineers excellence awards.
- Fort Amherst received a grant of £17,863 to make improvement to the public areas including seats and picnic tables, creating toilets and repairing the brick courtyard floor outside the guardhouse.
- Dickens World has undergone a makeover and re-pricing. So far the re-launched attraction is proving very popular.
- Dockside Outlet Centre is celebrating its 10th anniversary. After an initial struggle in the early days it is now a thriving part of a leisure hub. The

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

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

Gillingham

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

Rainham
• The former police station in Birling Avenue Rainham is demolished to make way for flats. • A new dementia service will start at a Rainham Care Home later in the year. • Work has started on the £16 million redevelopment of Hempstead Valley Shopping Centre. • A new Iceland opens at Gillingham Business Park creating 22 jobs. A drive through KFC also opened in Gillingham creating jobs for a further 80 full and part time staff.
Hoo Peninsula and the Isle of Grain
• The Power Station at Kingsnorth is decommissioned with the loss of 65 jobs. • Transnordic based in Hoo have received an interest free From the TIGER fund (Thames Gateway Innovation Growth and Enterprise) loan of £35,000 to spend on new equipment and The Food Machinery Company has been lent £197,000 to build a new factory at Fenn Corner. • Permission has been granted for the redevelopment of an MoD site at Upnor. The proposal is to convert 3 existing buildings for light industrial use, the mine store will become a restaurant and 20 new homes will also be erected.
Medway Valley
• Creating 85 jobs Coast to Coast a new restaurant at Medway Valley Park, welcomed its first customers.

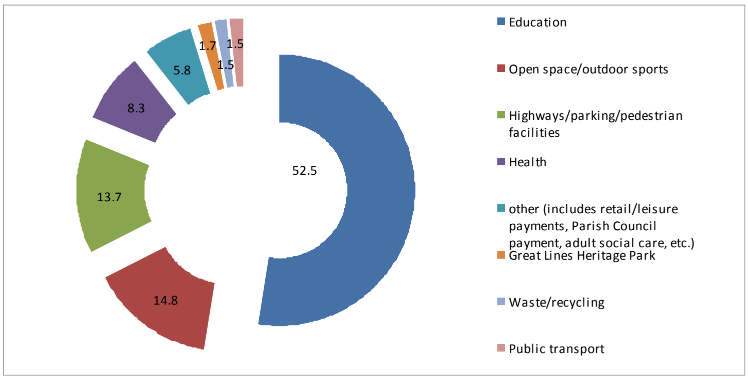
Developer Contributions

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

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

Section 106 Agreements 2013/14	
Number signed	21
Wards: 11 wards out of 22	Hempstead & Wigmore, River, Rochester West, Rochester East, Gillingham North, Gillingham South, Watling, Strood North, Strood South, Strood Rural, Peninsula, Cuxton & Halling
Amount of Funding Received during the year	£3,404,329.98

Section 106 agreements 2013/14 by broad category



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

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

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

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

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

Development Management Planning Statistics

Planning applications

2013/14

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

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

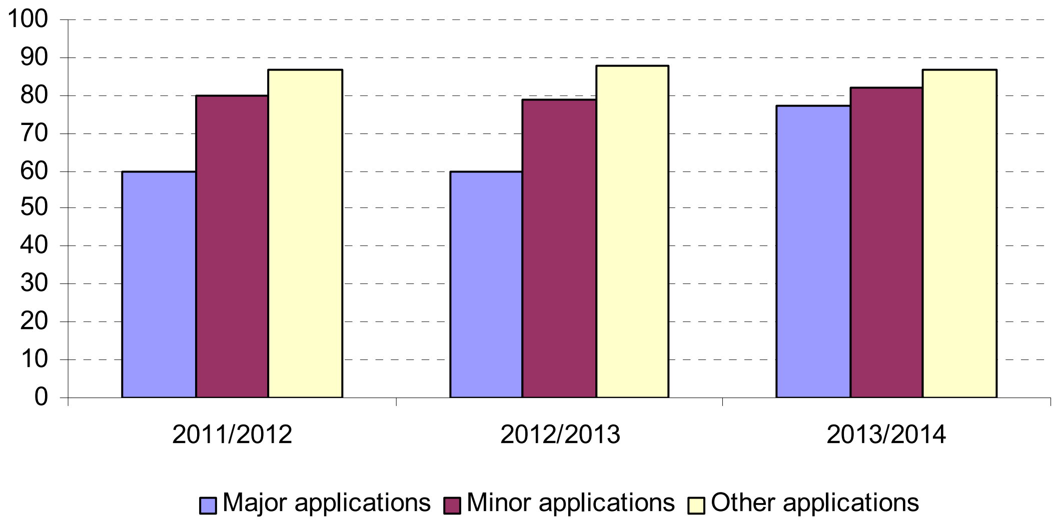
During this period 370 minor applications were determined and 82% of these were determined within the 8-week target.

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

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

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

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



Major

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

Minor

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

Other

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

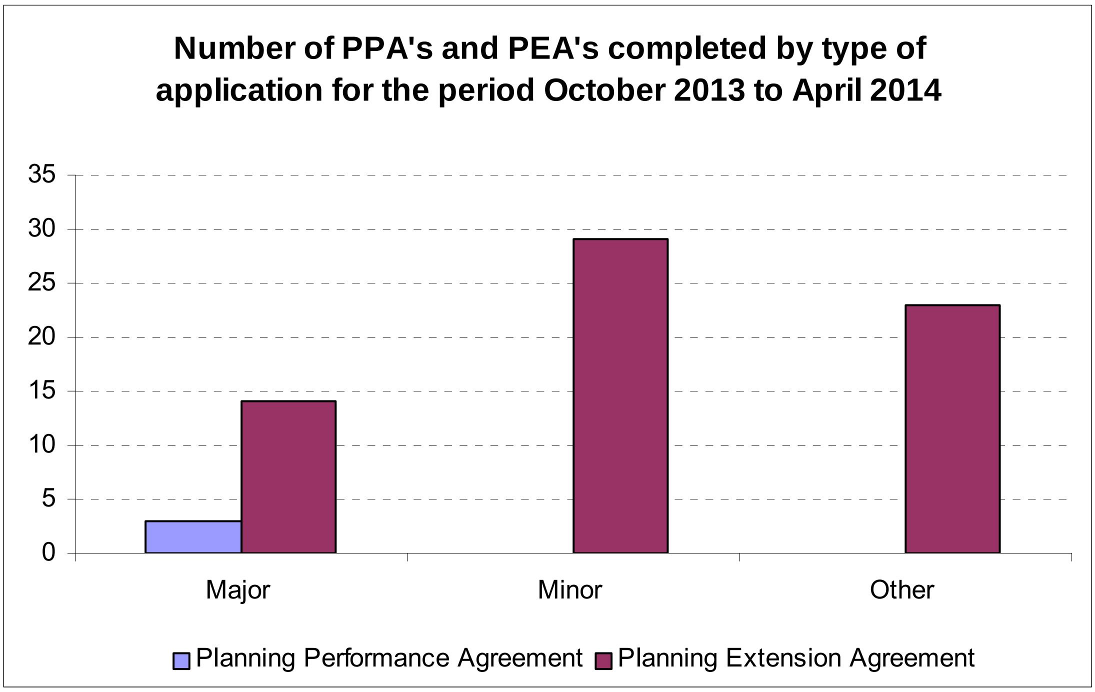
Extensions of time

Planning Performance Agreement (PPA)

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

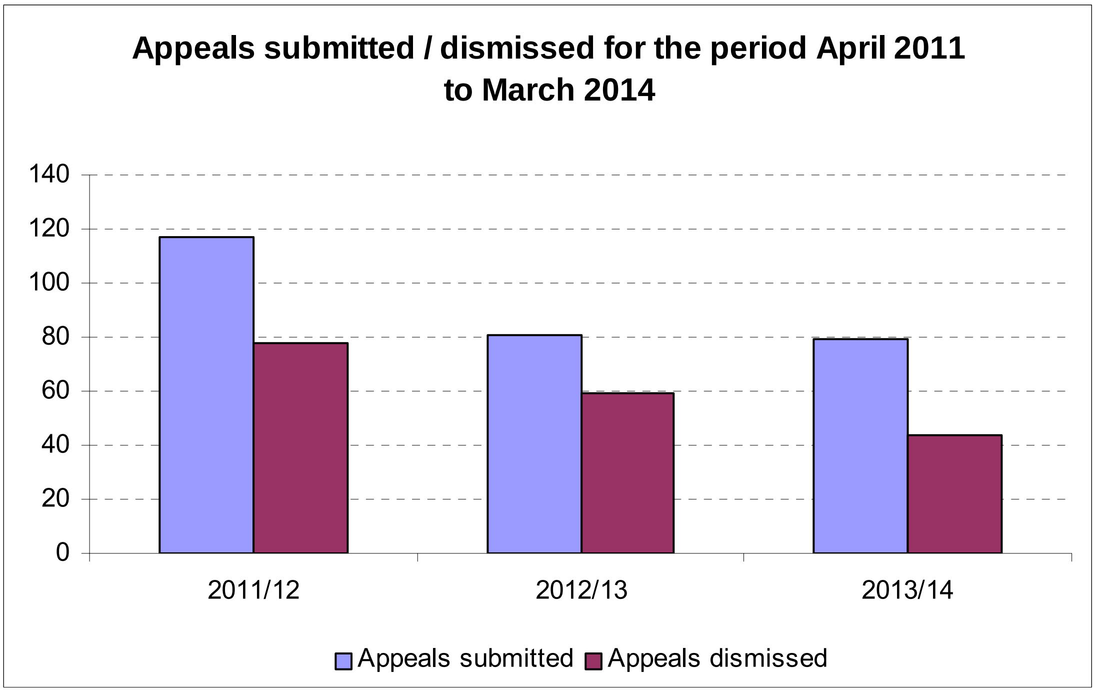
Planning Extension Agreements (PEA's)

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



Appeals against planning decisions

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



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 plans and animals.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

A3 Restaurant and cafe.

A4 Drinking establishment – includes public house and wine bar.

A5 Hot food takeaway

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

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

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

C1 Hotel – includes boarding house and guesthouse.

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

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

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

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

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

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

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

APPENDIX 2

Medway Monitoring Report 2014

Volume 3 - Local Aggregates Assessment

December 2014

Medway Council

Serving You

Medway Local Aggregate Assessment

Contents

1. Executive Summary

Context

1.1 This is the second Local Aggregate Assessment produced for Medway, in line with the requirements set out in the National Planning Policy Framework and in the National Planning Practice Guidance (NPPG). This is a draft report that is circulated to minerals planning authorities throughout the South East and neighbouring areas, industry representatives, and other key stakeholders. It is to be formally considered by the South East England Aggregates Working Party for its technical advice and views on how Medway is contributing to wider regional needs. Following consultation, the council intends to publish the final version of the LAA with its Annual Monitoring Report at the end of 2014.

1.2 The council has had regard to a range of data sources in compiling information on the demand for aggregates and supply options available. The annual aggregate monitoring produced by the Aggregates Working Party based on a survey of local operators has been a key source of data. Due to the size of Medway, and the limited number of minerals sites and wharves, there are a number of areas where it is not possible to publish information at the level of this individual minerals planning authority. This follows the agreements made with industry to respect commercial confidentiality. In some cases, it has been necessary to refer to information on a Kent and Medway basis, or the wider region, to provide an indication of trends in demand and supply.

1.3 Due to the size and nature of the geology in Medway the only land won aggregates extracted in the district are sand and gravel. Other aggregates are either imported, marine dredged or from secondary or recycled sources.

Supply

1.4 Aggregate supply in Medway is from four main sources: land won resources; marine dredged aggregates, imported resources and secondary and recycled aggregates.

1.5 Sand and gravel are the only land won resources in Medway due to the geology of the district. Aggregate supply is also restricted by Medway's environment. A total of 33% of Medway's area falls within environmental designations, including sites of importance at European level.

1.6 There are two sites presently in Medway with the potential to provide land won sand and gravel, with a total permitted reserve of 1,315,000 tonnes of sand and gravel. This reserve has been used to calculate the landbank, which currently stands at 72.2 years, based on a 10-year sales average. This is significantly above the 7-year landbank required for sand and gravel in the NPPF.

1.7 Provision for mineral extraction will be set out in the new Medway Local Plan, which is currently in the early stages of preparation, but there is no revised policy figure at present. The former policy allocation being advanced through the draft Medway Core Strategy for 0.18 million tonnes per annum in line with the sub-regional apportionment figures, is now used as a reference point until a new policy allocation is produced through the development of the new Local Plan for Medway.

1.8 Medway has 3 active wharves that supply marine dredged aggregates (sand and gravel) and the importation of crushed rock. Both of these resources make up a significant proportion of the aggregates supplied in the district and the southeast region. Kent and Medway combined import 90% of the crushed rock and 50% of the marine dredged aggregates to the region. The Medway wharves reported an increase in 2013 from 2012 levels in both the importation of crushed rock and marine dredged materials – this is a trend seen across the south east region.

1.9 Medway also has several sites that have the potential to supply secondary and recycled aggregates to the market. However reliable data for this sector is hard to attain and as the robustness of it is questionable therefore no firm figures can be released for Medway.

Demand

1.10 Government guidance on the Local Aggregate Assessment in the NPPG advises local authorities to use an average of 10 years' and 3 years' land won sales data to calculate demand over the long and short term.

1.11 Based on the guidance outlined in the NPPG for land won sand and gravel a 10-year sales average has been calculated. The 10-year average sales data shows present demand at 18,200 tpa for sand and gravel. This output is very low and is reinforced by the 3-year sales average of 0. Therefore overall the demand appears to be very low for land won resources in Medway, with alternative sources of supply being of continued importance.

1.12 Medway's contribution to aggregates planning and supply is particularly significant in the importation of marine dredged aggregates and crushed rock, as outlined above in paragraph 1.8.

1.13 The Council has also analysed several external sources to project any trends that may be emerging that would influence demand. The population of Medway is predicted to increase by 22% to 2037 and house builders are reporting increased workloads and planning permissions granted nationally indicating a potential increase in demand over the coming years, but this appears not yet to have significantly affected the market.

2. Introduction

Policy context

2.1 This is the second Local Aggregate Assessment produced for Medway. It has been prepared in line with requirements set out in the National Planning Policy Framework (Para. 145) and the NPPG. Paragraph 145 of the Framework states minerals planning authorities should prepare: *'an annual Local Aggregate Assessment, either individually or jointly by agreement with another or other minerals planning authorities, based on rolling average of 10 years sales data and other relevant local information, and an assessment of all supply options (including marine dredged, secondary and recycled sources)[1]'.* This then needs to be submitted to the regional Aggregate Working Party, and through this to the National Aggregate Coordinating Group. The national group will then consider whether the totals provided by the area Aggregate Working Parties make appropriate provision to maintain a steady and adequate supply of aggregate. This process seeks to ensure the coordination of minerals planning at a strategic level.

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2.2 This Local Aggregate Assessment has an important role in the coordination of planning for the steady and adequate supply of minerals to meet the country's needs. Aggregate minerals – sand and gravel, and crushed rock – are used as construction materials, and therefore are intrinsic to the nation's development, maintaining infrastructure and supporting economic growth.

