Medway COUNCIL Serving You

CABINET

16 DECEMBER 2014

LOCAL PLAN: AUTHORITY MONITORING REPORT – ADDENDUM REPORT

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

To provide a revised Appendix 3 (Housing Implementation Strategy) to the report.

1. Background

1.1 Please note that since publication of the Cabinet agenda, a small number of errors have been found in the Housing Implementation Strategy (Appendix 3 to the report), therefore, it is necessary to reissue this Appendix. Specifically, information has been updated from what originally appeared on page 244 and pages 253-273 of Cabinet Supplementary Agenda No.1.

2. Revised recommendation

2.1 That the 2014 Authority Monitoring Report be approved for publication, as set out in Appendices 1 and 2 in Supplementary Agenda No.1 and Appendix 3 in Supplementary Agenda No.2.

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REVISED 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.

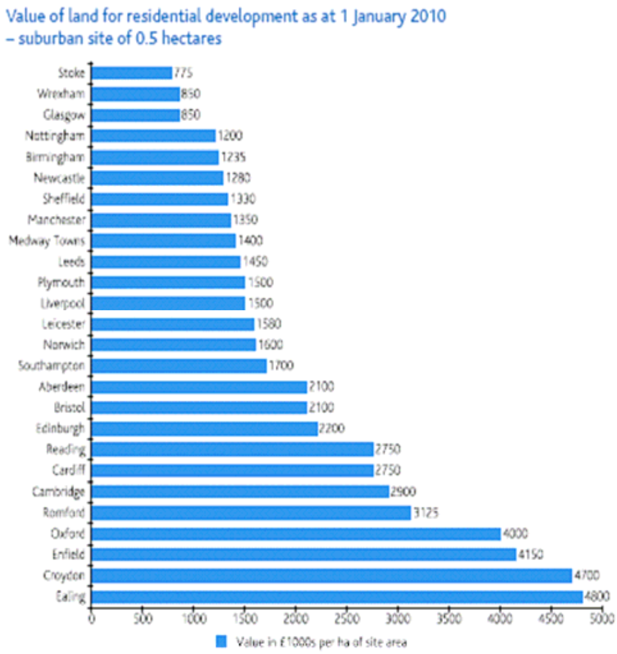
3.3 Estimates vary as to the number of job losses but around 7,000 were probably lost within the Dockyard and with almost as many in supporting industries. Traditionally the Dockyard workforce was drawn from a very small area and, coupled with the closure of the Isle of Grain refinery, the impact on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

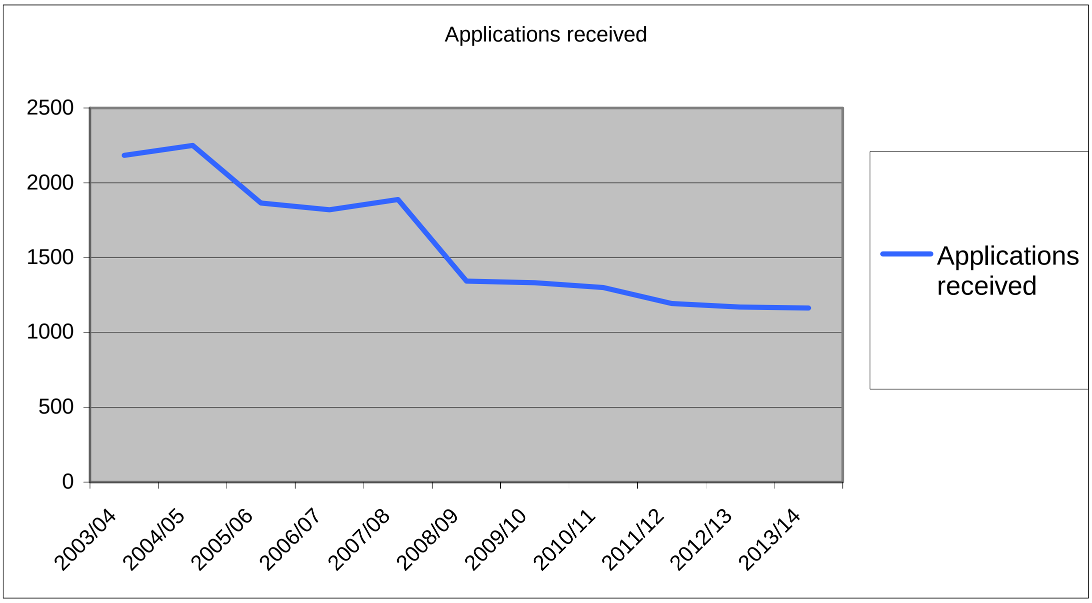


Diagram 1.0 – Planning Applications in Medway

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.