2.3 Minerals are recognised as a national strategic resource, and are therefore subject to planning considerations. However, following changes introduced in the Localism Act and the National Planning Policy Framework, Government has decentralised more power to mineral planning authorities to determine the appropriate level of aggregate extraction.

Development of LAA – collaboration and co-ordination

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

- Provide technical advice to Mineral Planning Authorities on the adequacy of each local aggregate assessment;

[1] Available at: http://planningguidance.planningportal.gov.uk/blog/guidance/

- Provide an assessment of the position of overall demand and supply for the AWP area, including, whether, in its view, the area is making a full contribution towards meeting both national and local needs. This should include an indication of emerging trends of demand in the AWP area;
- Obtain, collect and report on data on minerals activity in the area. This includes annual data on sales, permissions and mineral reserves in their area, recycled and secondary sources and use this information to produce an annual report on these issues.

2.5 In drafting this LAA, Medway Council has used a wide range of available information to assess the current position for aggregates planning in Medway. This has included reference to the SEEAWP Aggregates Monitoring report 2013 for information on regional context and trends, plus returns from the minerals industry and national statistics.

2.6 Medway as a unitary authority recognises the particular importance in coordinating its minerals planning work, including the production of the LAA, with its neighbouring minerals planning authority (MPA), Kent County Council. The two councils have liaised in the development of their respective LAAs, and have worked together for a number of years in the collation of evidence to support minerals planning. Due to the size of Medway, and the limited number of minerals sites and wharves, some sources of data are restricted, and cannot be disaggregated to a Medway level, for reasons of commercial confidentiality and agreements made with industry. This is reflected in how and what data is presented in this report. This results in some data gaps and in some cases data is referred to at a Kent and Medway level to provide an indication of the local circumstances.

Consultation

2.7 The Localism Act 2011 also introduced the duty to cooperate into the planning system. This is a legal duty that planning authorities have to abide by in the plan making process and make sure that consultation is undertaken that is active and constructive and throughout the plan making process on strategic and cross boundary matters. The apportionment and supply of minerals is one of the issues covered by this process.

2.8 In accordance with the duty to cooperate this report has been drawn up in liaison with Kent County Council's minerals planning service and industry operators. To ensure that the LAA makes appropriate reference to the wider regional context, the council is seeking comments on this draft from mineral planning authorities across the region and industry representatives through the SEEAWP. Due to Medway's location in the Thames Gateway, the MPAs in Essex and Thurrock to the north will also be contacted. The council is consulting with the operators of local wharves, quarry sites and recycling facilities in Medway. Broader consultation will be held with:

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

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

3. Context

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

Policy context

3.2 In 2009 the Department of Communities and Local Government issued national and regional guidelines for aggregates provision in England from 2005 to 2020[2] as part of the Managed Aggregates Supply System. This sets out anticipated demand for aggregates that mineral planning authorities are expected to plan for. This guidance updated earlier guidelines from 2003, and recommended lower levels of provision to take account of materials being supplied from other sources, particularly marine dredged sand and gravel. This guidance is a material planning consideration and is still extant. With the revocation of the South East Plan, there is now no apportionment of the land won elements to mineral planning authorities.

3.3 Government set the following guidelines for southeast England:

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

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

3.4 This demonstrates the importance of the South East Region to the provision of marine sand and gravel. The region is also the second largest importer of aggregates into England for this period. It should be noted that there is a lower level of certainty with the assumptions on materials to be sourced from outside of England.

3.5 In the past a system of apportionments were set nationally based on the geology of areas and levels of supply. This system meant that every local planning authority was allocated an apportionment, however now the system is based on the supply and demand of the economy that will allow Local Planning Authorities to allocate their own figures in their local plan. As a result the apportionment of 0.18mtpa

[2] Available at:
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7763/aggregatesprovision2020.pdf

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

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

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

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

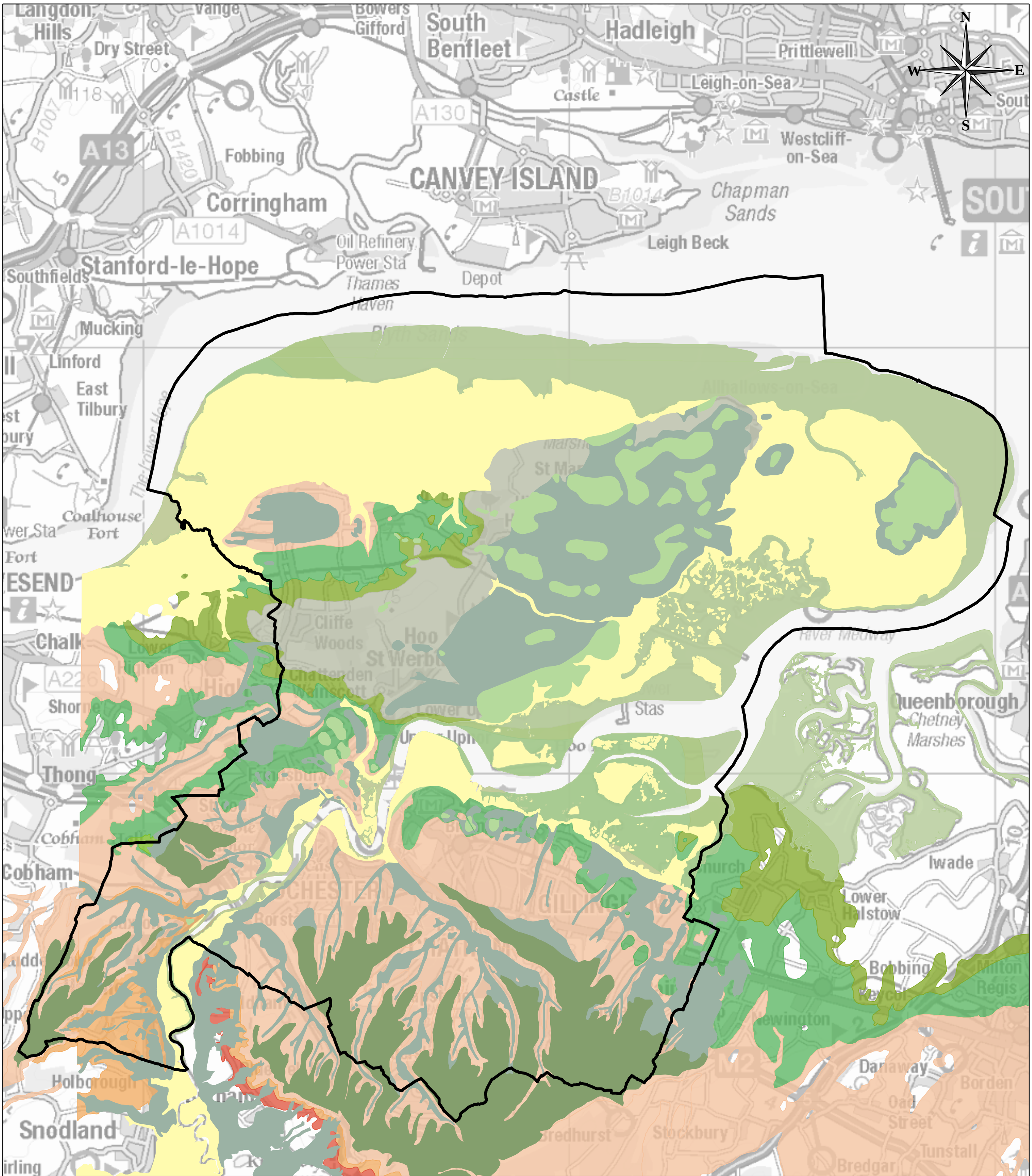
Geology

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

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

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

[3] Available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf



Bedrock Geology

- Thanet Sand Formation
- Thanet Sand - Bullhead Bed
- Harwich formation
- London Clay formation
- Lewes Nodular Chalk formation
- London Clay - Claygate Member
- Gault formation
- Chalk
- Melbourne Rock
- Lenham formation
- Bagshot formation
- Lambeth Group
- Folkestone formation
- Lewes Nodular Chalk formation
- West Melbury Marly Chalk Formation
- Zig Zag Chalk Formation

Superficial Geology

- Well Hill gravel
- Chelsfield gravel
- Kempton Park gravel formation
- Boyn Hill gravel formation
- Alluvium
- Taplow gravel formation
- Black Park gravel formation
- Head (undifferentiated)
- River Terrace Deposits (undifferentiated)
- Peat
- Clay with flints
- Dartford/Silt/Ilford Silt formation
- Lynch Hill gravel formation
- Beach and Tidal Flat Deposits (undifferentiated)

Medway Geology

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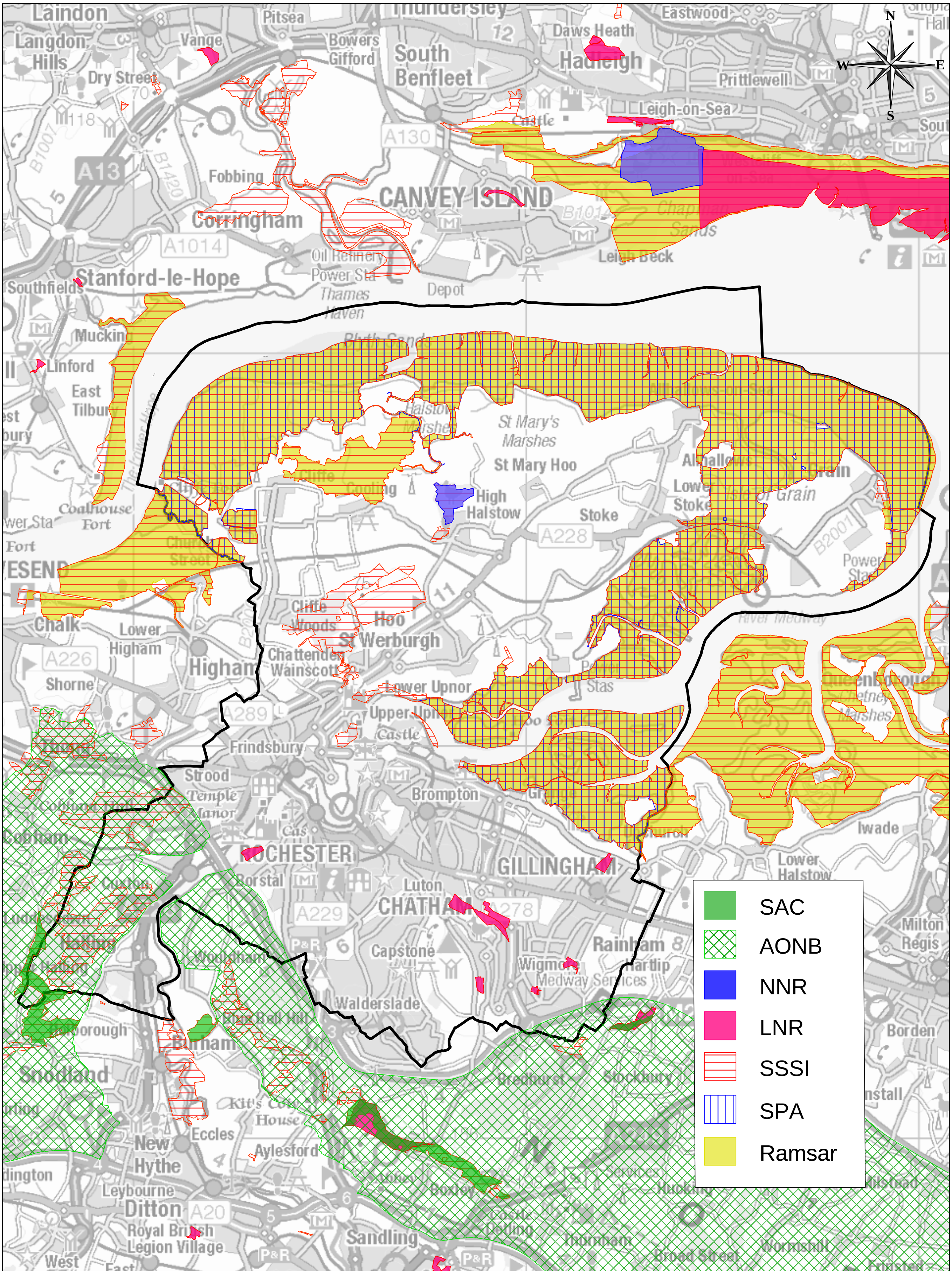
Scale:1:135000 24/09/14

Environmental Constraints

3.11 Medway covers an area of 26,885ha (including rivers and coastal areas) but within this area are numerous environmental designations that could constrain where minerals extraction could take place. These designations include: Areas of Outstanding Natural Beauty (AONB) Ramsar sites, Sites of Special Scientific Interest (SSSIs), National Nature Reserves (NNR) & Local Nature Reserves (LNR), Special Protection Areas (SPA) and Special Areas of Conservation (SAC) and cover a total area of 8,953ha or 33% of the district's total area.

3.12 The majority of the sand and gravel deposits in Medway lie outside of the areas of environmental designation on the Hoo Peninsula, and so can be accessed. There is the potential in the future as a result to expand the existing sand and gravel workings should demand dictate. In addition all 3 of Medway's wharves lie outside of the environmentally designated areas potentially allowing for expansion. However the wharf at Cliffe is constrained between two areas of environmental designation.



Environmental Constraints Map

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Wharves

3.11 Medway makes a critical contribution to the south east's infrastructure for the importation of aggregates, particularly marine dredged sand and gravel. The scale of the importation makes Medway's wharves of regional and national significance. There are three currently in operation:

- Grain Terminal, Isle of Grain – operated by Foster Yeoman Ltd
- North Sea Terminal, Cliffe, Rochester - operated by Brett Aggregates of the Brett Group UK
- Euro Wharf, Frindsbury, Rochester – operated by Hanson Aggregates of the Heidelberg Cement Group.

3.13 Together these three sites make a significant contribution to the importation of minerals into the region. Medway's wharves are amongst the largest in Kent and Medway, and have the greatest capacity. The wharves are operating below their capacity levels, which offers the ability to increase production in response to market demand.