Rochester Riverside

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

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

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

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

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

Strood Riverside

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

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

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

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

<u>Chatham Centre and Waterfront</u>

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.

<u>Lodge Hill</u>

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.

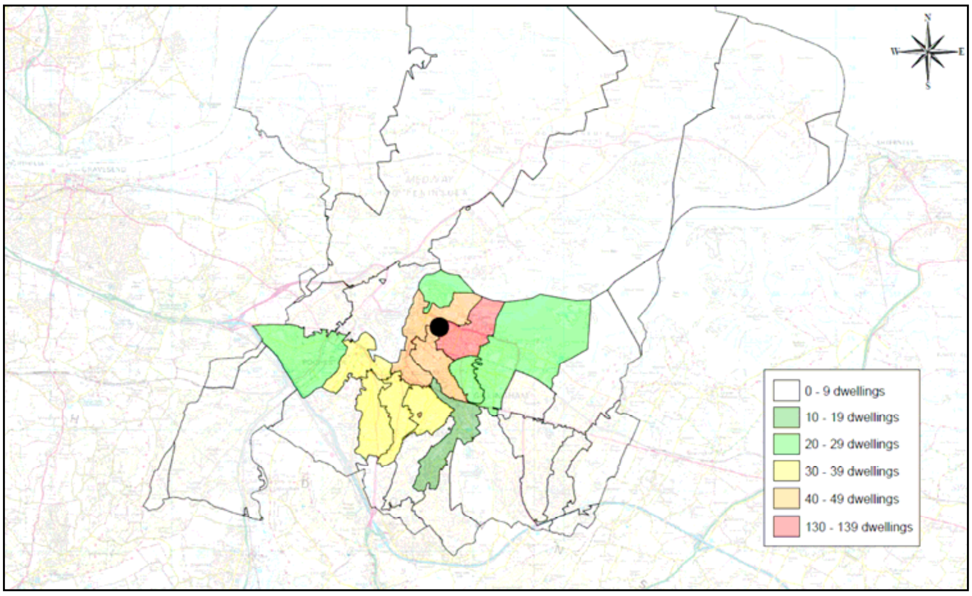
5.18 The Housing Position Statement, building upon the evidence in the 2013 SHMA, sets out the current assessment of student housing needs in Medway. In summary, as none of the Medway universities have confirmed any significant expansion plans, the student population in Medway is assumed to hold broadly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

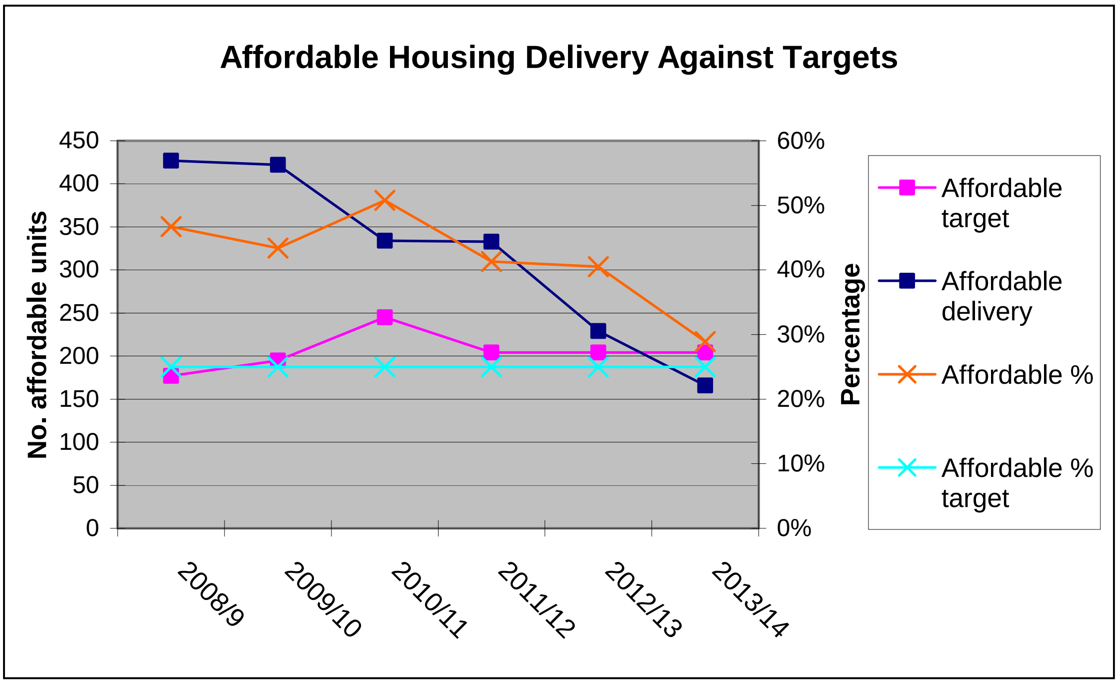
5.29 While Medway has not met its housing target in four of the last five years, it has not fallen below 80% of the cumulative target. Section 2 has already demonstrated that the shortfall in delivery is principally a result of the recession rather than the performance of the Authority, which has performed 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 (6658 / annual requirement 1233)	**5.4 years**	
Years supply with 20% buffer (6658/ annual requirement 1383)	**4.8 years**	

6.0 Monitoring & Review

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

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

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

Site Ref	Site Name	Deliverables	Planning Status	Delivery Status	1 14/15	2 15/16	3 16/17	4 17/18	5 18/19	6-10	11-15	Risk
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								Risk
					1 14/15	**2 15/16**	**3 16/17**	**4 17/18**	**5 18/19**	**6-10**	**11-15**	
				infrastructure constraints.								Constructive pre-app discussions were held in October 2014. It is expected that a planning application will be submitted in 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	629	757	1680	1813	1755	1368	1198	1003	933	778	629	475	466	427	437	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+
3339	7814	3818	2899

	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	629	757	1680	1813	1755	1368	1198	1003	933	778	629	475	466	427	437	1569
Annual housing requirement	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000

	Housing Cumulative Completions to Date		
	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	2582	3339	5019	6832	8587	9955	11153	12156	13089	13867	14496	14971	15437	15864	16301	17870
Surplus /deficit	-1418	-1661	-981	-168	587	955	1153	1156	1089	867	496	-29	-563	-1136	-1699	-1130

	Student Housing Completions to Date (Dwelling Equivalent)		
	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 Completions to Date		
	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	653	757	1680	1813	1755	1368	1198	1003	933	778	629	475	466	427	437	1569
Annual housing requirement	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000

	Total Cumulative Completions to		
	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	2740	3497	5177	6990	8745	10113	11311	12314	13247	14025	14654	15129	15595	16022	16459	18028
Surplus /deficit	-1260	-1503	-823	-10	745	1113	1311	1314	1247	1025	654	129	-405	-978	-1541	-972