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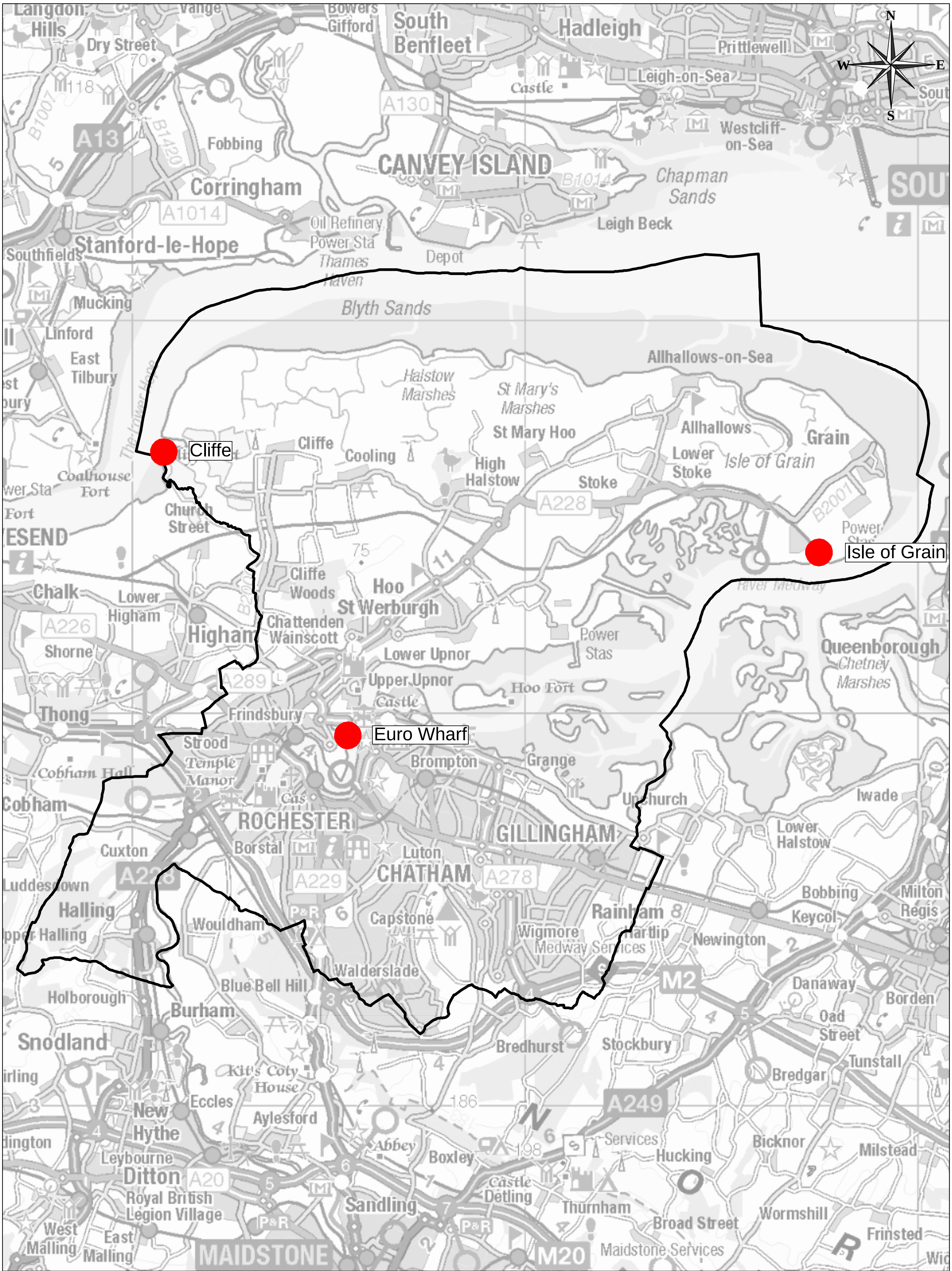

Aggregate Wharves

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4. Consideration of aggregates options

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

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

4.2 Each supply option is considered separately in this section.

Marine dredged aggregates

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

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

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

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

Table 2: Sales of Marine Dredged Sand and Gravel from Wharves, 2004-2013
(MPA & SE region, thousand tonnes)

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

Source: AM surveys 2004-2013

Footnotes to Table: 2
Note: The Crown Estates landings in 2013 were only 4.6Mt, partly reflecting dredgings landed from outside licensed areas in connection with the Thames Gateway port project
Guideline assumption for marine dredged sand and gravel landings in SE 2005-2020 = 7.6mtpa

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

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

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

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

4.7 Information provided from the Annual Minerals Raised Inquiry[5] carried out by ONS confirms the importance of MDA as a construction material nationally and for Kent and Medway. MDA provided over 68.7% of the total sand and gravel supplied in Kent and Medway for construction purposes. The supply from Kent and Medway represented 22.9% of the English total, and 21.5% of the GB total. This underlines the strategic importance of the Kent and Medway wharves in relation to the supply of MDA, and their role in contributing to this supply stream.

[5] Available at:
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/285128/Mineral_extraction_in_Great_Britain_2012_-_Business_Monitor_PA1007.pdf

Table 4: Sand and Gravel for construction
(Extractors' sales by end-use and area of origin, 2012 in thousand tonnes)

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

Source: CLG – Mineral Extraction in Great Britain, 2012 – February 2014[6]

Table 5: Market contribution of MDA to GB sand and gravel market (million tonnes)

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

Source: British Marine Aggregate Producers Association – Strength from the depths: Seventh sustainable development report for the British marine aggregate industry, February 2014 [7].

4.8 The total aggregate market decreased over 2011-12, reflected in table 5. The marine aggregate landings also fell above the general market decline. This decline was matched by the Crown Estate landing statistics for the Thames Estuary, an area within the south east region, for 2011-12 that saw a 18.3% decrease[8].

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[6] Available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/285128/Mineral_extraction_in_Great_Britain_2012_-_Business_Monitor_PA1007.pdf
[7] Available at: http://www.bmapa.org/documents/BMAPA_SD_Report2014.pdf
[8] Available at: http://www.thecrownestate.co.uk/energy-and-infrastructure/downloads/marine-aggregate-downloads/

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

Imports

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

Crushed rock Importation

4.11 Again consideration of this supply stream shows the importance of Medway's wharves in the importation of land won aggregates and their supply into markets in Kent, London and the greater south east. Materials are transported on to wider markets by road, rail and shipping. There are no railhead importation facilities in Medway that are independent of the wharves. The combined wharf and rail facilities at Cliffe and Grain provide valuable infrastructure. Both land won sand and gravel and crushed rock have been imported. Grain imports from the superquarry at Glendsanda in Scotland. This site has planning permission for the extraction of minerals until 2043, which provides a good degree of certainty for this supply stream.

4.12 The total landings of crushed rock at Kent and Medway wharves were 90% of the region's total in 2013. It is not possible to provide a figure for Medway alone, due to confidentiality considerations, but it is acknowledged that the local wharves make an important contribution to this high proportion of the regional supply. The deep-water wharves of north Kent and Medway provide suitable offloading facilities close to the demand for aggregates. It is noted that as vessels have increased in size, use of smaller wharves on the South Coast has been displaced to the larger facilities in north Kent and Medway.

Table 6: Imports of Crushed Rock by Sea, 2004-2013
(MPA and SE Region, thousand tonnes)

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

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

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

Source: AM2013 survey

Medway included with Kent, as all figures would otherwise be confidential
* = figure rounded to avoid revealing a confidential figure
Guideline assumption for net imports of aggregate to SE from outside England 2005-2020 = 1.9 mtpa

4.13 The Aggregates Monitoring report 2013 produced by SEEAWP provides an overview of the regional position on the importation of crushed rock. Landings of sea borne crushed rock in 2013 at some 1.5 Mt maintained the level of landings in 2012. Nearly 90% of the crushed rock was landed at wharves in Medway and Kent and 90% of the crushed rock was sold for roadstone, railway ballast, concrete aggregate and other screened and graded aggregate, the rest for construction fill[10]. This was the same as the 2012 report.

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

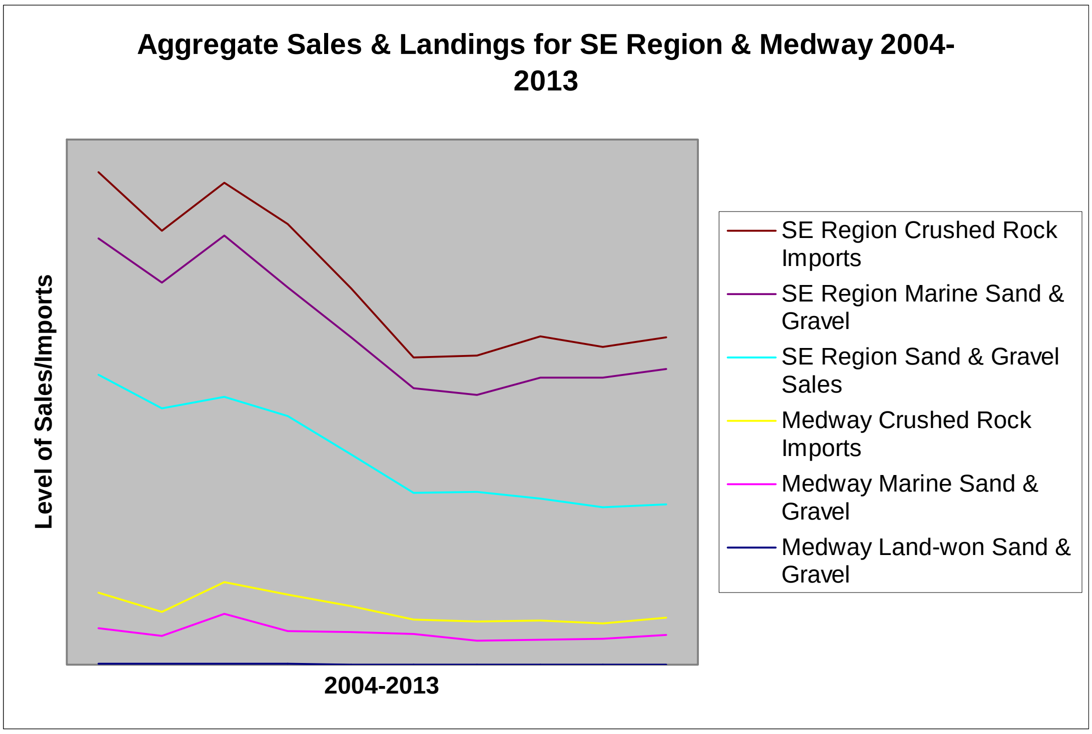


Figure 1: Comparison of Aggregate Sales & Landings for SE Region & Medway 2004-2013

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

Land Won resources

Reserves

4.15 Medway has deposits of sand and gravel, and quarrying has historically taken place across the Hoo Peninsula, but there have been limited operations in recent years.

4.16 The present permitted reserve of sand and gravel is 1.315 million tonnes. This is derived from Kingsnorth Quarry to the south east of the village of Hoo St Werburgh, and a small remaining reserve at Perry's Farm, Grain.

4.17 Kingsnorth Quarry has planning consent for the extraction of 1,195,000 tonnes of sand and gravel. The plan is to extract minerals in phases at a rate of approximately 120,000 tonnes a year, over 10 years.

4.18 Planning consent (reference MC/2005/0589) was issued on 1 May 2007 for the extraction and processing of sand and gravel, establishment of a ready-mix concrete plant, and restoration to agriculture and water based conservation. Lafarge has not started its operations on the site, and in December 2011, (reference MC/12/0020) made a further application to defer the commencement date of the operations. Planning permission was granted on 21 June 2012 and this extended the period for the commencement of the development until 1 May 2017. As yet, no works have started.

4.19 Research carried out to support mineral planning work in Kent and Medway has provided an indication of further available reserves in the area. As set out earlier in this report, information on potential reserves indicates that there is sufficient potential resource for further allocations to meet needs over the emerging local plan period.

Requirements – Policy and Sales average

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

4.21 The 10-year average of sales from quarries in Medway is 18,200 tonnes pa. The 3-year average of sales is zero.

Landbank

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

Table 7: Calculation of landbank for sand and gravel

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

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

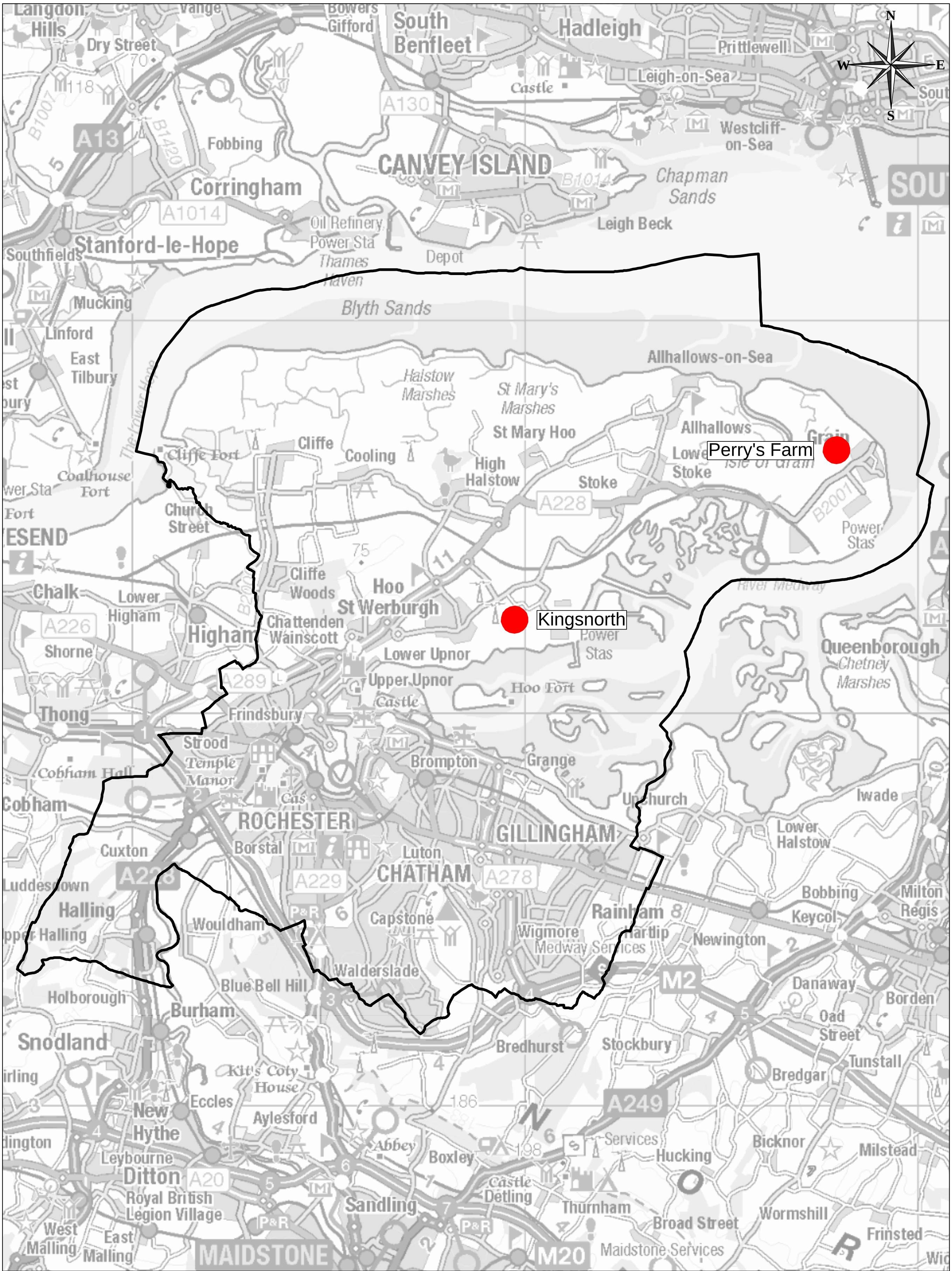
Consideration of wider context

4.24 The regional context is provided through the South East Aggregates Monitoring report 2013. This showed a decline in sales of land won sand and gravel to 5.4 mt in 2013, a fall of 0.1 mt from 2012[11]. Over nine of the last ten years sales have fallen – from 11.5 Mt in 2002 to the current level. This is substantially below the regional apportionment 'proposed changes' level set for the South East region of 11.12 mtpa – 47% lower.