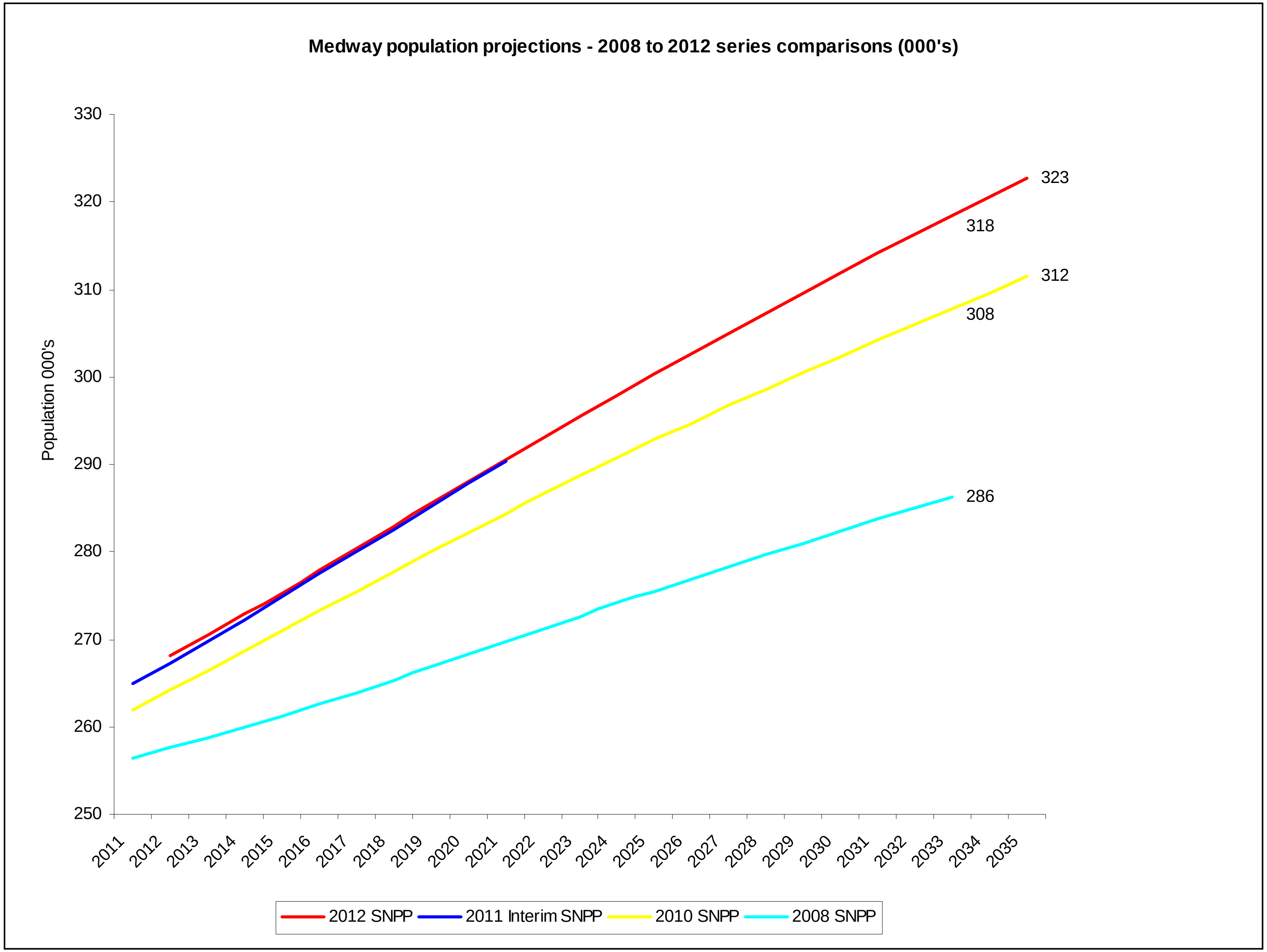
5 Year Land Supply Calculation

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	**6658**	
Years supply with 5% buffer (6658 / annual requirement 1233)	**5.4 years**	
Years supply with 20% buffer (6658/ annual requirement 1383)	**4.8 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	260
Allocated	219
SLAA	1769
Windfall	714
Student Housing	24
TOTAL	6658


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	15years+	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**
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**
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**
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**
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**
		71	54	85	23	27	**260**	4	0	0	0	0	**4**	0	0	0	0	0	**0**	0	**264**

Large Sites 2014

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
			1	2	3	4	5		6	7	8	9	10		11	12	13	14	15			
	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**
471	MC248	Former Bar Intermission P H 124 Pier Road Gillingham	0	0	7	0	0	**7**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**7**
673	MC254	Rear of 5 New Road Chatham	0	0	0	7	0	**7**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**7**
899	MC273	208-214 Windmill Road Gillingham	0	0	9	0	0	**9**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**9**
897	MC275	Garage Block, adjacent 3 Witham Way Strood	6	0	0	0	0	**6**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**6**
889	MC289	Rock Working Mens Club 2 Rock Avenue Gillingham	0	0	0	0	9	**9**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**9**
682	MC293	Land between Sunlight Centre & 109 Richmond Road Gillingham	0	10	10	0	0	**20**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**20**