4.25 The regional landbank as measured in 2013 was at 8.45 years for sand and gravel and 48 years for crushed rock.

4.26 Sales of local crushed rock across the southeast were 1.2 mt in 2013, 400,000 tonnes more than in 2012, and the highest figure since 2009. With 60 mt of reserves, there are over 48 years for working at the 'Proposed Changes' apportionment level.

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



Quarries in Medway

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Recycled and secondary aggregates

4.27 Materials defined as recycled or secondary aggregates are derived from demolition and construction waste, and industrial by-products such as power station ash, colliery spoil, blast furnace slag and slate. Materials can be used as substitutes for aggregates, such as in concrete production, and as fill. The use of recycled and secondary aggregates is critical to the sustainable management of primary mineral resources.

4.28 In line with government policy to secure the valuable finite resources of materials required for development, the council promotes the use of alternatives to primary aggregates.

4.29 Medway's contribution towards this supply stream has come from a wide range of sources, including both recycled and secondary materials. There has been overall a slight increase in the total amount of secondary and recycled products recorded in operator returns over the past year 2012-13, but there has been a notable increase over the past year of aggregate for construction fill and industrial by products resulting from the closure of Kingsnorth Power Station and emergence of new recycling centres.

4.30 Research carried out in 1999 into waste in Medway, and in 2007 to inform the South East Plan regional policy provision on waste generated consistent estimates of the arisings of construction, demolition and excavation (CDE) waste in Medway, at around 330,000 tonnes per annum.

4.31 Facilities exist within Medway for the recycling of CDE waste at fixed sites. However there is additional capacity, as it is understood that significant amounts of material are dealt with onsite by mobile plant in the demolition and construction process.

4.32 Capacity and arisings in this sector are difficult to compile, as there is poor operator participation in the annual aggregates monitoring surveys. Due to the difficulties in collating comprehensive survey information in this market area, and the small number of returns from operators in Medway, it is not possible to provide information at a Medway level for the production of secondary and recycled aggregates at this time.

Context

4.33 Recycled and secondary materials in the GB aggregates market were 54mtpa in 2012, representing around 29% of the total market[12].

4.34 On a regional level, the Aggregates Monitoring 2013 survey recorded that over 3.3 Mt of Construction, Demolition & Excavation waste was being recycled at fixed sites and used for aggregates, and 0.4 Mt from other secondary sources[13]. This is a noted area for incomplete survey returns, as there are often poor levels of participation in the survey and it can be difficult to engage smaller and mobile operators. The data therefore needs to be treated with appropriate caution on its robustness.

4.35 More comprehensive surveys in this area were carried out in 2005 and 2008[14]. These suggested that 6Mt was a 'reasonable indication' of the tonnage recycled as aggregate in the South East. The state of the economy and the downturn in the construction sector at the time of the survey suggests that current recycling output is likely to be lesser than the 6Mt therefore accounting for the difference in the latest figures from general expected trends.

National and Regional overview – supply streams

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

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

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

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

Table 8: Market Summary (in million tonnes)

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

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

4.37 On a regional basis, data collected in the 2013 Aggregates Monitoring survey from quarry, wharf and rail depot operators showed a strong position of supply over demand. AM2013 confirmed a small net export of land-won sand and gravel and marine aggregate, principally to London, and the region being a major importer of hard rock, principally from the South West.

4.38 In September 2014 the House Builders Federation published a report indicating that confidence was returning to the construction industry. The 'New Housing Pipeline Report' indicated a significant rise in the number of planning permissions being granted with a 71% increase nationally and 38% increase regionally on the last year[15].

4.39 The Federation of Master Builders: 'State of Trade Report' for the second quarter of 2014 also supported the belief that there was an increase in confidence in the construction industry[16]. The report found the workload level to now be the highest since the third quarter of 2004 and there was an increase in the number of builders by 12%.

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[15] Source: Housing Pipeline Report (House Builders Federation, June 2014)
[16] Source: State of Trade Report 2014 (Federation of Master Builders, 2014)

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

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

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

Source: AM2013

Footnotes to table

c= confidential figure or figure that can not be recorded without revealing a confidential figure
0= nil sales or less than 500 tonnes
Information provided for the Berkshire unitaries relates to AM2011 returns.
The reserves for Hants, Kent and Surrey do not include over 6.4 Mt allocated for non aggregate use.
The reserves do not include 1Mt in dormant sites in Berks and Bucks.
Reserves of an unspecified type in the Isle of Wight have been allocated to soft sand, sand and gravel in the same % as for known reserves.
The figures for sharp sales and gravels include 4% sold for construction fill and 9% of the reserves are recorded as only suitable for fill

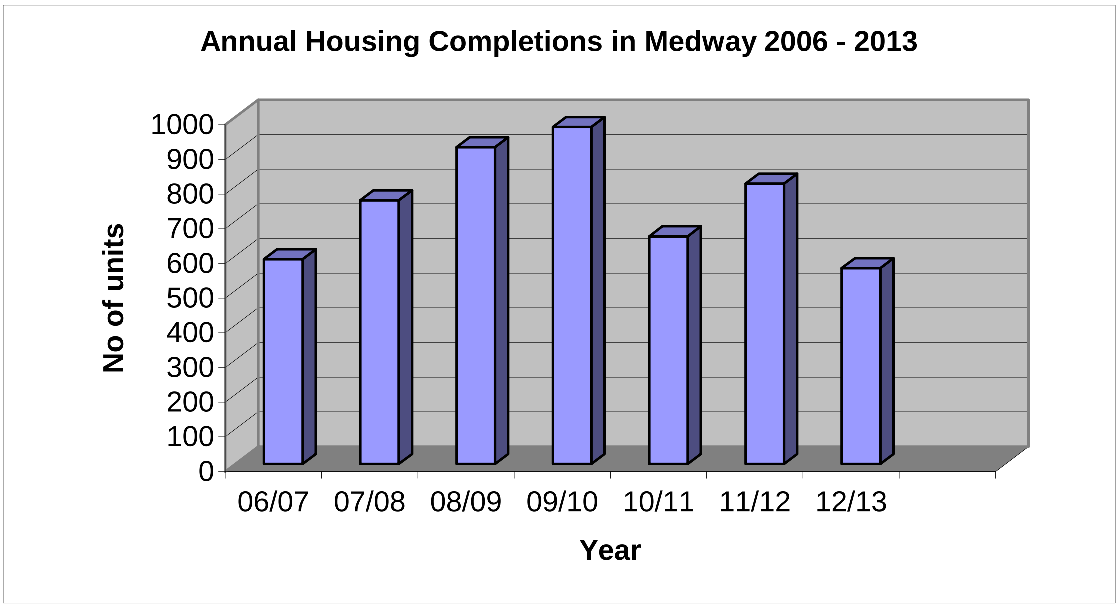
5. Consideration of Local Circumstances

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

Development Proposals

5.2 In June 2014 a Housing Position Statement was adopted by the Council, which agreed a revised housing target of 1,000 homes per annum based on an assessment of household projections. This replaced the annual target of 815 dwellings in the draft Core Strategy and South East Plan. The council is commissioning a comprehensive assessment of housing and economic development needs to inform the preparation of the new local plan, and the housing policy requirement.[17].

5.3 In line with national and regional trends, there was a downturn in house building in Medway in recent years, albeit the area has performed more strongly than others in delivery rates. However population projections confirm anticipated levels of growth in the area over the plan period up to 2035.



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

[17] Available at: http://www.medway.gov.uk/pdf/Housing%20Position%20Statement.pdf
[18] Available at: http://ons.gov.uk/ons/rel/snpp/sub-national-population-projections/2012-based-projections/stb-2012-based-snpp.html

Infrastructure Proposals

5.5 The wharves infrastructure in Medway is critical to maintaining capacity for the importation of aggregates, particularly marine sand and gravels, which are increasingly important as a supply stream, with 50% of marine dredged aggregates in the south east coming through wharves in Kent and Medway. As the South East is a net importer of crushed rock, the contribution made for the importation through Medway wharves is also valued, with 90% of crushed rock imports coming through Kent and Medway wharves in the south east region[19]. Planning policy protects this important infrastructure.

5.6 Over the past years several economic development plans have emerged to facilitate growth in the district. These cover a range of areas including employment, housing and infrastructure.

5.7 The Thames Gateway Kent Partnership was established to facilitate sustainable economic growth within the southern Thames Gateway area, including Dartford, Gravesham, Medway and Swale. As a part of this brief it developed a 'Plan for Growth 2014-20' for the area. In relation to Medway the plan references the following local proposals[20]:

- Key sites on the Hoo Peninsula, Isle of Grain that comprise part of the South East Centre for Offshore Renewable Engineering, located within the Medway Swale Arc Assisted Area;
- The transformation of Rochester Airport into an innovation and commercial hub (creating 1,750 jobs and 37,000m2 of floorspace);
- Strood Riverside (2,000 new homes and 65,000m2 of mixed retail and employment space);
- Rochester Riverside (1,500 new homes and 29,400m2 of commercial space);
- Gillingham Waterfront (775 new homes and 2,200m2 of commercial space);
- Chatham Waters (950 homes and 3,500 and Medway University Technical College);
- Chatham Maritime (1,400 homes and 10,000m2 of commercial space);
- Chatham Waterfront & Centre (2,250 new homes & 2,000 jobs); and;
- Lodge Hill, Chattenden (5,000 homes and 44,100m2 of mixed floorspace).

5.8 This restates commitment to many long-standing regeneration ambitions for Medway. The plan also promoted several major infrastructure improvements in order to facilitate this growth over the next few years:

- A289 Four Elms to Medway Tunnel improvements (2015-18);

[19] Source; SE Aggregates Monitoring Report 2013 (SEEAWP, August 2014)
[20] Source: Plan for Growth 2014-20 (The Thames Gateway Kent Partnership, 2014)

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

5.9 In 2014 Local Enterprise Partnerships (LEPs) provided funding for new infrastructure development across their regions through the Growth Deals negotiated with central Government[21]. In the south east region, including: East Sussex, Essex, Kent, Medway, Southend and Thurrock, the LEP allocated £442.2 million in funding to 2021. The aim of the funding is to create 35,000 jobs and 18,000 homes across the region. Within the Medway area this will fund the following:

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

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

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

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

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

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

5.14 As set out in section 3 above, Medway has a significant area of important sensitive natural environments. These are a critical consideration to the effective planning for the supply of minerals.

5.15 The council will continue to monitor the supply and demand for aggregates, together with national and regional trends to inform policy development in the new Local Plan.

6. Conclusions

6.1 Medway Council is currently working on developing a new local plan following the withdrawal of the draft Core Strategy from Examination in late 2013. The new plan will make policy provision for minerals over the plan period, but as of yet no draft policies for this have been established.

6.2 The assessment of current demand based on the 10 year sales average shows that sales are significantly below the level set in the sub-regional apportionment. This is in line with a wider trend for the reduced use of materials resulting from the economic downturn and slowdown in the construction sector in recent years.

6.3 Calculations on the current levels of supply are based on the 10-year sales average using the NPPF and NPPG guidance. This provides a landbank extending to over 72.2 years. Using the previous sub-regional apportionment figures as a reference for comparison, permitted reserves of land won sand and gravel resources in Medway are close to the 7-year landbank requirement.

6.5 Planning permission for the aggregates extraction site that makes up Medway's reserves has been extended to 2017. The council intends to consider the need for further allocations for minerals extraction to meet local needs and to contribute towards a steady and adequate supply at a strategic level through the work of the new Local Plan.

6.6 Medway has a strategic role in the importation of aggregates through its large wharves on the rivers Medway and Thames. Their ability to handle large vessels and the proximity to markets in the south east and London gives these wharves significance of a regional and even national scale. This is borne out in the data relating to the quantities of marine dredged aggregates and imported crushed rock landed at wharves in Medway. The facilities have surplus capacity and therefore are able to respond to an upturn in the economy. Assessment of the licensing regime for marine dredging confirms the ability to provide a sustainable and adequate supply from this source at present and in coming years. The Medway wharves are linked to the producers of imported crushed rock, and with the Glensanda quarry benefitting from planning permission until 2043, this again provides a degree of certainty on this supply stream.

6.7 Medway will see large local economic changes over the coming years with the development of several major infrastructure and housing projects planned to manage the population increases projected. The demand for minerals is therefore likely to increase to meet the demands of the projected growth.

6.8 It is considered that Medway is making adequate provision to ensure the steady supply of aggregates from a range of sources, and that it can continue to make an effective contribution to meeting local and wider needs for aggregates. The council will actively participate in the work of the SEE

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

List of Abbreviations

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

APPENDIX 3

Medway Housing Implementation Strategy

December 2014

Medway Council
Serving You

Contents

1.0 Executive Summary

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

<u>Historic Analysis</u>

1.2 By way of context this report begins within an historic analysis of housing delivery in Medway.

1.3 The closure of the Chatham Dockyard in 1984 and the collapse of the associated industries left Medway with a legacy of derelict land, high unemployment, deprivation, low community confidence and despoiled landscape. These factors resulted in depressed property market in Medway, unattractive to developers thereby making the delivery of housing challenging.

1.4 In response to these challenging development conditions, and within the wider context of the Thames Gateway initiative, Medway has benefited considerably from significant levels of public investment over the last two decades.

1.5 This public investment in Medway has delivered strategic transport improvements, a new higher education campus and unlocked a number of challenging brownfield sites.

1.6 This public investment thereby helped ensure Medway was better placed to deliver significant amounts of new homes and jobs.

1.7 Within this context the Council's in house regeneration team, supported by a pragmatic and constructive planning department, has had considerable success in helping generate private sector interest and leveraging private sector investment in the area.

1.8 This report highlights that this has resulted in a comparatively high level of residential completions over the last decade. In addition this has also resulted in a considerable bank of residential permissions being built up within Medway over the past decade.

1.9 However, despite these successes, the recession has made delivery challenging in recent years. This report explains that, given the relatively low land values in Medway, developers have found it particularly challenging to attract development finance.

1.10 This has meant that, whilst the authority has broadly been able to maintain the levels of completions achieved prior to the recession, it has not always been possible for the development industry to deliver housing at the level to meet

Medway's targets during the recession.

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

Implementation Strategy

1.12 With local indicators suggesting that market conditions are beginning to improve, the Council has put in place several further measures to capitalise upon the historic regeneration investment in the area and ensure that the supply of housing is significantly boosted in the coming years.

1.13 Firstly the Council is preparing a new local plan, which will identify new housing allocations, in addition to the existing bank of permissions, for the medium to long term.

1.14 Secondly, the Council has reviewed its housing needs and has taken the decision to increase its housing target from 815 to 1000 dwellings per annum, back dated to the start of the new local plan period 2011/12. This is based on an assessment of projected household growth in Medway over the period of the new local plan up to 2035. Thus thereby demonstrating the authority's commitment to significantly boost the supply of housing immediately.

1.15 Thirdly, the Council has secured additional public sector regeneration investment, to supplement the investment that has historically been delivered in Medway.

1.16 Fourthly the Council Planning Department is continuing to take a very pro-active and constructive approach to the development industry, using a number of measures to enable delivery.

Housing Land Supply Position

1.17 Finally this report provides an analysis of the housing land supply position in Medway, setting out:

- The housing requirement, and the backlog that has built up since the start of the plan period;
- The housing land supply position, drawing upon a recent assessment of sites;
- A comparative and historic analysis that demonstrates Medway is not a persistent under deliverer.

1.18 This report thereby concludes by setting out the five-year land supply calculation for Medway, robustly demonstrating that the Council has a 5.4 years supply in compliance with the requirements of the NPPF.

2.0 Introduction

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

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

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

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

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

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

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

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

3.0 Historic Analysis

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

Background

3.2 The closure of Chatham Dockyard in 1984 had significant and far-reaching detrimental impacts upon the economy and social fabric of the Medway Towns.

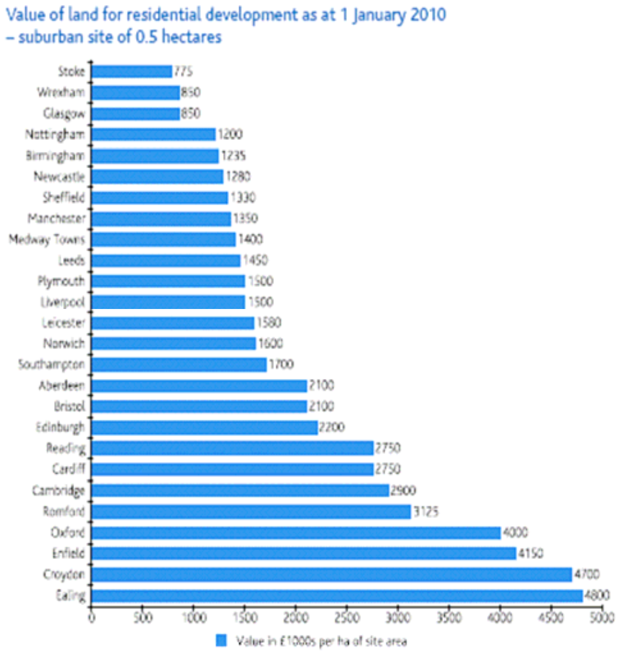
3.3 Estimates vary as to the number of job losses but around 7,000 were probably lost within the Dockyard and with almost as many in supporting industries. Traditionally the Dockyard workforce was drawn from a very small area and, coupled with the closure of the Isle of Grain refinery, the impact on the Medway Towns was significant.

3.4 With a lack of jobs in the area the population of the Medway Towns began to stagnate. Between 1981 to 1991 there was only very limited population growth, of approximately 2%, running counter to the national population trends of approximately 4%.

3.5 The weak population growth, and the high levels of economic activity resulted in significant social problems in the Medway Towns. During the 1980s there was a significant rise in levels of multiple deprivation, resulting in not just reduced living standards but also social exclusion, increased health issues, greater dependency and loss of confidence. However the effects were by no means uniform across the area but instead were concentrated in the inner areas of Chatham, Gillingham and Strood and areas immediately to the south. Whilst much has been done to tackle these complex issues deprivation in these areas still persist today.

3.6 Alongside these acute social issues, the closure of the Dockyard, and subsequent collapse of the local economy also bequeathed the Medway Towns with a legacy of large brownfield sites. Whilst many of these benefited from riverside frontage they were also very often subject to physical and environmental constraints such as flood risk or contamination.

3.7 The combination of these social, environmental and economic issues resulted in a significantly depressed property market in Medway, with lower values than the rest of Kent and the South East. Again this is an issue that persists today with values in parts of Medway well below averages for both Kent and the wider South East. This is illustrated by the chart below, which shows the value of residential land in Medway (referred to as the Medway Towns) is significantly lower than all other major urban areas in the South East.



Source: Valuation Office Agency

Thames Gateway & Regenerating Medway

3.8 The collapse of Medway's industrial economy, and its devastating social consequences, were also evident within a much larger corridor running eastwards from London, which was also characterised by a legacy of derelict land, high unemployment, deprivation, low community confidence and despoiled landscape.

3.9 However, despite these poor social, environmental and economic conditions, the potential of this area for regeneration and revitalisation has been recognised for some considerable time. In 1987 SERPLAN (the South East Regional Planning Conference) produced a report 'Development Potential in the East Thames Corridor' which noted *"much of the development potential of the region lies in the Eastern Thames Corridor, extending on both banks of the river from Tower Bridge to Southend and Sheerness."* It identified very large areas that could be developed but also the fact that much of *it "requires action to lift constraints caused by difficulties of access and other infrastructure problems and to improve the environment. The difficulties are substantial but by no means insuperable. Part of the problem is the poor image which the area seems to have in the eyes of many developers and industrialists and what is needed is a concerted effort by the authorities involved to eliminate the problems and to promote the area's latent potential."*

3.10 Since 1987 the East Thames Corridor, which was rebadged as the Thames Gateway in 1991 by then Secretary of the State for the Environment Michael Heseltine, has been the focus for considerable Government attention. Several national and regional plans have been prepared setting out a robust spatial planning framework for the regeneration and redevelopment for the Gateway, including the Thames Gateway Regional Planning Guidance 9a in 1995, 2003 Sustainable Communities Plan and the 2009 South East Plan.

3.11 The vision and planning framework for the Thames Gateway has had a strong influence on the regeneration and economic development strategy for Medway over the last two decades (and indeed continues to do so through the activities of the South East Local Economic Partnership and the Thames Gateway Kent Partnership).

3.12 As such the following sets out the key elements of the (North Kent) Thames Gateway regeneration strategy, and how these have been realised in Medway over the last decade.

- *Enhanced Connections*

3.13 From the outset the Thames Gateway spatial strategy for the North Kent sub region has recognised that realisation of the area's economic potential was dependent upon the delivery of enhanced connectivity. Over the last two decades a significant amount of investment has thereby been made in improving and enhancing strategic transport connections into the North Kent sub region.

3.14 In particular the domestic High Speed rail service (HS1), which was completed in November 2007, have brought North Kent within easy reach of central London. For example Strood is now only 34 minutes from St Pancras International.

3.15 To compliment the delivery of the new High Speed services several rail stations within Medway have seen significant investment and improvement including Strood, Gillingham and Rochester, which is currently being relocated and entirely rebuilt (as will be discussed further in Section 4 below).

3.16 There has also been major highways infrastructure investment, which has significantly enhanced capacity and connectivity. These include the delivery of the Medway Tunnel (1996) and the widening of the M2 and the new Medway viaduct (2003).

3.17 Taken together these transport infrastructure improvements have significantly improved the strategic connectivity of the North Kent sub region and Medway in particular, providing a robust basis for the regeneration and rejuvenation of the area. As will be discussed further below, these improvements have helped to deliver comparatively high levels of growth over the last decade, particularly in terms of residential development.

- *Economic Development*

3.18 Recognising that the closure of the Dockyard and the collapse of the associated industries left a significant economic void in Medway, the long-term economic development strategy for the area has also focused upon enhancing educational opportunities and delivering employment through the 'Universities at Medway' initiative.

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

3.20 Complimentary to the Universities at Medway initiative, Medway has also recently been successful in securing funding for a new University Technical College (UTC), which will be delivered as part of the £650million redevelopment of Chatham Docks (known as Chatham Waters).

3.21 UTCs are government-funded schools that focus on technical and scientific subjects with view to filling the national skills shortage in engineering, manufacturing, health sciences, product design, digital technologies and the built environment.

3.22 Together these initiatives have not only significantly enhanced educational opportunities in Medway, but also helped diversify the local economy by expanding the (higher) education sector supporting the wider regeneration of the area.

- *Regeneration*

3.23 Since its formation in 1998 Medway Council have been committed to regenerating the area through the redevelopment of its legacy of brownfield sites. Reflecting the overarching aspiration of the Thames Gateway spatial strategy, the Council's vision has been to create attractive riverside developments in place of the derelict former industrial landscape, not only to enhance the environment, but also create new social and economic opportunities for the residents of Medway.

3.24 However, as explained above, whilst many of these brownfield sites benefited from river frontage, making them potentially attractive development sites, they were also often subject to significant constraints such as high levels of contamination or flooding.

3.25 Given the depressed land values in Medway, these constraints made the viability of redeveloping many of these sites challenging. As such it has been necessary for considerable public and private money to be invested in unlocking the development potential of these sites.

3.26 Of particular note is the investment that has been made in unlocking the development potential of the former Dockyard, particularly the areas known as Chatham Maritime and St Mary's Island.

3.27 In the mid 1990's a joint venture was established between English Partnerships and Countryside Properties, to bring forward development at St Mary's Island particularly by delivering new infrastructure.

3.28 One of the main constraints was the limited road access into the site. This was alleviated by the construction of the Medway Tunnel and Northern Relief Road in the late 1990's. English Partnerships also carried out extensive work on flood defences, remediation, and the installation of new services, in order to make it possible to attract new development to the Estate.

3.29 For its part the Council has been a key stakeholder in the delivery of St Mary's Island, keen to ensure that the new community created on the former Dockyard delivered a 'step change' in quality of the urban environment that would provide a robust basis for the longer-term regeneration of the Medway Towns.

3.30 St Mary's Island now accommodates several hundred new homes, as well as a primary school, community church, a community centre, a doctor's surgery and pharmacy, and a number of restaurants and other amenities. There is also extensive open space including a sports fields and play areas as well as a network of paths and cycleway.

3.31 Given the quality of the mixed-use community that has been created at St Mary's Island, property values are amongst the highest in Medway and are comparable to some of the higher value areas elsewhere in Kent.

3.32 The improvement in values that has been achieved on St Mary Island is now also helping to generate private sector interest and investment in developing elsewhere in Medway. In particular the land adjacent to St Mary's Island, known as Chatham Docks/Chatham Waters.

3.33 In September 2013 the owners of Chatham Docks, Peel Land and Property Limited, secured detailed planning permission for the first phase of an ambitious £650 million pound mixed use redevelopment of their site.

3.34 Recognising the values achieved on St Mary's Island, the landowners have been able to leverage a significant amount of private sector investment to deliver infrastructure to unlock the site. This is discussed further at Section 4 below.

3.35 Alongside the investment through national regeneration bodies, Medway Council through its in-house regeneration team, has also had considerable success in securing regeneration investment elsewhere in Medway, particularly Chatham Waterfront and Rochester Riverside.

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

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

3.37 This illustrates that as well as investment in individual projects, such as the Bus Station and Medway Park, there has also been significant investment in unlocking specific development sites such Rochester Riverside and Strood Riverside.

3.38 Due to the national budget deficit programme there was a cessation of Government funding in 2011 and as a consequence Medway Renaissance was disbanded. However as an in-house body Medway was able to retain much of the skills and knowledge that had been built up over the preceding five years within the Regeneration and Economic Development (RED) Team.

3.39 As will be discussed further in the next section Medway, through the RED Team, has thereby been well placed to tap into new sources of funding, particularly those available via the Local Economic Partnership and Local Growth Fund to continue to support the regeneration of Medway.

Land Supply

3.40 The Thames Gateway/Medway regeneration strategy, and the significant level of public investment secured to deliver it, has been successful in attracting a significant level of development interest in Medway.

3.41 The Council, as a planning authority, has been keen to encourage this and as a consequence a significant bank of residential planning permissions has been built up.

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

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

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

Recession

3.42 However, despite the public investment, the recent recession has acted as a significant break upon the delivery of development in Medway, in common with other areas nationally.

3.43 As has been well documented the ability of developers to achieve finance has been severely restricted during the recession, and this has constrained delivery across the country. However these constraints have been particularly acute in Medway due to the relatively low land values.

3.44 In low value areas development viability is very often more challenging, with margins that much tighter. Developments with more challenging viability are perceived to be a greater risk, and as such find it more difficult to attract development finance.

3.45 As highlighted earlier in this report land and property values in Medway are some of the lowest in Kent and the South East and as a consequence it is understood that it has been difficult for developers to achieve the finance necessary to bring sites forward in recent years.

3.46 This has been further compounded by the fact that land values and house prices in Medway have suffered a greater reduction than the rest of Kent and the South East during the recession. The tables below illustrate this. Lower house prices further reduce development viability and thereby making it even more difficult for developers to achieve finance and bring forward developments.

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

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

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

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

Source: Valuation Office Agency

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

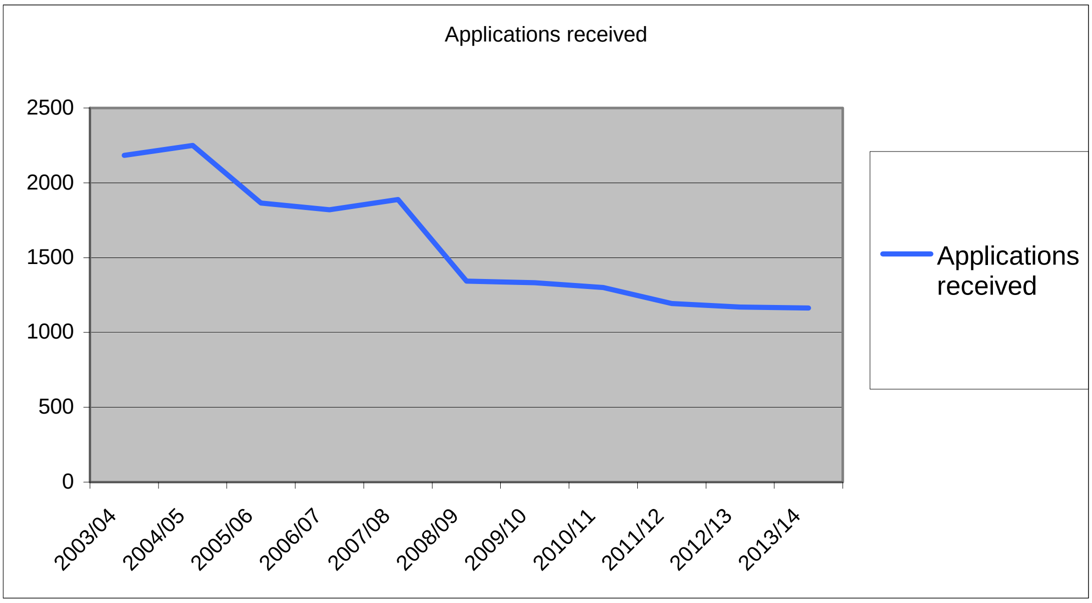


Diagram 1.0 – Planning Applications in Medway

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

3.49 With many of the key regeneration sites having been the recipient of direct or indirect investment these are now substantively more viable and deliverable than they were prior to the recession.

3.50 With local indicators suggesting that market conditions are beginning to improve, delivery on these sites is expected in the coming years. The next section will outline the measures the authority has in place to capitalise on this position, and thereby to significantly increase the supply of housing in Medway over the next 5 years.

4.0 Implementation Strategy

4.1 The previous section has demonstrated that, the historic regeneration investment in Medway has resulted in a significant bank of residential permissions that are now well placed to be realised.

4.2 It is the purpose of this section to outline the measures that the Council has put in place to capitalise on this investment by realising some of these permissions and significantly increasing the supply of housing in Medway in the coming years.