352	MC307	Former Cement Works Formby Road Halling	83	89	90	89	0	**351**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**351**
981	MC326	143-145 Canterbury Street GILLINGHAM	0	0	8	0	0	**8**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**8**
956	MC327	Shipwrights Arms 44-45 Hills Terrace Chatham	0	0	0	0	6	**6**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**6**
963	MC335	102 High Street CHATHAM	12	16	0	0	0	**28**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**28**
826	MC336	Former Dairy Site 111-113 Nelson Road Gillingham	16	0	0	0	0	**16**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**16**
987	MC338	82-84 King Street Rochester	24	0	0	0	0	**24**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**24**
843	MC346	Charles Street Strood	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	12	**12**
983	MC347	Chatham Waterfront Adjacent to Staples Medway Street Chatham	0	0	0	0	80	**80**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**80**
984	MC348	Chatham Waterfront adjacent to Bus Station Medway Street Chatham	0	0	0	0	31	**31**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**31**
1099	MC354	51 Cuxton Road Strood	0	0	0	7	0	**7**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**7**
746	MC356	Former Earl Estate Community Centre 103 Albatross Avenue Strood	0	18	0	0	0	**18**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**18**
1039	MC359	Station Road Strood	0	0	20	0	0	**20**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**20**
1040	MC361	Between 50-52 Station Road Strood	0	0	0	7	0	**7**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**7**
530	MC362	389 High Street CHATHAM	0	0	0	21	0	**21**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**21**
1041	MC363	9 The Brook CHATHAM	0	14	0	0	0	**14**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**14**
727	MC365	Brompton Farm Brompton Farm Road Wainscott	0	16	0	0	0	**16**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**16**
824	MC366	Land at Chatham Docks Pier Road Gillingham	0	48	125	125	125	**423**	125	125	125	152	0	**527**	0	0	0	0	0	**0**	0	**950**
1018	MC367	Rear of 26-36 Napier Road Gillingham	0	0	6	0	0	**6**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**6**
704	MC368	Land at Carpeaux Close Chatham	25	12	0	0	0	**37**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	1	**38**
1100	MC369	Greatfield Lodge Darnley Road Strood	0	0	0	0	0	**0**	21	0	0	0	0	**21**	0	0	0	0	0	**0**	0	**21**
632	MC371	Colonial Mutual House Quayside Chatham Maritime	0	0	50	60	50	**160**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**160**
1101	MC377	Wayne Court Miller Way Wainscott	-3	-3	0	0	0	**-6**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**-6**
1102	MC379	202-204 Station Road Rainham	8	0	0	0	0	**8**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**8**
547	MC380	85 Church Street GILLINGHAM	0	14	0	0	0	**14**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**14**
808	MC384	Queens Court Chichester Close Rainham	-2	8	0	0	0	**6**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**6**
515	ME293	Rochester Riverside Corporation Street Rochester	0	79	100	150	150	**479**	150	150	121	100	100	**621**	100	100	100	0	0	**300**	0	**1400**
757	ME383	Cross Street Chatham	0	0	0	59	59	**118**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**118**
524	ME403	Southern Water Site Capstone Road Chatham	0	0	19	50	0	**69**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**69**
685	ME413	Strood Waterfront Action Area Temple Marsh Roman Way/Knight Road Strood	0	0	100	150	150	**400**	125	95	0	0	0	**220**	0	0	0	0	0	**0**	0	**620**
514	MC372	Sandacres Upnor Road, Upnor	0	17	0	0	0	**17**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**17**
875	MC376	Jeffrey Street, Gilliingham	0	0	9	0	0	**9**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**9**
			558	**632**	**752**	**892**	**838**	**3672**	**619**	**500**	**296**	**292**	**100**	**1807**	**100**	**100**	**100**	**0**	**0**	**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**
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**
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**

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**
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		**0**	**71**	**503**	**549**	**646**	**1769**	**745**	**670**	**690**	**641**	**678**	**3424**	**529**	**375**	**366**	**427**	**394**	**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

			Completions to date			Future Phasing															
H_SiteRef	SiteAddress	Number of Bedrooms	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**															