New Local Plan

4.3 In February 2012 the Council submitted its Draft Core Strategy to the Secretary of State for Examination. The Draft Core Strategy proposed a spatial strategy which continued to focus attention upon regenerating the legacy of brownfield sites within the Medway Towns, whilst also delivering a large scale residential led mixed use development on a former Ministry of Defence training facility at Lodge Hill, Chattenden.

4.4 However, following the decision of Natural England to designate part of the Lodge Hill development site as a Site of Special Scientific Interest (SSSI), the Council withdrew its Draft Core Strategy in November 2013. Despite the withdrawal of the Draft Core Strategy, the Lodge Hill proposals are the subject of an extant planning application and these are discussed in more detail below.

4.5 The Council is now working towards the preparation of new Local Plan, which it expects to submit for examination at the end of 2016 with adoption anticipated to take place in summer 2017.

4.6 In support of this the Council is currently engaged in undertaking a comprehensive review of the Strategic Land Availability Assessment (SLAA) to identify potential development sites and allocations. This process commenced with a ‘Call for Sites’ in March 2014 where landowners and developers were invited to submit sites for consideration. In excess of 600 sites are currently being assessed by Officers and it is expected that the finalised SLAA will be published in 2015.

4.7 In addition the Council is also in the process of commissioning a Strategic Housing and Economic Needs Assessment (SHENA). As required by the NPPF and NPPG this will identify the future quantity of housing needed in Medway. This work will commence in December 2014, with the Report published in Summer 2015. The development needs assessment is being commissioned jointly with Gravesham Borough Council, and is aligned to the release of key data releases on migration and travel to work that will inform the findings.

4.8 It is expected that the new Local Plan will identify new housing allocations to provide supply for the medium to the long term, maintaining supply beyond the current bank of extant identified and permitted sites.

Increased Housing Target

4.9 Following the introduction of the National Planning Policy Framework in 2012, local planning authorities are required to identify the level of objectively assessed needs for housing in their housing market area.

4.10 Having regard to the requirement of the South East Plan, the Draft Core Strategy identified a housing target of 815 dwellings per annum. However the withdrawal of the Draft Core Strategy in November 2013, alongside the earlier revocation of the South East Plan in February 2013, left a policy void in respect of the housing requirement for Medway. Whilst the emerging SHENA will fill this void, the Council acknowledges the importance of providing an appropriate basis for calculating housing needs in the interim.

4.11 To this end the Council commissioned consultants in 2013 to analyse demographic data to determine forecasts of household growth in Medway up to 2035. This provides a basis for calculating an annual requirement over the period of the new Local Plan. This analysis identified a potential range of growth scenarios, and the mid-range target recommended an allocation of 1000 homes per year. In June 2014 the Council formally approved 1000 dwellings per annum as the housing target for Medway, pending the outcome of the Strategic Housing and Economic Needs Assessment.

4.12 One thousand dwellings per annum is a significant uplift from the level established through the South East Plan and draft Core Strategy. The adoption of this higher housing target demonstrates the Council's commitment to *'boost significantly the supply of housing'* in Medway as required by the NPPF.

Regeneration Investment

4.13 As indicated in Section 2 the Council has secured a significant amount of investment over the last decade to help bring forward development on the legacy of brownfield, waterfront development sites in Medway. However, whilst much of this investment was specifically targeted at overcoming particular site constraints, the recession has acted as a substantive barrier to securing the necessary private interest to deliver development on these sites. A number of these key regeneration sites thereby remain unrealised.

4.14 However, the Council has been successful in securing further regeneration investment in the last few months. Recognising the important role that Medway continues to play in the Thames Gateway, the authority has been awarded one of the largest Local Growth Fund allocations to be made by the Government. The allocation, totalling £38.6m to be spent in the period 2015-21, is split between a number of projects specifically selected to facilitate and deliver growth.

4.15 With further public investment being made in a number of key regeneration sites, and with market conditions beginning to improve generally it is expected that delivery on a number of key regeneration sites will be realised in the coming months and years. This is discussed in more detail below.

<u>Rochester Riverside</u>

4.16 This is a key waterfront regeneration site in Medway and as such has benefited from a considerable amount of public investment. There has been in excess of £40million invested in the site, including around £37million associated with the construction of new flood defences and land raising to make the site ready for residential development.

4.17 Phase 1 of development has been delivered on the site, and since the completion of the infrastructure improvements, interest in the site has now picked up stimulated by two factors.

4.18 Firstly the public investment being made in the delivery of the new Rochester Railway station. The new station is being located on the edge of the development site thereby improving access and making the site more attractive, particularly to railway commuters including those using the High Speed 1 connection to London.

4.19 Second the Council has prepared a new Development Brief for the site, which not only has regard to the location of the new Railway Station, but also better reflects the requirements of the market. In particular the new Development Brief proposes a lower density and suggests higher mix of housing rather than flats.

4.20 The Council is currently in the process of inviting expressions of interest from development partners and, as a consequence of the above factors this is generating substantive levels of interest.

<u>Strood Riverside</u>

4.21 Strood Riverside is also an important waterfront, brownfield development site that has had significant levels of historic investment. In particular over £13million was invested in land assembly. However unlike Rochester Riverside the site is not currently entirely free from constraint, being subject to relatively high level of flood risk.

4.22 To address this constraint the Treasury have awarded £4million of Public Works Loan Board funding to the Council to undertake flood defence works at Strood Riverside. The Council have appointed Mott Macdonald to draw up the specification for the flood defences and submit a planning application.

4.23 Alongside this direct investment in the site the Council has also secured £9.2million, through the Local Growth Fund to deliver highways and public realm improvements in Strood town centre itself. Although not directly facilitating development on the site it is expected that this investment will indirectly benefit the site by enhancing the attractiveness of Stood.

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

Chatham Centre and Waterfront

4.25 Chatham Centre and Waterfront has also had a substantive amount of historic regeneration investment, particularly around improvements to the highway network and bus station. In support of this historic investment the Council has now secured a further £5miliion of investment for public realm improvements, again via the Local Growth Fund.

4.26 The Council has published a Chatham Public Realm Brief and is currently inviting expressions of interest and expects to make an appointment in Spring 2015. It is intended that the public realm improvements, which will focus of the route from the train station in to the town centre, will further enhance the attractiveness of Chatham Centre and Waterfront with a view to generating some private sector interest and investment in the area.

4.27 It is however recognised that the values on the Chatham Town Centre and Waterfront sites remain relatively low and as such the realisation of the development potential of this area may take longer to be realised than other opportunities elsewhere in Medway.

Lodge Hill

4.28 This large site on the Hoo Peninsula has been determined as surplus to requirements by the Ministry of Defence and is proposed as a location for a strategic development of a new settlement, providing for up to 5000 homes, 5000 jobs, and supporting community facilities, such as schools, shops and health facilities and associated infrastructure. The site has been recognised for its strategic development potential for 20 years, being identified in planning policy documents dating back to the Thames Gateway planning framework in 1995. The Defence Infrastructure Organisation contracted Land Securities to bring forward this site for the development of a new settlement, and an outline planning application was submitted in 2011.

4.29 The site was an important component of housing allocations in the now withdrawn Core Strategy, and was the subject of an extended SSSI for its ecological interest in late 2013.

4.30 Work continued on the planning application and the production of an ecological compensation and mitigation package to accommodate development, whilst supporting wildlife. In September 2014, Medway Council’s Planning Committee resolved to grant permission, subject to referral to the Secretary of State. At the time of writing this report, the Secretary of State had not yet provided a response to the council.

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

Leveraging Private Sector Investment

4.32 As well as delivering defined intervention it is intended that the public investment will have a wider impact upon values. By ensuring that the regeneration investment delivers the high quality development, it is intended that this will have a positive impact upon values and thereby generate private sector interest in the wider area.

4.33 Medway has a strong track record in generating private sector investment of the back of regeneration schemes. As indicated above the historic investment in Chatham Dockyard has resulted in increased values which has generated private sector interest and investment in the adjacent site (Chatham Docks now known as Chatham Waters). In September 2013 the owners of Chatham Docks, Peel Land and Property Limited, secured detailed planning permission for the first phase of an ambitious £650 million mixed use redevelopment of their site.

4.34 The redevelopment of Chatham Docks demonstrates the success that can be achieved in Medway through carefully delivered regeneration initiatives. If this success is to continue going forward it is essential that the authority maintains its focus upon securing the high quality redevelopment of identified brownfield development sites, and seeks to encourage and support the development industry in delivering these opportunities, building on existing successes.

Development Management Measures

4.35 As a planning authority the Council has a strong record of working closely with developers and landowners to encourage and support the delivery of development in Medway. The following sets out in detail the measures and mechanisms used by the planning department to create a positive development environment within Medway:

4.36
- Developer Engagement
  Medway recognises that in order to provide a proactive and constructive environment for development it is essential that Officers and Members liaise regularly with landowners and developers, including Housing Associations, to aid a shared understanding of the sector and market.

4.37 To this end the Head of Planning Services organises and holds annual meetings with major developers, including their planning agents. The planning spokespersons from all the main political parties on the Council are also invited to attend these meetings. The agenda changes from year to year but is generally used for officers to inform developers of changes within the Authority's structures and potential impacts from new legislation.

4.38 The meetings also provide a forum for developers to discuss their issues and views regarding Medway's Planning Service. What is it that is good and the Council should keep doing, what is not so good and needs to be changed, what do other authorities maybe do that Medway should think about doing itself.

4.39 Alongside these annual meetings during 2013 the Head of Planning Services invited the major housebuilders in for separate and individual meetings with himself and the Planning Chairman. At these, they discussed their existing developments or sites with planning permission. They discussed concerns on both sides, including any delays in the planning system, which were impacting upon their building, and also from Medway's perspective, the need for them to comply with planning conditions and properly complete their developments in a timely manner.

4.40 Through this regular and ongoing liaison with the development industry Medway has been able to understand the characteristics of the local market and responded effectively to changing conditions.

4.41 • Pre-Application Process

Medway recognises the importance of minimising risk for developers by providing a degree of certainty early in the planning process. To this end the Council has put a robust pre-application process in place. This includes presentations to Members, which developers find incredibly helpful as it gives them very early indication as to likely committee concerns. Schemes can also be put forward for design review through Kent Design.

4.42 Even if there may be 'in principle' objections to a scheme, the Council ensures negotiations on all detailed matters with a developer. Through this process the Council seeks to minimise objections should a scheme go to appeal, thereby minimising appeal time and ensuring that if allowed the scheme is the best that it can be.

4.43 • Planning Performance Agreements

Medway also encourages developers of major schemes to enter into Planning Performance Agreements (PPA), covering pre application and through the application process. The PPA enables service standards to be agreed with developers including timescale/ timeline for consideration of the application so both sides understand commitments and can plan resources.

4.44 The PPA process also enables developers to determine if they want a higher priority for their application. If so developers can pay for additional resource to be brought in to expedite their application.

4.45 In line with current Government discussions it is also intended to extend the Planning Performance Agreements (PPA) process to include the submission and clearance of conditions. This is one of the main areas that developers consider causes delay to delivery. Already the Medway PPA process enables the Council to agree wording of conditions prior to the decision itself. Expanding the use of PPA's to cover condition clearance has been trialled successfully in Medway. Here the applicants agreed a programme and a payment of £500 per condition submitted with a further £500 if the condition was determined within 5 weeks (or an agreed extended time if issues raised during consideration of the condition).

4.46 • Viability and Section 106 Matters

Medway also recognises that ensuring clarity concerning exposure to financial contributions is crucial to minimise risk for developers. To this end Medway has produced an updated Developer Contribution Guide that provides clarity to developers of likely requests prior to land purchases. If developers subsequently want to negotiate on the basis of viability then the Council expects Open Book Appraisal and for developers to pay the costs of an independent assessment of the viability assessment. This is a fairly common approach now, particularly in London authorities.

4.47 If during development, developers then have unexpected issues - contamination or a down turn in the economy - which makes a site unviable to continue then the Council is happy to meet them to discuss measures to enable them to continue building. This can include, stage payments, delayed payments, amendments to S106 payments and even negotiations on amendments to the scheme. The Council has renegotiated several agreements in recent years to help developers through the recessionary period.

4.48 Taken together these mechanisms will continue to facilitate useful dialogue with the development industry, and ensure that Medway encourages and supports the delivery of development, thereby helping significantly boost the supply of housing in the area in the coming years.

5.0 Five Year Land Supply Position

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

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

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

Housing Requirement

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

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

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

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

5.6 In June 2014, Medway Council approved the Housing Position Statement, including the new target of 1,000 dwellings per annum. It should be noted that the housing target will be updated on the publication of the emerging Strategic Housing and Economic Needs Assessment, which is expected to report in 2015.

Backlog

5.7 The plan period for the new Local Plan runs from 2011. Any backlog of undelivered housing prior to that date is assessed in terms of housing need. As explained above housing need has been considered within the Housing Position Statement, and moving forward will be incorporated into the Strategic Housing and Economic Needs Assessment.

5.8 Therefore, the shortfall of unmet housing need to be added to the housing target figure going forward relates to the current plan period i.e. the last three years. This equates to a total of 914 units as illustrated by the table below.

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

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

Housing Land Supply Components

5.10 There are a number of components that collectively make up the supply available to meet the housing requirement in Medway these are:

- Sites with Planning Permission
- Site Allocations
- Sites identified through the completed Strategic Land Availability Assessment (SLAA)
- Windfall Allowance

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

Sites

5.11 As indicated above there are four elements which are included within the land supply. When assessing the supply of housing the NPPF requires the authorities to consider if sites are 'deliverable' or 'developable'. The NPPF states at paragraph 47, footnote 11 that:

5.12 *"To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable. Sites with planning permission should be considered deliverable until permission expires, unless there is clear evidence that schemes will not be implemented within five years, for example they will not be viable, there is no longer a demand for the type of units or sites have long term phasing plans.*

5.13 A review of these sources was undertaken in November 2014 to identify the most up-to-date information in respect of the deliverability of these sites. The Trajectory included at **Appendix 2** of this report includes this updated information. A supplementary commentary in respect of large sites (both with permission and SLAA sites) is included at **Appendix 1**.

5.14 It should be noted that the consideration of the SLAA sites do not include any of the new sites that have been promoted through the 2014 SLAA Update 'call for sites' process, which took place between March and May this year.

Student Accommodation

5.15 The PPG states that: *"All student accommodation, whether it consists of communal halls of residence or self-contained dwellings, and whether or not it is on campus, can be included towards the housing requirement, based on the amount of accommodation it releases in the housing market" (Paragraph: 039 Reference ID: 3-039-20140306)*

5.16 Student accommodation is therefore included in housing delivery figures from the beginning of the current plan period, 2011/12. The justification for this ratio is set out below. As outlined above, Medway saw a rapid expansion of University provision through the Universities at Medway over the last decade, and with this a growth in the student population. This has been accompanied by the development of purpose built student accommodation, notably at Victory Pier, Gillingham.

5.17 • **Student Housing Needs**

The inclusion of student housing as a component of housing land supply is however dependent upon there being an understanding of student housing needs in an area, and this being reflected within the housing requirement.

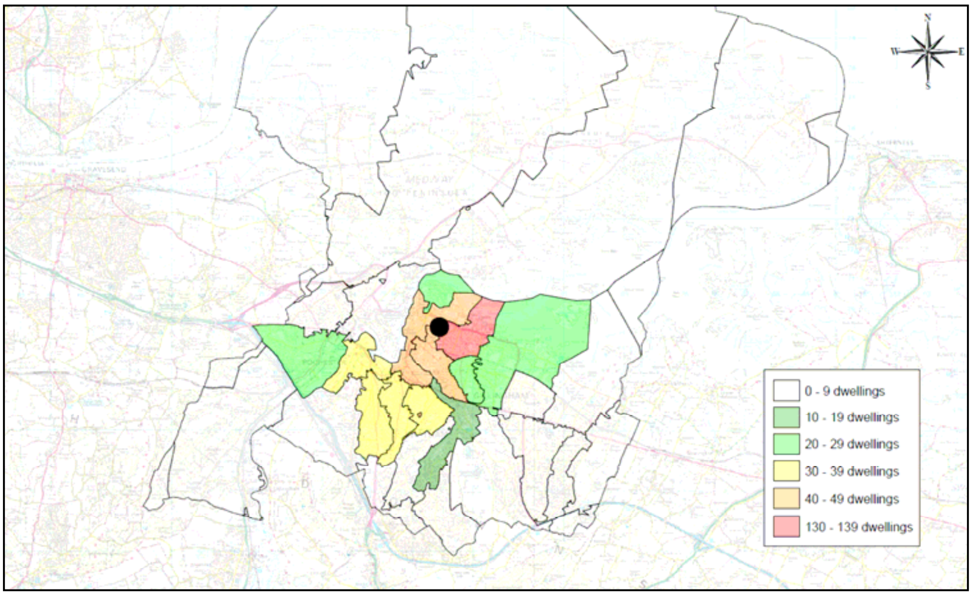
5.18 The Housing Position Statement, building upon the evidence in the 2013 SHMA, sets out the current assessment of student housing needs in Medway. In summary, as none of the Medway universities have confirmed any significant expansion plans, the student population in Medway is assumed to hold broadly constant.

5.19 • **Student Units Dwelling Equivalent**

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

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

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



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

5.23 The next highest concentrations are also in areas of similar typology, although with a greater mix. The variations in house type include both larger and smaller properties (for example, smaller flatted units around Chatham town centre and larger individual properties in some of the older residential areas nearby). These can be assumed to largely cancel each other out in terms of average occupancy.

5.24 The proxy of four student bedrooms replacing one house is therefore considered the most robust to take forward, on the basis of both the Census 2011 data and an analysis of the current position.

Windfalls

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

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

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

Housing Land Buffer

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

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

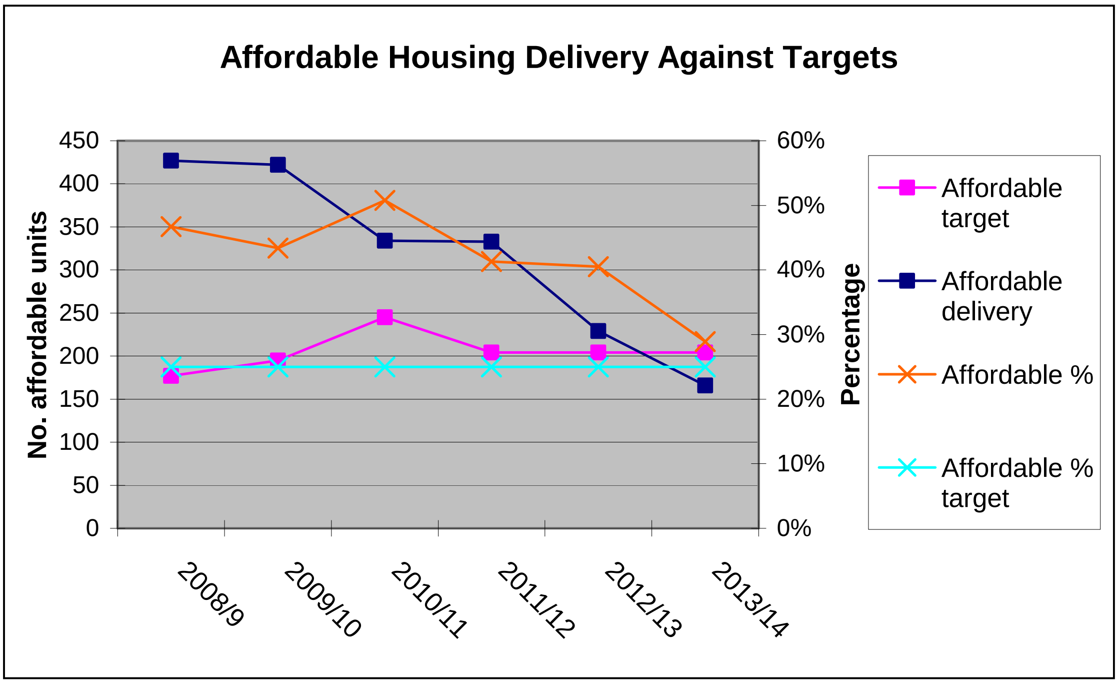
5.29 While Medway has not met its housing target in four of the last five years, it has not fallen below 80% of the cumulative target. Section 2 has already demonstrated that the shortfall in delivery is principally a result of the recession rather than the performance of the Authority, which has performed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

- **Record of Affordable Housing Delivery**

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

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

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



5.33 It is accepted that meeting affordable housing need is only part of the reason for needing to significantly boost housing supply. However, the fact that the Council is having considerable success in delivering housing to meet the needs of the sections of the community who have most difficulty in accessing the housing market is a factor that should be given significant weight in determining whether there is a problem of persistent under-supply.

5.34 The fact that this has continued to happen against a backdrop of reducing private housing delivery and significant reductions in grant funding available for affordable housing, further demonstrates that Council has been making every effort to continue to deliver housing. It is also an indication that the failure to meet targets in recent years has been due to the constraints of the market, as the most success has been achieved in the tenures where market factors have less influence.

- **Comparison with Neighbouring Authorities**

5.35 Given the challenging economic conditions of recent years, another indication of persistent under-delivery can be a comparison with the local market. If there is evidence that the authority has out-performed other authorities in the same market area, then this can demonstrate that the market constraints are the major influence on delivery rates, rather than anything that may be within the authority's control.

5.36 When performance against targets is considered, it is important to put Medway into the correct economic context. The other Kent Thames Gateway authorities (Dartford, Gravesham and Swale) are considered the most appropriate comparators. Being identified as part of a large growth area, they also have correspondingly high targets for both housing and jobs, with a focus on large-scale brownfield sites that often require investment in remediation and infrastructure to become deliverable. All four are working against a backdrop of relatively poor economic bases due to historic declines in core industries and lower skills levels. Housing and land prices are generally lower than the majority of the county. They have historically fared poorly in comparison to the rest of Kent and wider South East when assessed against economic measures.

5.37 Furthermore it should it should be noted that the Kent authorities that sit outside of the Thames Gateway all have housing targets based on South East Plan numbers. Given that the South East Plan reallocated housing need across the County to concentrate it in growth areas (the Thames Gateway and Ashford), these authorities may have housing targets that have been adjusted significantly downwards from their objectively assessed need. It is therefore not considered appropriate to compare Medway's historic and current performance against the authorities outwith the Kent Thames Gateway.

5.38 Of the four Kent Thames Gateway authorities, the tables below shows that Medway has been the best performer over the 5 years to 2012/13, and second only to Swale over the longer 10-year period.

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

5.39 Over the same period, the housing growth figures for the overall Kent Thames Gateway exceeded both the national and the South East LEP area average, with an increase of 8.5% in numbers of dwellings, compared to 7.4% and 7.9% respectively.[1] This shows that Medway is performing better than a local market, which is itself outperforming the national and regional context.

5.40 In summary the factors set out above demonstrate that, within the context of the recession and its acute impacts within Medway, the authority has performed well. As such Medway's record should not be considered one of persistent under delivery. The Authority therefore considers it appropriate that only a buffer of 5% is applied.

Five Year Land Supply Position

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

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

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

6.0 Monitoring & Review

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

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

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

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

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

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

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

Site Ref	Site Name	Deliverables	Planning Status	Delivery Status								Risk
					1 14/15	2 15/16	3 16/17	4 17/18	5 18/19	6-10	11-15	
				14/Jan 15. Developer procurement required – initial discussions underway.								
0137 SLAA	Civic Centre, Strood	398 units 2,000m² retail, employment or leisure uses	Not allocated but shown for residential-led redevelopment in Strood Town Centre Masterplan 2009	Site is subject to significant flood risk which makes development currently unviable.	0	0	0	0	0	398	0	High Risk No funding has been identified to undertake flood defence works which are estimated to cost in the region of £15M. However, Regeneration team are actively seeking potential funding sources and have been successful in achieving government funding for similar schemes on other regeneration sites.
0515 Large Sites	Rochester Riverside	1500 units Retail, commercial space, community facilities	Outline application approved Phase 1 completed Revised masterplan & development brief adopted 2014	Land remediation & flood protection works including land raising & new river wall previously carried out over whole site. No known constraints remaining that affect viability.	0	79	100	150	150	621	300	Low Risk Site has outline planning permission & approved development brief. Reserved matters approval still to be sought (in phases) but should not result in significant delay. Serious constraints have been resolved by public funding; site is now considered viable.
0685	Temple Marsh (Strood Waterfront Action Area)	620 units 10,300m² employment 1,800m² retail 200m² community uses	Outline application approved	Preliminary infrastructure works have been carried out (foul sewage) Some land contamination issues to be resolved due to	0	0	100	150	150	220	0	Low Risk Site has outline planning permission. Reserved matters approval still to be sought but unlikely to result in significant delay. Due process to be followed with legal aspects but not considered a risk – has informed

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

Housing Phasing 2014 - Interim Update October 2014

This phasing spreadsheet was compiled in 2014

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

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

Allocations - these are the remaining sites allocated for development in the Medway Local Plan 2003
Large sites - these are sites with 5 or more units that currently have planning permission (please note, in some cases where a site has nearly finished being built, the spreadsheet may show less than 5 remaining)
Small sites - these are sites with less than 5 units which currently have planning permission
SLAA Pipeline Sites - these are sites that have been identified the Strategic Land Availability Assessment with the potential to yield housing.
Please note that these sites do not have planning permission and in order to gain a planning consent would have to be assessed against a number of criteria.
A final summary of the phasing from these sources is shown in the tables below.

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

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

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

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

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

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

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

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

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

	Student Accommodation Future Phasing															
	Yr4	Yr5	Yr6	Yr7	Yr8	Yr9	Yr10	Yr11	Yr12	Yr13	Yr14	Yr15	Yr16	Yr17	Yr18	Yr19+
	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029+
Phasing	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

	Student Housing Cumulative Future Phasing															
	Yr4	Yr5	Yr6	Yr7	Yr8	Yr9	Yr10	Yr11	Yr12	Yr13	Yr14	Yr15	Yr16	Yr17	Yr18	Yr19+
	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029+
Projected completions	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158

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

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

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

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

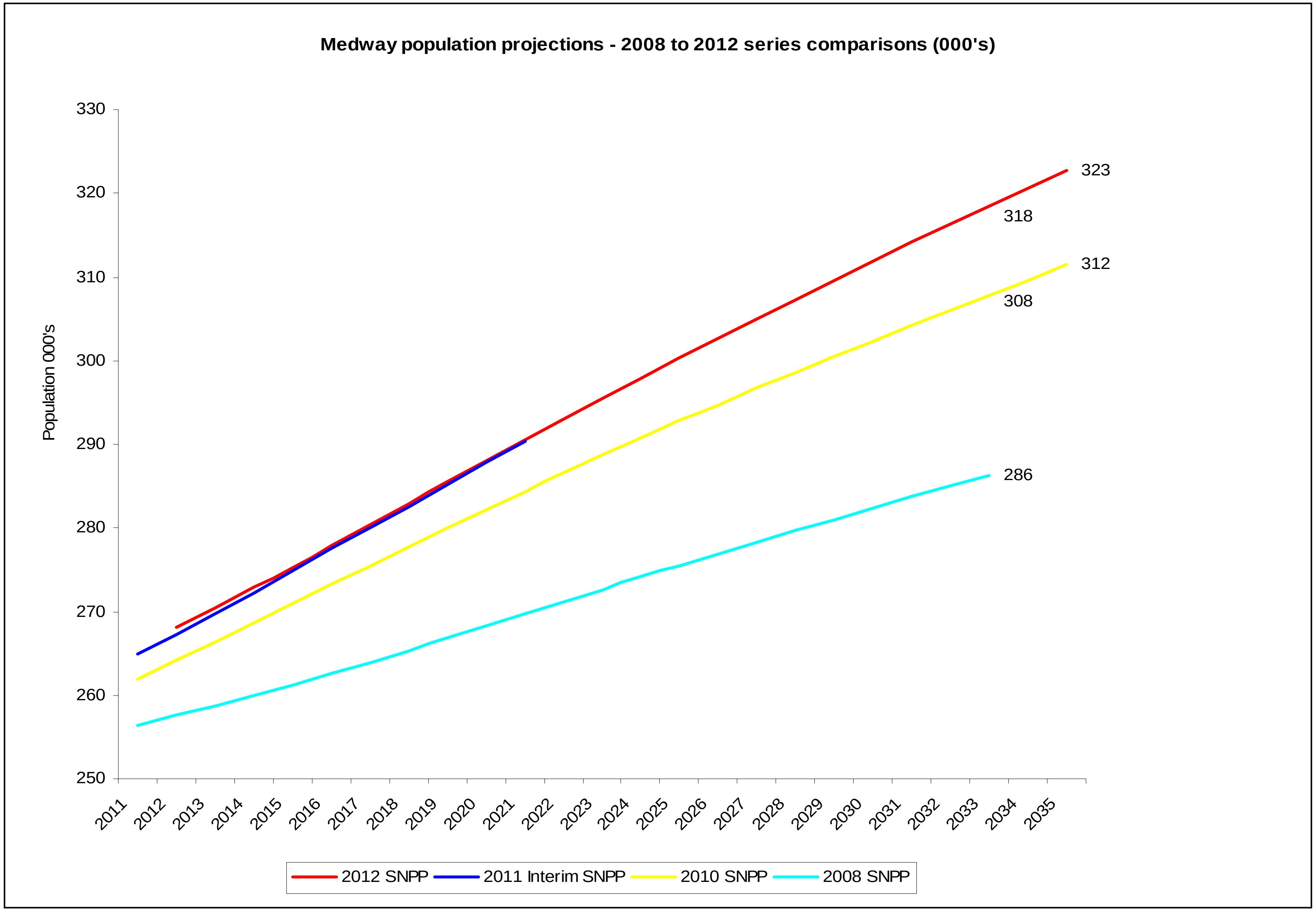
5 Year Land Supply Calculation

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

In 2013 Medway Council commissioned Opinion Research Services (ORS). The brief to establish an up to date Objectively Assessed Need ahead of the full Strategic Housing Market Assessment due to be published in 2015. See Housing Position Statement http://www.medway.gov.uk/pdf/Housing%20Position%20Statement.pdf It covers the new Local Plan period running from 2011-2035.
NB the data is rebased so previous surpluses and deficits are wiped out. New figures are introduced based on the latest available information. This data must be robust so using known sources like the Census and DCLG projections is essential. For Medway the previous annual housing target of 815 is superseded by the updated figure of 1000 dwellings per annum. This higher figure is based on the latest population projection which shows a larger population increase than the previous series.

Breakdown of 5 year supply

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


Medway population projections - 2008 to 2012 series comparisons (000's)
Population 000's
330
320
310
300
290
280
270
260
250
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
2025
2026
2027
2028
2029
2030
2031
2032
2033
2034
2035
323
318
312
308
286
2012 SNPP
2011 Interim SNPP
2010 SNPP
2008 SNPP

Small Sites 2014		1	2	3	4	5		6	7	8	9	10		11	12	13	14	15			
H_SiteRef	SiteAddress	2014/15	2015/16	2016/17	2017/18	2018/19	1-5 years	2019/20	2020/21	2021/22	2022/23	2023/24	6-10 years	2024/25	2025/26	2026/27	2027/28	2028/29	11-15 years	15 years+	Total
SMC0427	Land adjacent to 28 Roebuck Road ROCHESTER	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC0489	94b Hollywood Lane Wainscott	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC0607	Farm Buildings Dean Farm Bush Road Cuxton	2	0	0	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
SMC0700	Land adjacent to 28 Eden Avenue Chatham	2	0	0	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
SMC0702	Rear of 96 Woodside Wigmore	2	0	0	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
SMC0998	18 Century Road Rainham	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1029	White House Stables Chapel Road Grain	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1132	Land adjacent to 31 Knights Road Hoo	0	1	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1220	Rear of 147 Chestnut Avenue, fronting Marston Close Chatham	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1315	R/O 589 Maidstone Road, fronting Roper Close Parkwood	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
SMC1378	Romany Lodge Romany Road Gillingham	0	0	4	0	0	**4**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**4**
SMC1391	Land opposite 51-58 Hickory Dell Hempstead	0	0	4	0	0	**4**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**4**
SMC1462	Land R/O 281 Lordswood Lane Lordswood	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1497	Land rear of 91-93 Grange Road Gillingham	0	3	0	0	0	**3**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**3**
SMC1518	43 Chaffinch Close Chatham	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1528	Corner site between 5 Eden Road and 2 Harrison Drive High Halstow	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
SMC1543	Off Buttermere Close, land rear of 146-148 Woodlands Road Gillingham	0	1	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1565	Land adjacent to 467 Maidstone Road Rochester	0	0	0	0	1	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1591	Timber Barn West Street Farm West Street Cliffe	0	1	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1604	Land adjoining 53 Chaffinch Close Chatham	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1627	Land known as 23,25,29 View Road Cliffe Woods	0	0	0	1	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1646	Land adjacent 47 Eden Road High Halstow	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1656	Land rear of Hastings Arms Lower Rainham Road Rainham	4	0	0	0	0	**4**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**4**
SMC1662	Rear of 520-522 City Way Rochester	0	0	0	0	1	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1693	Land of Heathfield Close Solent Gardens Chatham	0	0	0	1	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1698	94 Woodside Rainham	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1715	73 Carnation Road Strood	0	0	0	2	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
SMC1736	Wei Hai 139 St Williams Way Rochester	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1743	Land at the rear of 52 Dagmar Road Luton	0	0	0	0	4	**4**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**4**
SMC1754	103 Elaine Avenue Strood	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1756	Homeside Symonds Road Cliffe	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1759	Land adjacent 32 Christmas Lane High Halstow	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1761	Land adjacent to 490B City Way Rochester	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1768	Land between Hoo Swimming Pool and 163 Main Road Hoo	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
SMC1800	Allotment Site Goldsworth Drive Strood	3	0	0	0	0	**3**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**3**
SMC1804	Land rear of 30-34 Woodstock Road Strood	2	0	0	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
SMC1809	Land adjacent to 1 Shelldrake Close Grain	0	1	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1830	Frontong Essex Road Rear of 89 Kent Road Halling	0	1	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**

Small Sites 2014		1	2	3	4	5		6	7	8	9	10		11	12	13	14	15			
H_SiteRef	**SiteAddress**	**2014/15**	**2015/16**	**2016/17**	**2017/18**	**2018/19**	**1-5 years**	**2019/20**	**2020/21**	**2021/22**	**2022/23**	**2023/24**	**6-10 years**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**11-15 years**	**15 years+**	**Total**
SMC1832	Fronting Palmerston Road R/O 18 Park Crescent Chatham	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
SMC1849	Land adjacent 2 Rushdean Road Strood	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1850	Land fronting Preston Avenue 60 Allison Avenue Darland	0	1	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1855	Land rear of 1 Frindsbury Road Fronting Wykeham Street Strood	0	0	0	3	0	**3**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**3**
SMC1865	Coach House Court lodge Farm The Street Stoke	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1866	7a Cottall Avenue Chatham	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1872	153 Maidstone Road Chatham	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1875	Land adjacent to 41 Springvale Rainham	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1893	Land adjacent to 19 Crest Road Rochester	0	1	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1894	Bloors Farm 538 Lower Rainham Road Rainham	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1899	Meresborough Barn Meresborough Road Rainham	0	1	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1900	Harbour View Sir Evelyn Road Borstal	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1901	7 Laurel Road Gillingham	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1902	Rear of 73a London Road Rainham	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1904	Land adjacent 5 Montgomery Avenue Chatham	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
SMC1905	Land between 47 & 51 Rochester Road Halling	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1909	1 Rowland Avenue Darland	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1944	The Black House Lower Rainham Road Rainham	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1945	Land adjacent 15 Westerham Close Twydall	0	1	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1949	Land at Chegwell Drive Walderslade	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC0458	Site at the Old Pattern Store Burns Road GILLINGHAM	0	0	4	0	0	**4**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**4**
SMC0710	1A Ross Street Rochester	0	0	0	0	2	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
SMC0737	42 Tadburn Green Chatham	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC0824	Junction of Chapel Road, adjacent to 1 Grayne Avenue Grain	0	2	0	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
SMC1158	146 High Street ROCHESTER	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1203	52 Christmas Lane High Halstow	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
SMC1257	7 Featherby Cottages Dial Road Gillingham	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1329	Land rear of 101 Berengrave Lane Rainham	0	0	0	0	1	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1338	289 Dale Street CHATHAM	0	0	0	0	4	**4**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**4**
SMC1418	Land adjacent to 20 Cross Street Gillingham	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
SMC1451	98 Princes Avenue Walderslade	0	0	0	1	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1488	Rest Haven Green Lane Grain	0	0	0	0	1	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1494	159 Wigmore Road Wigmore	0	1	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1500	Garages adjacent to Hastings Arms Lower Rainham Road Rainham	0	4	0	0	0	**4**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**4**
SMC1516	Land off rear of 2 Clover Bank View Walderslade	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1519	5 Osprey Avenue Gillingham	0	2	0	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
SMC1563	Rear of 43-44 & Croft Chalkpit Hill Chatham	0	0	3	0	0	**3**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**3**
SMC1568	Land adjacent to 68 St Leonards Avenue Chatham	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**

Small Sites 2014		1	2	3	4	5		6	7	8	9	10		11	12	13	14	15			
H_SiteRef	SiteAddress	2014/15	2015/16	2016/17	2017/18	2018/19	1-5 years	2019/20	2020/21	2021/22	2022/23	2023/24	6-10 years	2024/25	2025/26	2026/27	2027/28	2028/29	11-15 years	15years+	Total
SMC1587	3 Napier Road Gillingham	0	0	0	0	2	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
SMC1608	18 Church Street Hoo	2	0	0	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
SMC1611	The Forge Fox Street Gillingham	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1615	Land adjoining 208 Maidstone Road Rochester	0	1	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1616	Rear of 148 Windmill Road Gillingham	0	1	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1623	3 Canal Road Strood	0	0	0	0	3	**3**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**3**
SMC1637	69 Gillingham Road Gillingham	-2	0	0	0	0	**-2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**-2**
SMC1640	95 High Street ROCHESTER	0	0	4	0	0	**4**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**4**
SMC1675	44 Montfort Road Strood	2	0	0	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
SMC1681	Plot 3 Merryboys House Merryboys Road Cliffe Woods	0	1	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1688	Rear of 66 Canterbury Street GILLINGHAM	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1689	189 Rock Avenue Gillingham	3	0	0	0	0	**3**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**3**
SMC1695	62 Balmoral Road GILLINGHAM	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1708	Land at 76 White Road Chatham	0	1	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1712	132 Chestnut Avenue Walderslade	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1720	150 High Street GILLINGHAM	0	1	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1734	The Royal Engineers Goudhurst Road Twydall	0	0	0	1	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1746	Pamela Court 94-96 Jeffery Street Gillingham	0	0	0	0	0	**0**	2	0	0	0	0	**2**	0	0	0	0	0	**0**	0	**2**
SMC1748	Jersey Cottage Cross Street Gillingham	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1757	124 High Street Rainham	2	0	0	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
SMC1762	343 Maidstone Road Chatham	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1764	Robinsmead Buttway Lane Cliffe	0	0	0	1	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1765	23 Reedham Crescent Cliffe Woods	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1767	Land adjacent to Ash House Wollaston Close Parkwood	0	3	0	0	0	**3**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**3**
SMC1773	153-155 Maidstone Road ROCHESTER	0	0	0	0	-1	**-1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**-1**
SMC1778	185 High Street GILLINGHAM	0	1	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1784	62 New Road CHATHAM	0	0	0	0	0	**0**	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	**1**
SMC1785	54 High Street GILLINGHAM	0	2	0	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
SMC1788	56-57 Twydall Green Twydall	0	0	0	0	0	**0**	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	**1**
SMC1792	Rear of 21 Ross Street Fronting Church Street Rochester	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1796	Rear of Mayfield The Street Upper Halling	0	0	0	0	4	**4**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**4**
SMC1797	Clonsilla Cookham Hill Borstal	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1805	119-121 Victoria Street GILLINGHAM	3	0	0	0	0	**3**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**3**
SMC1811	Rear of 152, 154 and 156 Maidstone Road Chatham	0	2	0	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
SMC1816	90 Sturdee Avenue Gillingham	0	0	0	3	0	**3**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**3**
SMC1818	110 Luton Road Luton	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1820	Durland house 160 High Street Rainham	0	1	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1821	Barrys 128-130 Delce Road Rochester	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1823	Rear of 77-87 James Street North side of Cross Street Gillingham	0	2	0	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
SMC1825	4 North Street Strood	0	0	4	0	0	**4**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**4**
SMC1829	46 High Street Halling	0	2	0	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
SMC1834	57 Trinity Road Gillingham	0	0	4	0	0	**4**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**4**
SMC1838	213 Magpie Hall Road CHATHAM	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1839	225 High Street CHATHAM	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1842	6 Castle View Road Strood	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1845	27 Jarrett Avenue Wainscott	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**

Small Sites 2014		1	2	3	4	5		6	7	8	9	10		11	12	13	14	15			
H_SiteRef	SiteAddress	2014/15	2015/16	2016/17	2017/18	2018/19	1-5 years	2019/20	2020/21	2021/22	2022/23	2023/24	6-10 years	2024/25	2025/26	2026/27	2027/28	2028/29	11-15 years	15years+	Total
SMC1847	Land rear of 11 Glebe Road Gillingham	0	0	4	0	0	**4**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**4**
SMC1848	36 The Spires Strood	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1851	223 Napier Road Gillingham	0	0	0	0	1	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1854	Garage block between 238-248 Dale Street Chatham	0	0	0	0	3	**3**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**3**
SMC1856	Beresford House 2 Bereseford Road Gillingham	0	0	0	3	0	**3**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**3**
SMC1858	105 Balmoral Road Gillingham	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1862	72 Avery Way Allhallows	0	-1	0	0	0	**-1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**-1**
SMC1864	Orchard House Forge Lane High Halstow	0	1	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1871	118 High Street Strood	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1876	224-228 Nelson Road Gillingham	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1877	63 High Street CHATHAM	0	0	0	1	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1878	24 Station Road Rainham	0	0	0	1	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1880	Fenn Farm Fenn Street St Mary Hoo	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1882	22 High Street CHATHAM	0	0	3	0	0	**3**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**3**
SMC1883	The Boat House Elmhaven Marina Rochester Road Halling	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1884	Rear of 155 Barnsole Road Gillingham	0	1	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1892	113 Richmond Road Gillingham	0	0	-1	0	0	**-1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**-1**
SMC1895	Land adj 37 Salisbury Avenue Rainham	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1896	157 Brompton Farm Road Strood	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1897	Fronting Buttermere Close Rear of 140-144 Woodlands Road Gillingham	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1898	61 High Street Chatham	0	0	0	4	0	**4**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**4**
SMC1903	2 Swingate Avenue Cliffe	0	1	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1910	Rose Inn 1-3 Catherine Street Rochester	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1911	166 Edwin Road Rainham	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1912	Land South of 11 Buttermere Close Gillingham	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
SMC1913	Garage site adj 39 Tangmere Close Gillingham	0	0	4	0	0	**4**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**4**
SMC1915	152 High Street ROCHESTER	0	0	0	1	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1919	15 Main Road Hoo	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1921	Canopus 1 Hill Road Borstal	0	1	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1925	8 Glanville Road Strood	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1926	75 Louisville Avenue GILLINGHAM	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1927	51 Wyles Street GILLINGHAM	3	0	0	0	0	**3**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**3**
SMC1929	46 Cromer Road Strood	0	0	0	0	1	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1931	Star Hill ROCHESTER	-1	1	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
SMC1932	59-61 High Street GILLINGHAM	3	0	0	0	0	**3**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**3**
SMC1935	4 Church Street CHATHAM	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1938	Garage Site Fronting 1 & 2 Westerham Close Gillingham	0	2	0	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
SMC1939	285 Marlborough Road Gillingham	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1940	287 Marlborough Road Gillingham	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1941	289 Marlborough Road Gillingham	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1942	Garages off Romany Rd, RO Preston Way & Sturry Way 13-23 Romany Road Gillingham	0	4	0	0	0	**4**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**4**
SMC1943	Garage site land adjacent Dewdrop Public House Begonia Avenue Gillingham	0	3	0	0	0	**3**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**3**
SMC1954	The Archdeaconry The Precinct Rochester	0	2	0	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**

Small Sites 2014		1	2	3	4	5		6	7	8	9	10		11	12	13	14	15			
H_SiteRef	**SiteAddress**	**2014/15**	**2015/16**	**2016/17**	**2017/18**	**2018/19**	**1-5 years**	**2019/20**	**2020/21**	**2021/22**	**2022/23**	**2023/24**	**6-10 years**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**11-15 years**	**15years+**	**Total**
SMC1955	Lant to rear of 81-85 Wayfield Road Chatham	0	0	4	0	0	**4**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**4**
SMC1956	Garrison Church Hall Maxwell Road Brompton	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
SMC1958	264 High Street Chatham	2	0	0	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
		75	62	97	39	47	**320**	28	28	32	36	40	**164**	44	48	52	56	60	**260**	0	**744**

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

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

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

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

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

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

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

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

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

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

Average windfall of past 10 years allowed for in years 3-5 only, as per advice from Counsel.
Counsel also advised that windfalls from garden areas should also not be included in windfall calculations, hence following table.

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

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

Student Accommodation Sites Completions

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